

6a	14/0014	Reg'd:	08.01.2014	Expires:	08.04.2013	Ward:	GE
Nei.	14.02.2014	BVPI	1 (Major)	Number	43	On	Yes
Con.	17.3.14	Target		of Weeks		Target?	Ext of
Exp:	30.9.14			on Cttee'			time
	20.10.14			Day:			agreed
							30.11.14

LOCATION: Land At Victoria Way, Cawsey Way And Church Street West Woking Surrey

PROPOSAL: Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (95.5 metres) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys (112 metres) and Tower 2, 30 storeys (100 metres). Construction of a new local energy centre at the Red Car Park, changes and extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre (Boots unit - to be re-provided).

TYPE: Full Planning Application

APPLICANT: Bandstand Square Developments

OFFICER: JOHN FANNON

REASON FOR REFERRAL

This application is being brought to Committee because the proposal is a major development and includes residential units.

EXECUTIVE SUMMARY

The proposals involve an extension to the town centre shopping centres and include provision of residential and hotel accommodation, car parking together with public space and public realm improvements. The applicant BSDL is a joint venture that has come together to deliver the Victoria Square development and includes Moyallen (owner of the Peacocks Shopping Centre), Woking Borough Council (owners of Wolsey Place Shopping Centre) and Surrey County Council (owners of the Fire Station and the public highway).

The scheme has significant economic benefits in terms of job creation and strengthening the retail function of the town centre. It has significant social benefits as, notwithstanding that affordable housing provision is unviable, it will provide a significant amount of new good quality housing in the town centre and contribute to provision and improvement of social and

community infrastructure including education and recreation in the town centre and Woking.

The development involves extensive changes to the highway which impacts on all modes of transport in and around the development site, the Town Centre and surrounding areas. There will be temporary disruption during construction and it will take time for the development to establish itself and for travel around the town to adjust. These impacts need to be balanced against the opportunities for travel by other modes, and also facilitating economic growth in Woking and Surrey.

The proposal is large scale but it is in an accessible town centre location. Three towers are proposed which will help consolidate the existing cluster of taller buildings in the town centre and create a new visual interest to the skyline. Overall it is considered that the new buildings make a positive contribution to the street scene, the character of the area and Woking town centre. The development will provide an important new public space at Victoria Square and it will provide greater emphasis and visual interest to this section of Victoria Way.

The recommendation is to grant planning permission subject to conditions and an agreement under section 106 of the Planning Act.

SUMMARY OF PROPOSED DEVELOPMENT

The proposed Victoria Square development seeks planning permission for:

- 10,967 sq. metres of new retail floor space;
- a 190 bed four star hotel with conference facilities, spa and gym in a 23 storey tower (95.5 metres high);
- 392 residential apartments in two towers of 30 and 34 storeys (100 and 112 metres high);
- space for a medical centre;
- 380 additional car parking spaces;
- a new public square and public realm improvements

The applicant BSDL is a joint venture formed by Moyallen (owner of the Peacocks Shopping Centre, Woking Borough Council (WBC) (owners of Wolsey Place Shopping Centre) and Surrey County Council (owners of the Fire Station and the public highway). The three parties have come together to deliver the Victoria Square development.

A separate, but related planning application (PLAN/2014/0015) submitted by BSDL (Fire Station) Limited for the relocation of the existing fire station from the Victoria Square site to a new site at Butts Road / Goldsworth Road, has been approved dated 24.5.14.

The application is supported by an Environmental Statement (ES). This considers both the Victoria Square Development and the Fire Station Development (PLAN2014/0015) because of the close interconnection between the two developments. The ES has been prepared pursuant to The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. The ES has had regard to aspects of the environment likely to be affected by the Proposed Development and includes an assessment of the likely extent and significance of the potential environmental effects.

The application was first amended in February 2014. The amendments related to changes to the highway layout at Victoria Way. An Environmental Statement Addendum, supplementary Transport Statement, drainage report and addendum to the Design and Access Statement were also submitted in support of the amendments.

The application was amended again in August 2014. The amendments relate to three main

aspects of the development: highways, landscape / public realm and building design. The changes to the proposed highway arrangements have arisen as a result of on-going consultation with the highway authority and other parties. The changes to landscape and public realm and to building design can be regarded as consequential amendments to take account of the changes to the highway layout and also to mitigate wind impacts.

The planning application is supported by the following reports:

Planning Application Supporting Statement (Turley) December 2013 Planning Clarification Report (Turley) March 2014 Planning Clarification Report (Turley) August 2014	Provides a description of the proposal and an assessment against relevant planning policies and guidance.
Design and Access Statement (DAS) (Benoy) Dec 2013 Addendum to DAS (Benoy) February 2014 Addendum to DAS (Benoy) August 2014	Provides a written, visual and illustrative appreciation of the site in its physical, social, environmental and land use context.
Transport Assessment (TA) (Vectos) Dec 2013 Supplementary TA (Vectos) February 2014 Supplementary TA (Vectos) August 2014	Provides an assessment of the transport and access related issues in accordance with the Department for Transport guidance.
Sustainability Strategy (Hoare Lea) Nov 2013	Presents the sustainability strategy for the Proposed Development.
Statement of Community Involvement (SCI) (Turley) December 2013	Describes the process of pre-application dialogue and engagement undertaken by BSDL and the outcomes of the engagement process.
Environmental Statement (ES) (Turley) Dec 2013 ES Addendum 1 (Turley) February 2014 - superseded ES Addendum 2 (Turley) August 2014	Pursuant to The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011, this assesses the likely extent and significance of the potential environmental effects and describes mitigation measures.

PLANNING STATUS

Woking Town Centre
Primary Shopping Area
Primary Shopping Frontage
Airport Safety Zone - Fair Oaks
Thames Basin Heaths SPA Zone B (400m-5km)

RECOMMENDATION

GRANT planning permission subject to:

a) the conditions set out at the end of this report subject to delegated authority being given to the Head of Planning Services to amend the conditions if required;

and

b) a legal agreement (in accordance with the Community Infrastructure Levy Regulations 2010 and Policies CS8, CS16, CS17 and CS19) to secure community and infrastructure contributions required towards:

- Education
- Community / social infrastructure to include sports, play and open space
- SPA Contribution (SANG)
- Public Transport

And obligations to secure:

- SPA Contribution (SAMB)
- Highway and public realm improvements (through a S278 Agreement)
- Public art
- Wifi in the town centre
- Provision of health facilities
- Relocation of Fire Station
- Jobs and apprenticeships for local people
- Underground storage tanks management and maintenance
- Management company to be set up

as set out in the Planning Contributions section of this report and subject to delegated authority being given to the Head of Planning Services to negotiate and agree the detailed clauses.

SITE DESCRIPTION

The Victoria Square application site comprises: the original site of the Woking Market (relocated to Peacock Walk and renamed Market Street); the site of the former post office (demolished); land adjoining Globe House (a 1960s office building, partially vacant, with ground floor retail); the existing operational Woking Fire Station; the Bandstand Square civic space; the Sparrow Park seating area; a number of existing retail units including Boots (proposed to be relocated into the scheme) on the north side of Commercial Way and in Wolsey Place; parts of Export House (an office building); part of the Red and Yellow Town Centre Car Parks and existing first floor servicing arrangements. Elements of the development are proposed both above and below ground level.

Parts of the surrounding road network - including part of Victoria Way, all of Cawsey Way and Church Street West (where it adjoins the Fire Station) - would also be affected.

The site is bounded by The Peacocks Shopping Centre, Toys'r'Us and the Red Car Park to the north, Victoria Way to the west, the steep railway embankment (the London - Portsmouth mainline) to the south and Wolsey Place Shopping Centre and properties fronting Commercial Way to the east.

The application site is 3.79 ha in area. The majority of the site comprises previously developed land (PDL), the exception is Sparrow Park. Ground levels generally fall across the site from south east to north-west (by around 3.5m).

The site is located within the Woking Town Centre boundary, the Primary Shopping Area and includes Primary Shopping Frontage, defined on the Core Strategy Proposals Map.

The site is also within the 400m to 5km buffer (Zone B) of the Thames Basin Heaths Special Protection Area and is within the Safety Zone of Fairoaks Airport.

PLANNING HISTORY

PLAN/2014/0015	Planning permission for Fire Station with residential accommodation over at Butts Road / Goldsworth Road. Permitted.
AMEND/2014/0041	Non Material Amendment to application ref: PLAN/2014/0015. Permitted.
PLAN/2013/0740	Scoping Opinion, Bandstand Square Church Street West, Woking
PLAN/1978/0540	Planning permission for the existing Fire Station on Church Street West. Permitted.
PLAN/1997/0215	Refurbishment and re-cladding of Globe House. Permitted.
PLAN/1986/1042	Extension and refurbishment of the Wolsey Place Shopping Centre. Permitted.
PLAN/1988/0028	Erection of the Peacocks Centre. Permitted 16.05.88.
<i>Various subsequent improvements to the Peacocks Centre, notably</i>	
PLAN/2010/0325	Remodelling of the entrance and front elevations at Town Square. Permitted.
PLAN/2012/1203	Relocation of the existing market to Peacock Walk, including refurbishment, alterations and construction of a mezzanine. Permitted.
PLAN/1984/0414	Single storey office building and car park, Cavendish House. Refused.
PLAN/1985/1007	Enlargement of ground floor office area and external alterations, Cavendish House. Refused.
PLAN/1987/0399	Change of Use to offices, Cavendish House. Permitted.

PROPOSED DEVELOPMENT

The Victoria Square development provides new retail floorspace, a hotel, residential apartments, a medical centre/flexible use space, parking and public realm and comprises the comprehensive redevelopment of existing buildings and sites. It involves the demolition of Globe House and the fire station, the reconfiguration of seven retail units and the ground and first floor of Export House. Cawsey Way is to be 'Stopped Up' the subject of a separate application procedure falling outside of the planning authorities control although in parallel

with the planning application.

Public realm

The redevelopment proposals will create a new area of public realm north of the railway embankment, in the location of the (now relocated) market, named Victoria Square. This area will be approximately 2.68 ha in area and be able to accommodate a range of outdoor uses. New bus stops, taxi bays, cycle parking and landscaping will be provided.

Improvements in the form of pedestrian crossings and landscaping are proposed along Victoria Way and a new covered public space is to be created in the location of the current Bandstand Square.

Built form

The proposed development will form an extension to the existing shopping centre along Commercial Way providing a new frontage to the proposed Victoria Square public space. Above the ground and first floor retail units will be two residential towers. Tower 1 is on the corner of Victoria Way and Victoria Square and is 34 storeys (112 metres), Tower 2 is approximately 30 m to the east accessed off Commercial Way and is 30 storeys (100 metres). Amenity space for the residential is provided at second floor level on the roof of the retail shops between the towers and to the east of Tower 2.

To the rear of the residential towers, and above the retail units fronting Victoria Way is a car park, extending over 4 levels. To the north of the site, on the corner of Victoria Way and Church Street West, a hotel is proposed at 23 storeys (95.5 metres). The hotel fronts Victoria Way and the hotel entrance lobby is accessed from street level on Victoria Way, below the car park.

Provision is made for a Medical Centre / flexible use space at first floor level with access from Victoria Way. Further retail units are provided to the east of the hotel at ground level together with a covered area of public realm (named New Court). Church Street West will be re-designed as a covered street.

Retail and Restaurant Floorspace

The retail floorspace comprises a total of 10,967 sq. metres of retail (Use Class A1) in 9 units (SU2 to SU10) and one restaurant unit (Use Class A3). The largest unit SU3 is proposed for Marks and Spencer and provides a total of 5,598 sq. metres on ground and first floor. The principal customer entrance to SU3 / Marks and Spencer's is from New Court, a new covered square, with further entrances from Victoria Square and Victoria Way. Access will also be available via lifts within the Green Car Park. The store has a glazed frontage to all three outward facing elevations. The Proposed Development also provides for the reconfiguration of Boots (SU6) at ground and first floor to provide a floorspace of 2,810 sq.metres

The remaining retail units provide floorspace ranging from 144 sq. metre to 501 sq.metre (over ground and first floor). Two of the smaller units are located around the entrance to Export House. Alterations to Export House are proposed and include the creation of a new double height entrance lobby to the office accommodation.

The restaurant space is provided in a single unit of 528 sq. metre located at the ground floor and first floor beneath Tower 1, fronting Victoria Square, with access onto the square. Public conveniences are included in the scheme.

Servicing to the retail units is at first floor level, where the development links into the existing service yard.

Medical centre / flexible use space

The proposal includes a unit 526 sq.m in area identified as a possible medical centre (Use Class D2) but for which a flexible consent is sought to include a range of town centre, office and leisure uses (within Use Class B1 (a), A2, D1, D2). Access is gained to the unit from street level from Victoria Way (adjacent to the hotel) and by lift from the car park level above.

Hotel

The hotel is designed as a 23-storey tower and will provide a total of 190 bedroom, conference, gym and spa facilities. The gym and spa (including pool) are located on the lower ground floor and occupy 2,193sq. metre. The main entrance lobby is at ground floor, accessed from the corner of Victoria Way and Church Street East. Two banks of lifts allow access to the main hotel reception and conference facilities at levels 6 and 7 (sitting on top of the car park between the hotel and Tower 1).

The hotel conference venue and restaurant are located at the sixth floor. The conference facilities will have capacity to accommodate up to 400 people. The hotel restaurant is located on the corner of Victoria Way and Church Street East and will have capacity for 100 – 120 covers. The 7th floor contains the hotel reception level and a bar, which has access to a terraced area overlooking Victoria Way. The hotel's principal plant area is located at this level and is enclosed by a screen.

The 8th floor contains the hotel's suite of six meeting spaces, together with back of house areas and break out space. The 9th floor contains the first bedroom level. Floors 9 to 20 are identical in layout and typically contain 15 bedrooms and ancillary space.

The 21st floor contains a restaurant (which will have up to 120 covers) a lounge, suites and ancillary facilities. The 22nd floor contains the void level of the restaurant, together with bedroom suites. The hotel roof level contains plant which is screened and with a louvered roof over.

Residential

The Victoria Square development includes two towers with 392 units of residential accommodation (Use Class C3), 216 units in Tower 1 and 176 in tower 2. Tower 1 sits on the junction of Victoria Square and Victoria Way (where the entrance is located). Tower 2 faces onto Commercial Way at its junction with the new Victoria Square and its entrance is on Commercial Way.

The first level of accommodation in the towers is on the second floor (the first floor level is occupied by retail space above ground level shops). Between the 2nd and 27th floor, Tower 1 includes between 6 - 8 units per floor as one and two-bedroom flats. From the 28th floor upwards the number of units per floor falls to four, and on the 33rd and 34th floor to two units per floor where duplex units are located. A similar arrangement applies to Tower 2. Tower 2 has a residents meeting room at level 2 and residential accommodation beginning at level 3. Levels 24 to 30 include duplex units.

Bicycle and waste storage for Tower 1 is located in the lower ground floor area. The waste storage for Tower 2 is located at 3rd and 4th floor levels. Bicycle storage is provided at

podium level between the towers. There is a service access route and lifts connecting the waste storage areas with the service yard at first floor level.

Two south-east facing roof gardens are located on the podium at level 2 to provide amenity space for the benefit of residents.

Residential accommodation summary:

	Tower 1			Tower 2		
Unit type <i>Size range in sq metres</i>	Studio <i>45-54</i>	1 Bed <i>50-55</i>	2 Bed <i>78-135</i>	Studio	1 Bed <i>51-55</i>	2 Bed <i>78-135</i>
Total by unit type	5	111	100	0	92	84
% by unit type	54%		46%	52%		48%
Total units per tower	216			176		
Total units	392					

Car parking

The scheme includes 380 car parking spaces in three distinct areas, all connected to the existing car parks within the shopping centres. The scheme proposes 275 new spaces, to be known as the 'Green' car park. This is located on the west side of the site along Victoria Way starting at second floor level, above the retail below. This car parking is on 4 levels and connects to the Red car park. A new half level is to be added to the existing 'Red' car park. This will provide a further 55 spaces (following a loss of 46 spaces due to works to provide new access and bridges). The Red car park will be served by a new two way spiral ramp to replace the existing in the same location. This will serve all existing levels of the Red car park as well as the new Green car park. A 96 space extension is proposed to the Yellow Car Park, over 4 levels.

The approach proposed by BSDL is to facilitate the flexible use of the parking spaces provided. To this end BSDL does not propose the allocation of individual parking spaces, or blocks of parking spaces, to the different land uses with the exception of disabled parking spaces. Disabled parking spaces are proposed close to the lift cores within the proposed 'Green' car park.

Servicing and vehicular access

Servicing to the proposed development will be via the existing first floor service yard. The proposals include a series of amendments to the existing arrangements to enable this. Access to the Wolsey Place service yard currently takes place via an access ramp from Victoria Way (north). This ramp is shared with the Shoppers car park as well as Peacocks service yard. The ramp into the Wolsey Place service yard is one-way entry only at present and the route will in the future accommodate exit movements also. The entry route into the service yard will be widened in part. Traffic signals will also be provided to manage vehicular movements including providing direct egress onto Victoria Way.

Once servicing vehicles are clear of the access ramp they pass through a security barrier before entering service yard Area A. The route into service yard Area A will be widened for

two-way movements. In order to accommodate two-way movements, part of the existing Retail Unit 27 within Wolsey Place will be removed. Service yard Area A will accommodate existing retail units alongside market trader vehicles associated with the new market facilities provided along Peacock Walk.

In order to access service yard Area B, vehicles pass through a one-way section linking with service yard Area A. Inbound vehicles would be forced to wait at a stop line for a green signal. This service yard will accommodate all future tenants of the Victoria Square development. The service yard layout has been revised to accommodate a row of 6 bays on the western end of service yard B, two of which will be allocated to retail unit SU3 (M&S). The remainder of the bays will service the hotel and the other retail units SU2, SU4-10.

Energy centre

The development proposals include the provision of an energy centre with the capacity to generate heating and cooling for the proposed development. The energy centre will be located to the east of the proposed spiral ramps serving the Red Car Park and will accommodate a gas fired Combined Cooling and Heat and Power (CCHP) system to generate low carbon heating, cooling and electricity to serve each of the uses within the Victoria Square development. The energy centre will house the following plant and equipment: Gas fired CHP system; Gas fired boilers; Absorption chiller; Water cooled chillers; Cooling towers; Pumps and ancillary equipment; Water storage and associated treatment plant.

A summary of the proposed uses and floor areas is set out below:

Proposed Use	Number of units		Floorspace (Gross internal area GIA)	
Residential Tower 1	216	392	20,306 sq.m.	36,912 sq.m.
Residential Tower 2	176		16,606 sq.m.	
Hotel	190 bedrooms			19,447 sq.m.
Retail units	Marks and Spencer (SU3)		5,598 sq.m.	10,967sq.m.
	Boots (SU6)		2,810 sq.m.	
	7no. (SU2, 4, 5, 7, 8, 9, 10)		2,031 sq.m.	
	Restaurant		528 sq.m	
Medical centre	1			526 sq.m.
Energy Centre	1			400 sq m approximate
Car park	380 spaces (20 disabled parking bays)			

Highway Layout

The development involves changes to the highway layout, which includes:

- Cawsey Way is to be closed and the existing bus stops on the road will be relocated. The bus stops for passengers leaving the town will be relocated to the southern edge of Victoria Square. Two new inbound bus stops will be provided on Victoria Way, the first immediately to the north of the new Goldsworth Road junction and the second to the east of the main entrance to the Shoppers car park, adjacent to the Bedser Bridge.
- Victoria Way between its junction with Lockfield Drive and the railway line is to be altered, involving: modifications to the junction at Forge End; new pedestrian crossings, pavement width and carriageway alignment changes; a lay-by / drop off at the proposed hotel; widening of the central reservation to include tree planting.
- High Street is to operate as one-way westbound for buses, taxis and for local servicing / access only; an eastbound cycle contra flow is also to be provided.

It should be noted that the works outside the site area and would be secured through a separate agreement with the Highway Authority.

Scheme amendments February 2014 and August 2014

Amendments to the highway layout were submitted in February 2014. Subsequent discussions have been held with the highway authority (SCC) and the local planning authority (WBC). In the course of these discussions, concerns were expressed regarding the potential impact of the proposals on highway capacity. Further amendments to the proposed highway layout have now been made, which seek to ensure that highway capacity is maximised and to address other comments made. Consequential changes have been made to the landscape and public realm to take account of the changes to the highway layout.

The highways amendments include:

- The existing westbound free flow slip from Victoria Way into Goldsworth Road is retained and only fire tenders are permitted to access Victoria Way from Goldsworth Road via a dedicated fire tender path;
- A right turn from Church Street West into Victoria Way is permitted as well the left turn from Victoria Way into Church Street West (bus only);
- Further capacity improvements are proposed involving minor amendments to stop lines and kerbs in order to maximise stacking capacity for traffic;
- Amendments to pedestrian crossing facilities are proposed at numerous locations;
- Amendments to bus stop facilities on Victoria Way are proposed as well as the creation of a dedicated bus lane on the northern part of Victoria Way;
- New bus stops are proposed on Church Street West;
- Additional taxi facilities are proposed in Victoria Square and the railway station taxi rank is to be relocated to Broadway; and
- Broadway is to be changed to one-way westbound between Chertsey Road and Duke Street with the contra flow cycle lane continued from High Street along Broadway as far as the junction with Duke Street.

A number of minor changes to the building design and to the landscape are proposed to mitigate wind impacts which is described later in this report.

SUMMARY INFORMATION

Site Area: 3.79 ha

Proposed retail floor space: 10,967 sq m

Proposed hotel: 190 bed four-star hotel with conference facilities, spa and gym

Proposed medical centre / flexible use: 526 sq m

Proposed residential units: 392

number of bedrooms per unit: Studios, 1 and 2

density – the density has been calculated in a number of ways

Gross: 140 dwellings per hectare (dph) as measured over 2.791 ha the ‘developed’ site area

Greenwich method: 300 dph apportioning the developed site area of 2.791 ha between uses (excluding car parking areas)

Net: 660 dph as measured against a 0.594 ha site area, which is directly associated with the residential towers

Proposed car parking: 380 spaces

Proposed cycle parking: 452 spaces in total to be provided against uses as follows:

Residential 392

Retail 40

Hotel 10

Gym 10

In addition 90 public cycle parking spaces would be displaced and relocated and an additional 60 provided.

Proposed Victoria Square 2,678 sq metres

CONSULTATIONS

The application has been subject to publicity and notification on a number of occasions:

- January 2014 on receipt of application
- March 2014 amendment to application
- August 2014 amendments to application
- October 2014 correction to description of development

The comments received are summarised below and represent the most recent and up to date responses.

Planning Policy Officer: No objection in principle. The detailed policy considerations are addressed in the Planning Issues section of the report under the relevant headings.

Economic Development Officer: Supports the proposal. The detailed economic development considerations are addressed in the Planning Issues section of the report under the relevant heading.

Housing Services Officer: The principle of residential development on the site and the timing of the site's release comply with the principles of the Core Strategy CS 1 to help meet housing needs in the borough through the provision of new residential units, helping to meet the overall target of 4,954 net additional dwellings by 2027. In particular, the proposal helps to meet the requirements of Policy CS2 where a target of 2,180 dwellings to be provided within the Town Centre is stated.

Policy CS12 on Affordable Housing requires that on sites providing 15 or more dwellings, or sites of over 0.5 ha (irrespective of the number of the size or number of dwellings proposed), the Council will require 40% of the dwellings to be affordable. For Greenfield sites and for land in public ownership, the proportion increases to 50% on-site affordable housing provision.

In this respect, the development should provide, in principle, 157 to 196 affordable units within the development. However, this is subject to issues of viability and the principles of effective distribution of affordable housing across the Borough. Subject to a reasoned justification based on these grounds, the Core Strategy Policy CS12 allows for a lower provision and/or a commuted sum to be used elsewhere in the Borough for the provision of affordable housing on other sites. Policy CS12 states that "the proportion of affordable housing to be provided by a particular site will take into account the following factors:

- The need to provide an appropriate tenure mix that meets the needs of local residents, as evidenced by the latest SHMA, and that is considered affordable based on local income levels.
- The requirement for significant provision of new affordable family homes.
- The need to achieve a successful housing development in terms of the location and mix of affordable homes.
- The costs relating to the development, in particular the financial viability of developing the site (using an approved viability model)."

The applicants have submitted an updated "Planning Clarifications Report August 2014" which in section 5 "Approach to Planning Obligations" states that the cost of delivering the scheme has increased, and that therefore they will be submitting a financial appraisal, which will demonstrate why it is not possible for the development to provide affordable housing in the terms which would otherwise be required by the policy. The Report states in para 5.7 "the development will not contribute to the supply of affordable housing".

The overall proposal is welcomed by Housing Services in that it will make a significant contribution to meeting rising housing demand in the borough for market dwellings with major socio-economic, regeneration and environmental benefits for the town given its highly sustainable location. However, the lack of any proposed affordable housing, whether within the development, or elsewhere in the borough through a financial contribution, will need to be independently assessed by external consultants on viability grounds.

The Council's viability consultant: Kempton Carr Croft have undertaken a high level review and advise that it seems that the scheme will generate a negative site value. This is without any developer's profit, demolition costs, S106 or social contributions. Consequently, the scheme can only proceed with a significant subsidy in order to underwrite the difference

in the costs of construction, site assembly and relocation against any project gross development value.

SCC Highway Authority: It is advised that Surrey County Council (SCC) has been involved in a long standing dialogue with the developers and their Transport Consultants (Vectos), and pre-application work has been undertaken since 2012. A working group approach has continued throughout the process, up to and since the submission of this Planning Application. This has involved representations from SCC Development Planning, Travel Planning, Passenger Transport, Signals, Safety Audit, Cycling Officers, Traffic Modellers, Local Highways and The Police.

SCC's detailed considerations are set out in the Transport and highways assessment section of the report and conditions are recommended. (*Conditions 30-34*).

Local Education Authority (SCC): No objection subject to contributions towards primary, secondary and early years schooling provision.

Environment Agency: No objection subject to conditions governing remediation of any ground contaminated and mitigating risk to ground water from construction (*Condition 6*).

Natural England: This application is within 5 km of the Thames Basin Heaths Special Protection Area (SPA). There is an Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA in place with Woking Borough Council, 2010 We will assume that the proposals are meeting the requirement of (Woking Core Strategy) that plan (e.g. in terms of mitigation, such as contributions to Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM)) and the legislation around protected species has also been addressed. If the applicant is complying with this Strategy, then Natural England **do not object** to this application.

Natural England note that this development proposes to assign residents to the Heather Farm SANG, which has now been formerly approved by Natural England. We therefore remove our objection on this application, which was issued in a letter dated 18 February 2014.

(Officer comment: This will be secured by S106 obligations)

Nationally designated sites – Basingstoke Canal SSSI – No objection

This application is in close proximity to the Basingstoke Canal Site of Special Scientific Interest (SSSI) (within 1.6km), this SSSI is linked to the proposed development site via a non-designated stretch of the Basingstoke Canal. Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the site has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(l) of the *Wildlife and Countryside Act 1981* (as amended), requiring your authority to re-consult Natural England.

However, due to the proximity of this site to the undesignated section of the Basingstoke Canal, there is potential for large impacts, such as spillages, to reach and adversely affected the designated sections of this canal. We would therefore advise that the mitigation and management principals outlined within this applications Environmental Statement Non-Technical Summary, are strictly adhered to (particularly paragraphs 6.13, 6.15 and 6.17).

(Officer comment: Planning Conditions 4 relate to the above. Further advice is provided regarding protected species which is the subject of Planning Informative 24.)

Surrey Wildlife Trust: We would advise that as the proposed development involves demolition/significant alteration of buildings within a short distance of linear features such as the wooded railway line and the Basingstoke Canal that these buildings should be subject to an appropriate survey by qualified bat workers to help determine any risk of adverse effect to these species resulting from development works. In addition to building works having direct effect on bat roost sites, additional human activity and external lighting can disrupt bat foraging and commuting activity.

If the proposed development involves the removal of dense shrubbery/vegetation, we would recommend that this is done outside the main bird nesting season (March to August inclusive), to avoid adverse effect to nesting wild birds. If only small areas of dense vegetation are affected, the site could be inspected for active nests by an ecologist immediately prior to clearance works. If any active nests are found they should be left undisturbed with a buffer zone around them, until it can be confirmed by an ecologist that the nest is no longer in use.

(Officer comment: Informative 24 has been included to cover the requirements to meet other legislation in relation to protected species.)

Biodiversity: This development may offer some opportunities to restore or enhance biodiversity and such measures will assist the Local Authority in meeting the above obligation and also help offset any localised harm to biodiversity caused by the development process. The Trust's recommendations in this instance are outlined below.

- Providing bird boxes erected on the new buildings or on suitable trees on site; these should be for species likely to use this site, including Swift, House Sparrow, Starling, House martin and on the tower blocks Peregrine falcon.
- Irrespective of the results of the recommended bat surveys, providing roosting opportunities for bats, either through bat boxes on suitable trees on site or by using bat bricks or tiles on buildings, which allow bats to use buildings for roosting without interfering with human activities.
- The applicant should consult a suitably experienced ecologist to determine the most appropriate provision of bird and bat boxes for this site.
- Using native species when planting new trees and shrubs, preferably of local provenance, suitable for site conditions and complimentary to surrounding natural habitat. Boundary planting is particularly important as native species hedgerows and tree lines can facilitate the movement of animals through a developed area.
- Where cultivated species are selected, using those that provide nectar-rich flowers and/or berries as these can also be of considerable value to wildlife. Plantings of foreign species of invasive habit should be avoided adjacent to natural habitat. The use of peat-based composts, mulches and soil conditioners should be avoided due to the loss of important natural habitat.

(Officer comment: Informative 24 refers to protected species and details of landscaping and its management including ecological enhancement are subject to Conditions 17, 18 and 19.)

Network Rail: No objection.

Scientific Officer (Contamination): No objection subject to condition/s requiring a scheme to deal with any contamination of the site. *(Condition 6)*

Drainage Engineer (WBC): No objection. Arrangements for the management and maintenance of the proposed underground storage tanks will need to be put in place.

(Officer comment: The applicant has agreed to put appropriate arrangements in place to be secured via S106 agreement).

Environmental Health Officer: No objection subject to conditions and informatives: governing hours of construction, noise odour, lighting, waste, deliveries / collections, and food premises registration. (*Conditions 4, 8, 23 -27 and Informatives 21, 22 and 23*).

SCC Archaeological Officer: No objection.

SCC Minerals and Waste Officer: Further supporting information required to satisfy policy. The application constitutes a very substantial mixed-use town centre re-development scheme which offers substantial opportunities to support policy objectives governing sustainable waste management. The planning application should therefore include commitments to implement these objectives and if necessary further information submitted to demonstrate how the application will comply with these important policy objectives. If the borough council is minded to grant planning permission, consideration should be given to securing these objectives by condition where necessary to ensure effective policy implementation.

(Officer comment: It is proposed to deal with this matter by imposition of Condition 8).

Waste Management Officer: Concerns raised. The Council's waste collection contractor would require the following;

- Evidence that access for refuse vehicles will be accommodated; weight / height / turning restrictions (especially if there are any ramps).
- All bins presented at the collection point (collection point to be identified) prior to collection with sufficient space designated.
- Hours of operation (currently 0630-1700 Monday to Friday).
- Contingency in the event of a lift breakdown or staff on leave/sickness - the concern is how long will it take to get all the bins to the collection point.
- Risk assessment for storing that amount of waste in the building.
- Cardboard can take up bin capacity if not broken down – how will this be managed?
- How will commercial waste be prevented from entering the household waste bins, particularly when bins are presented for collection.
- What odour and vermin control measures will be in place.
- We currently provide a separate collection service for small electrical items and textiles. The vehicles are fitted with small cages to collect these at the same time as food and recyclables or waste, how will this be enabled.

(Officer comment: A Site waste management and servicing strategy will be required the subject of Conditions 8 and 23.)

Police Crime Prevention Officer: No objection. Detailed advice is provided on designing out crime and security measures. It is recommended that the structure is enhanced to withstand the effects of a vehicle borne improvised explosive device (VBIED) such that it has adequate resistance to disproportionate and progressive collapse and maintains lateral stability at all times. *(Officer comment: The applicant has provided specific advice with regard to counter-terrorism considerations, and states that the strategies for achieving compliance with the relevant Building Regulations will be developed as the detailed design progresses. It is stated that the requirement to design for a VBIED internal explosion is unusual, and would usually be limited to security installations or 'iconic' structures. The applicant has undertaken to request additional details from the police Counter Terrorism Security Advisor, and consider these when making decisions on the final design of the structure.)*

CAA (Civil Aviation Authority): The CAA advise that Aviation Warning Lighting may be required. (*Informatives 4 and 5*).

Heathrow Airport: No objection.

Thames Water: Comments provided in relation to surface water drainage, ground water and waste infrastructure. It is advised that the existing wastewater infrastructure is unable to accommodate the needs of the proposed development and that a drainage strategy detailing on and off site works is required which should be the subject of condition.

(Officer comment: Condition 21 and Informatives 6, 7 and 8 are proposed).

Affinity Water: The proposed development site is located close to or within an Environment Agency defined groundwater Source Protection Zone (GPZ) corresponding to Walton Pumping Station (comprising a number of chalk abstraction boreholes). The construction works and operations should be done in accordance with the relevant British Standards and Best management Practices, to reduce groundwater pollution risk. Reference is made to CIRIA Publication C532 Control of water pollution from construction – guidance for consultants and contractors.

(Officer comment: Condition 6 deals with site contamination and pollution).

Surrey Heath Borough Council: No objection.

Rushmoor Borough Council: No objection.

Elmbridge Borough Council: No objection.

Runnymede Borough Council: No objection.

Guildford Borough Council: No objection.

English Heritage: The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Ministry of Defence DIO: No objection.

DCLG: No comment.

REPRESENTATIONS

A total of 39 people have made representations (some a number of times) of which 24 are objecting, 10 supporting and 5 neutral / seeking information. The following comments/concerns were raised:

Height and design

- Height is over the top and out of character
- Appalled by New York and Croydon scale buildings
- Object to the height of the towers as these will cause a canyon or skyscraper effect in what is a relatively small area
- The towers are too high. I thought that city planners had learned from the mistakes of the 60's that these tower blocks soon became the "slums of the future"
- Towers at heights significantly over the current building will lead to unnecessary blight and intrusion to wider areas of Woking. In addition the positioning of a high tower beside the new square could lead to the creation of a public space adversely impacted for a periods of day by shadow, leading to a cold and dead space.
- It is a very lazily designed. What a chance to be bold. It just more of the same
- No storage space for bikes, so they're locked to fences and stairwells and all the usual tower block problems that we've always had. Once it is built it can't change. Get it right first then it will be suitable for the future, not the 1960's

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- Tower Finish: Will the finish be long lasting or will it be a faded ghetto?
- The scheme and in particular the finishes, materials and layout of elevations must not be de-scoped and dumbed down under reserved matters as happens far too often with consented schemes such as the new Premier Inn hotel.

Lack of supporting infrastructure

- Will there be facilities for families?
- Lack of infrastructure to support this - school places and parks are missing
- I don't see that Woking town centre can support the influx of people this & the other proposed development will bring – need new services and amenities.
- Burden on infrastructure
- No GP surgeries

Traffic and highways

- No train capacity, impossible to travel at peak times and get a seat
- Bus stops relocated away from town centre – people will have to walk further
- Roads already gridlocked at peak hours
- Congestion must be addressed
- Insufficient car parking, 380 spaces for 392 dwellings and a hotel does not make sense
- Insufficient parking space for residents within the development will affect those trying to park to use the shops & no doubt the cost of parking will increase again.
- The bottle neck that is Victoria Archway needs addressing
- Traffic is already stretched to breaking point on Victoria Way during rush hour in the morning and evening
- Safe routes for cyclists through town are being closed. I especially object to the closing of Commercial Way to cyclists. I don't think a two way lane taking up a narrow strip on pavement up the High Street is going to be a very safe route
- I see from the plans that the cycle provision per apartment meets "minimum" levels. This is disappointing and very short sighted for a priority cycle town
- The buses are losing out too as well as bikes
- Tower 1 contains the cycle parking in the dark, dingy basement
- The Transport Statement Part 1 is flawed and should be evaluated by independent specialists
- Create bridges or underpasses to separate the traffic and pedestrians

Other

- Concerns about wind tunnel affect that high buildings may cause
- I do implore you to think very carefully about the access for the less physically able and parents/guardians of infants who need buggies/prams/pushchairs
- Questions occupancy / vacancy in new flats, shops and hotels. It seems uneconomical to be building more shops when a large number of commercial spaces are standing empty in the Peacocks and Wolsey Place
- Insufficient variety of flat types / sizes – nothing larger than 2 bedroom units
- I just can't see that Woking wants or needs another block of flats when there are already problems in the Metro Flats and those already erected appear to be half empty
- Clarify the timescales for the development
- Very concerned about the additional people – anti social behaviour.

The issues contained within the representations and summarised above have been considered as part of the assessment of the application. Specific points are addressed where appropriate under "Planning Appraisal".

PUBLIC CONSULTATION

The application is supported by a Statement of Community Involvement (SCI), which sets out the community consultation work undertaken by the applicant, Bandstand Square Developments Limited.

This included a public exhibition which was held in 2013, a stakeholder workshop held in August 2013 and a project website providing information on the proposals. An analysis of the feedback received is included within the SCI.

RELEVANT PLANNING POLICIES

National Planning Policy Framework

Achieving Sustainable Development

Core Planning Principles

Section 1: Building a strong, competitive economy

Section 2: Ensuring the vitality of town centres

Section 4: Promoting sustainable transport

Section 6: Delivering a wide choice of high quality homes

Section 7: Requiring good design

Section 8: Promoting healthy communities.

Section 10: Meeting the challenge of climate change, flooding and coastal change

Section 11: Conserving and enhancing the natural environment

Section 12: Conserving and enhancing the historic environment

Section 13: Facilitating the sustainable use of minerals

Decision taking

South East Plan 2009

On 28 February 2013 the Secretary of State laid in Parliament a statutory instrument to partially revoke the Regional Strategy for the South East and this came into force on 25 March 2013. As such the only relevant South East Plan Policy is:

Policy NRM6: Thames Basin Heaths Special Protection Area

Core Strategy 2012

CS1 - Spatial strategy for Woking Borough

CS2 – Woking Town Centre

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

CS13 - Older people and vulnerable groups

CS15 - Sustainable economic development

CS16 - Infrastructure delivery

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

Saved Policies of the Woking Borough Local Plan 1999

BE19 - Illuminated signs on shops
BE22 - Shop Fronts
WTC6 - Public Art
WTC24 - Proposal sites within the Town Centre
NE9 Trees within Development Proposals
MV6 Design and Construction of new or improved roads
MV12 Cycle Parking Standards
MV16 - Servicing

Supplementary Planning Documents

Parking Standards SPD
Outlook, Amenity, Privacy and Daylight SPD 2008
Climate Change SPD 2013
Draft Affordable Housing Delivery SDP 2014
Draft Design SPD 2014

Other Material Documents

EU Habitats Directive and the UK Habitat Regulations
The Community Infrastructure Levy (CIL) Regulation 2010
Circular 06/2005: Biodiversity and Geological Conservation
Circular 11/95: Use of conditions in planning permissions
Manual for Streets and Manual for Streets 2 (2007, 2010)
Design Manual for Roads and Bridges (Updated February 2013)
Guidance on Tall Buildings Cobe and English Heritage (2007)
Woking Infrastructure Delivery Plan 2011
Woking Character Study 2010
Woking Strategic Flood Risk Assessment 2012
Woking Economic Development Strategy 2012-2017
Wind Microclimate and Buildings (2011) BRE
Site Planning for Daylight and Sunlight (2011) BRE
Woking Public Art Strategy 2007

SUSTAINABILITY

The proposed development is for a high density mixed use scheme on a previously developed site within a town centre well served by public transport and with a range of supporting facilities. The application is supported by a sustainability strategy, which summarises the pertinent regulatory planning policies applicable to the proposed development, and sets targets, commensurate with these policies. It identifies the likely measures to be adopted to achieve the environmental performance targets.

BREEAM 2011 'Very Good': The Proposed Development will be designed with reference to industry recognised environmental assessment methodologies. For non-dwellings, BREEAM 'New Construction' is the applicable sustainability assessment methodology. The Applicant

aims to achieve a BREEAM 2011 'Very Good' rating, for the new build commercial units.

Sustainable Homes Level 4: For the proposed new dwellings, the Code for Sustainable Homes is the applicable sustainability assessment methodology. The approach is similar to that for BREEAM, with a comparable rating scheme and credits. The Applicant aims to achieve a Code for Sustainable Homes Level 4 rating.

Energy: The target for passive design and energy efficiency is to achieve, as a minimum, compliance with Part L 2010. This will be applied to all space use types.

Waste: Construction waste to be guided by a Site Waste Management Plan and best practice waste minimisation/recycling measures to be implemented. Dedicated storage for recyclable waste in each building, and specific storage allocated to recyclables in apartment blocks. The majority of construction and demolition waste will be diverted from landfill.

Water: The retail units will target at least a 25% reduction in water consumption compared to Building Regulations. The new dwellings will have a maximum water consumption of less than 105 litres per person per day.

Flood risk: It is anticipated that the volume and run-off rates of storm-water will be reduced through attenuation measures. The inclusion of green/brown roofs to be considered. Watercourse pollution to be minimised by adopting appropriate filtration techniques. Attenuation of pre-development run-off rates including an allowance for climate change will be considered.

Transport: The Proposed Development site is around a 10 minute walk from Woking Railway Station. There are also bus routes serving the site. A travel plan for the site will be developed to advise staff and visitors of sustainable forms of transport to reduce the number of cars brought to the site. The retail tenants will be encouraged to provide showers and changing facilities within the units to encourage staff to travel to work by bicycle. Secure visitor cycle parking will be provided within the development. The residents will be provided with secure and weather proof cycle storage.

Biodiversity: A landscape strategy has been prepared to enhance the urban environment and there are opportunities in species selection, to maximise biodiversity.

Community & other considerations: The development to be designed using Secured by Design principles. The site will be registered under the Considerate Constructors Scheme.

PLANNING APPRAISAL

1. The main issues to consider with this application are the principle of the development; its height, design and layout; impact on the character of the area, highways considerations; and adequacy of infrastructure and facilities. The application is supported by an Environmental Statement (ES) and this also needs to be considered.

2. The assessment of this application is broken down in to the following sections:

- Principle of development
- Economic development
- Tall buildings
- Design
- Wind

- Public realm
- Affordable housing
- Residential standards
- Impact on the amenities of neighbouring properties
- Transport and highways assessment
- Infrastructure
- Flooding and drainage
- Impact on the natural environment
- Heritage considerations
- Contamination
- Sustainable construction
- Environmental Impact Assessment
- Working in a positive/proactive manner

Principle of development

1. Core Strategy Policy CS25 states that the Council will take a positive approach reflecting the presumption in favour of sustainable development in the NPPF. Policy CS1 Spatial Strategy for Woking Borough, identifies Woking Town Centre as a centre to undergo significant change, where shops, cultural facilities, jobs, housing and modern businesses that meet the identified need will be encouraged. The Town Centre will be the primary focus for sustainable growth to maintain its status as an economic hub. Together with saved WBLP Policy WTC24, this mixed used area of the town centre is recognised as one that will undergo significant change during the plan period.
2. CS1 explains that the scale of development that will be encouraged in centres will reflect their respective functions and nature. It is recognised that Woking Town Centre is the Borough's principal centre, an important location for shopping, offices, entertainment, cultural and community activities and as a key transport interchange. The Town Centre serves the whole of Woking Borough and fulfils a primary role within the regional economy.
3. Main town centre uses (as defined in the NPPF paragraph 23) are acceptable in principle in this location. The retail, hotel and conference facilities, spa and gym, residential accommodation, medical centre and public spaces proposed in the Victoria Square development are in principle acceptable.
4. Within the town centre, 'well designed, high density development that could include tall buildings and which enhances its image' are encouraged. Such development must not compromise the character and appearance of the town centre and that of nearby areas.
5. Policy CS2 Woking Town Centre, supports main town centre uses within the Town Centre boundary, including retail development, leisure/entertainment facilities, offices, and tourism development. The site is within the Primary Shopping Area and Primary Shopping Frontage. CS2 states that the Council will facilitate the delivery of 75,000 sq. metre of A class (retail) floorspace in the Town Centre by 2027. The Victoria Square development scheme proposes a net increase of 10,967 sq. metre retail floor space (A1, A2, A3 and A5) over 10 units, to be located at ground and first floor levels. The principle of these uses is acceptable within the Town Centre and the proposed scheme would make a significant contribution to the delivery of the target set within CS2, enhancing economic activity and vitality of the Town Centre.

6. The scheme also proposes space for a new 526 sq. metre medical centre (Use Class D1). Policy CS2 recognises the importance of social and community infrastructure, and seeks to promote new provision. It also refers to Policy CS19, which sets out that new provision should be located in places well served by public transport, pedestrian and cycle infrastructure. A new medical centre in this Town Centre location is acceptable in principle.
7. Core Strategy paragraph 4.9 indicates the Town Centre is a preferred location for hotels to cater for business and other visitors to the Borough.
8. Residential use is considered acceptable in principle in accordance with CS2. The Strategic Housing Land Availability Assessment (SHLAA) 2011, includes part of the current Victoria Square site (reference SHLAAGE030) within the 6-10 year period. The SHLAA anticipates the 0.76ha SHLAAGE030 site delivering 160 residential units, as part of a mixed use development. Redevelopment of this site would provide an 'opportunity for regeneration of an under-utilised part of the Town Centre and provide opportunities for improvements to the townscape. Redevelopment may also provide an opportunity to enhance links with the Primary Shopping Area and Goldsworth Road'. The SHLAA also states that a 'tall building is likely to be suitable – commercial units on lower floors with flats above'.
9. Policy CS2 sets out that approximately 27,000 sq. metre of additional office floor space should be provided for within the Town Centre by 2027. Policy CS2 seeks to safeguard existing office floor space where there is evidence to justify it. The loss of 3,489 sq. metre of office floor space currently located on the upper floors of Globe House needs to be justified in the context of the policy. Due to the loss of employment floorspace the application was advertised as representing a departure from the development plan.
10. It is stated that part of the offices are vacant and that the existing occupiers would be relocated to other offices within the Town Centre, such that there would be no net loss in employment jobs. The redevelopment is anticipated to create over 700 new jobs, during construction and operational phases. The loss of office floor space should be weighed against the significant wider economic benefits of the Victoria Square development on the Town Centre and wider Borough. It is concluded that the overall objectives in the Core Strategy for the Town Centre would not be undermined by the loss of these offices. In light of the job creation that will flow from the completed redevelopment, the economic benefits of the scheme are considered to significantly outweigh the loss of office floor space.

Economic development

11. It is considered that the proposal will continue the process of regeneration of Woking Town Centre and to strengthen the town's retail core through the development of additional retail and other accommodation on the Victoria Square site. The proposed development is designed to better connect the two main shopping centres, the Peacocks Centre and Wolsey Place, and strengthen the retail circuit within the town centre. The applicant sets out the economic benefits of the scheme which include;
 - 731 jobs created when fully operational
 - 441 jobs created (construction)
 - 154 induced/indirect jobs created (construction)
 - £35m added to the economy during construction
 - £24.9m per annum added to the economy when fully operational
 - £1.4m business rate revenue per annum
 - £6m retail expenditure per annum

12. The proposed development at Victoria Square is considered to be in line with CS15 Sustainable Economic Development, and with the aims of the Woking Economic Development (ED) Strategy 2012-17, which under actions for 'Retail, Leisure and Culture', highlights the need to prioritise the development of the market square site and integrate Wolsey Place and Peacocks to maximise their potential. The level of investment will create a positive environment for further investment in the office and residential sectors, for employers considering location for their business, for potential workers and residents. This scale of development is a catalyst that can kick-start a wider renewal of private sector investment in other parts of the Town centre, enhancing associated job creation and investment in improved facilities and amenities.
13. The ED Strategy recognises that there is a need to improve the public realm, retail offer and linkages across the main shopping areas and that a lack of investment here will hold back the town centre's economic potential. The development should increase the viability of Woking town centre as a retail destination, increasing market share for Woking's shopping centres and local consumer spend. In a competitive sub-regional economy, this investment is considered vital to attract current and future residents.
14. The proposal would help meet a defined demand in this area for high quality hotel accommodation.
15. The economic impact of the loss of 3,489 sq. metre Class B1 office space currently located on the upper floors of Globe House has been considered. Given the relatively low quality of office stock that will be lost (Grade B, Employment Land Review 2010), and the opportunity for higher quality, denser office developments in adjacent areas away from the main shopping areas, it is considered appropriate to permit this loss in considering the wider economic and employment opportunities created.
16. The applicant has submitted a viability assessment to demonstrate why it is not viable for the development to provide affordable housing and the Socio-Economic chapter of the Environmental Assessment (Chapter 7) has been updated (ESA2) to reflect the fact that the development will not contribute to the supply of affordable housing. Notwithstanding this change however it remains the case that the development as a whole will deliver major socio-economic, regeneration and environmental benefits for Woking town centre and the borough.

Tall buildings

17. CS1 states that in the town centre, well designed, high density development that could include tall buildings and which enhances its image will be encouraged, but without compromising its character and appearance and that of nearby areas. Policy CS1 goes on to explain that the scale of development that will be encouraged in centres will reflect their respective functions and nature. It is recognised that Woking Town Centre is the Borough's principal centre.
18. The policy confirms that whether a building is considered tall would depend on the relationship of the building and the surrounding built form. The suitability of a tall building will be dependent on the relative height of the building compared to neighbouring buildings, the building's mass, the topography of the site, impact on the Borough's skyline, and the context of the building's location in terms of any historic, conservation or amenity constraint. Tall buildings can act as a gateway and focal point to the town centre, and they can represent the efficient use of land.

19. The application is supported by a Design and Access Statement that includes a section on the evolution of the tall buildings strategy. A review of the height of existing buildings within the town centre shows increased height within its core. Notable taller buildings include Export House, New Central and Centrium. Consent has also been granted for a number of schemes including Altura (although that consent has now lapsed). They form a circle of taller buildings centred around the intersection of Victoria Way and the railway line and the proposal for three towers is presented as reinforcing this circle as part of a cluster of taller building in the core of the town centre. This strategy is considered acceptable.

New Central	21 floors /103m Above Ordnance Datum (AOD)
Altura	17 floors office (equivalent to 21 floors residential) /115m AOD
Centrium	16 floors / 85m AOD
Export House	18 floors office equivalent to 20 floors residential / 96m AOD
Victoria Sq Tower 1	34 floors / 144m AOD
Victoria Sq Tower 2	30 floors /132m AOD
Victoria Sq Hotel	23 floors /125 m AOD

Heights are taken from a single point above Ordnance Datum allowing the relative heights of the building to be assessed taking account of the topography of the land on which they are situated. The actual height of the building from the ground level on which it is built is different from the height above ordnance datum.

20. The tallest building Tower 1 is presented as a significant taller building focussed on Victoria Square and central to the cluster of taller buildings, creating a new visual reference in the town centre. There is approximately 38 metres separation between Towers 1 and 2 and 40 metres between Tower 1 and the hotel. It is considered that this separation is sufficient to enable the three higher buildings to be seen and read as distinct and separate. The three elements will be seen in the context of a number of other relatively high buildings and while they will be taller, the difference in relative height is not considered incongruous, rather they will be read as a part of a cluster of taller buildings marking the core of Woking town centre.
21. The Environmental Statement (ES) includes a visual impact assessment, which incorporates accurate visual representations of the proposed development from a range of identified viewpoints. The ES has concluded that this area could accommodate the change arising from the proposed development. The existing zone of theoretical visibility (ZTV) is contained to the immediate surroundings, by the height, scale and mass of the surrounding built form. The proposed buildings will rise taller than the existing buildings but they will provide a new visual interest to the skyline. This is considered to be acceptable.
22. CABE and English Heritage's Guidance on tall buildings (2007) supports the evolution of skylines to regenerate areas. It states that "Tall buildings should have a positive relationship with relevant topographical features and other tall buildings; the virtue of clusters when perceived from all directions should be considered in this light". The guidance along with NPPF policy place significant emphasis on design quality in determining the acceptability of tall buildings.

Draft Design SPD – Woking Tall Buildings strategy and checklist

23. A draft Supplementary Planning Document (SPD) on Design has been produced and was subject to formal consultation running until 26 August 2014. The purpose of the SPD is to provide design guidance and good practice to help developers, applicants and

Council officers improve the quality of design in new development across the Borough. It includes a Tall Buildings Strategy for Woking which includes criteria against which proposal will be considered, including:

- (i) be of exceptional design quality;
- (ii) not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing;
- (iii) Contribute positively to the setting of identified heritage assets that might be affected by the proposals
- (iv) 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
- (v) 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.

24. The draft SPD did not exist at the time that the Victoria Square planning application was originally submitted, however the DAS Addendum August 2014 considers how the Victoria Square Development proposals measure up to the Tall Buildings Good Design Checklist provided in the draft SPD (points in italics below), which in summary includes the following:

(i) Is the height proposed justified for this location? The analysis provided in the DAS sets out how the existing cluster of taller buildings might be consolidated through the proposed development, which places three taller elements at its core, and with the tallest element on the junction of Victoria Way and Commercial Way.

(ii) Is the ground level appropriately designed in terms of built form and the surrounding landscape environment? The DAS shows that at ground level particular attention has been given to improving connections, strengthening the retail circuit within the town centre, creating and enhancing public spaces and providing attractive and active building frontages. The creation of a new gateway square (Victoria Square) on the south side of the proposed development, is a key element of the scheme.

(iii) Has the development's visual impact been well demonstrated and does it appear to make a positive contribution to the skyline? The Landscape Townscape Visual Impact Assessment contained within the Environmental Statement concludes that the Proposed Development will have a beneficial effect and provides an opportunity to create a new architectural language for this area of the town centre. They will provide a new visual interest to the skyline, helping with legibility and positively drawing the eye to the town centre which can be viewed positively.

(iv) Does the proposal make clear its environmental impact in terms of wind tunnels, daylight levels and overshadowing? The environmental impact of the proposal in terms of wind effects, sunlight and daylight levels and shadowing are fully set out in the Environmental Statement. The sunlight, daylight and wind effects have been comprehensively modeled and the scheme design has been amended where possible, and mitigation proposed, to minimise any adverse impacts.

It is demonstrated that the proposal has been designed in such away to perform well against the criteria in the checklist and more detail on this is set out in the following section of the report.

Design

25. Policy CS21 states that new buildings should respect and make a positive contribution to the street scene and the character of the area in which they are situated. This is with regards to scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land. Tall buildings do not have a front or back. Each elevation should respond to its orientation, surroundings and aspect. They should have depth and definition and not be formed of flat metal panels or large panes of glass.
26. The three tower elements are of varying heights. The residential towers are each formed of two components, separated through a significant recess where they connect with the access core, and with an 18 metres step in height between the two components. The variegated massing of the towers accentuates the buildings' verticality. The two residential towers are similar in elevational appearance and characterised by strong horizontal lines on the east and west elevations (formed by semi recessed balconies) contrasting with a flatter or more planer vertical emphasis to the north and south elevations. The hotel tower contrasts in appearance with the residential towers – all elevations are treated similarly and it is characterised by an irregular glazing to solid pattern and capped with a high level, highly glazed feature bay on the north west and south east corners.
27. The material finishes to the residential towers comprise a light coloured stone product, glazing in anodized or powder coated metal frames, glazed balconies with an under clad yellow panel and with the recessed cores clad in an anodized metal grill. The hotel elevational cladding is bronze to gold coloured with a varying colour tone depending on the external light. Panels are either solid or contain a recessed window. On the floors which contain the hotel public areas, the windows are larger and the elevation more transparent.
28. The retail podium on which the towers sit is defined with a simpler architectural language using stone clad limestone framing infilled with glazing or recessed panels. The shop fronts themselves are framed in powder coated aluminium with integral shadow gap. Solid panels are formed in colour backed glass. Entrance doors are formed either as simple frameless pivot swing doors on patch fittings set within the shop front system, or as sliding door systems to suit the tenant requirements. Condition 14 requires detailed drawings to key elements of the scheme, condition 15 requires the specification of materials to be agreed with samples to be presented on site whilst condition 16 secures mock ups of typical elements to ensure that the design details in practice are of exceptional quality as the Design and Access statement sets out.
29. The ground floor podium fronting Victoria Way is largely non-retail frontage apart from a section, which is part of retail unit SU3 (M&S). A number of emergency escape routes, the entrance to the upper level medical / flexible use facility and a sub station are located here. The entrance to the hotel has a large projecting canopy and frames one end of this elevation. Tower 1 frames the other end. The need to mitigate wind impacts, which is described in the following section of this report, has given rise to a number of minor amendments to the design of the buildings on Victoria Way, including the provision of recesses to the hotel entrance (where the original set back has been increased by a further 2m), the entrance to the medical centre and at M&S (through the creation of a 3m set back). These recesses create a transition zone between the internal and external wind environments but also add some interest to the elevation.
30. A number of minor amendments to the design of the buildings at Victoria Square have

also been made to mitigate wind impacts:

- The height of the proposed glazed screen to the second storey residential amenity area is increased from 1.5m to 2.5m; (*Condition 14*)
- The height of the proposed glazed screen to the seventh storey hotel terrace is increased from 1.5m to 3m;
- The provision of clear glazing to the side 'cheeks' of the balconies, on both the east and west facing elevations of the residential towers is now proposed.

31. The car park located above the podium is clad in bronze coloured perforated panels with clear curtain wall glazing to the stair core. The hotel conference accommodation above the car park is clad in curtain wall glazing.

32. The shop front and window treatment to the proposed development generally, should provide suitable levels of transparency to create an active frontage at ground level and reduce reflection. A condition to secure appropriate treatments to shop fronts and windows can be applied. External facing tenant signage will be subject to separate Advertising Consent. (*Conditions 14, 16 and 39*).

Draft Design SPD – Good design checklist

33. The DAS Addendum August 2014 considers how the Victoria Square Development proposals measures up to the Woking Town Centre Good Design Checklist provided in the draft Design SPD. Criteria from the SPD are in italics below followed by an assessment of the scheme:

Is the proposal's footprint appropriate to the size of the plot?

The footprint of the proposed building has been defined by the existing pattern of streets and building edges, particularly on Commercial Way and Victoria Way. The footprint of the building is considered entirely appropriate to its town centre location and, whilst representing an efficient use of the site, also allows for the creation of new public space, particularly Victoria Square.

Does the layout enable pedestrian and cyclist permeability?

East-west links through the town centre, both along Commercial Way, but also along Peacock Walk and Church Street are improved. The improvements are complemented by the significant enhancements to the public realm which form part of the proposal.

Does the proposal obstruct existing routes? If so, is this justified?

The proposed development results in a number of changes to the highway network. The key alteration is the removal of Cawsey Way between Victoria Way and the High Street. The High Street will instead continue its current alignment to meet Victoria Way adjacent to the railway bridge. The removal of Cawsey Way is necessary to allow the proposed development to come forward in the form proposed and to create a continuous street frontage to Commercial Way and Victoria Square. Victoria Square will connect to Commercial Way and will include a new bus pick up point to replace the existing outbound Cawsey Way bus stops.

What is each edge of the building addressing and is its treatment appropriate to that condition?

The building has been designed as a perimeter block at ground level with each edge treated as a frontage in relation to the street or space it addresses. At ground level the proposed development presents an active, two storey retail and restaurant podium to Victoria Way. The glazed two storey element returns on the corner of Victoria Way. On Victoria Way itself the building is punctuated with entrances to residential Tower 1, the

Marks and Spencer Store, the proposed medical facility and the hotel lobby. Church Street West has been designed as a covered pedestrian route connecting the Peacocks Centre, Wolsey Place Shopping Centre and the relocated market on Peacock Walk. Each elevation of the taller elements of the development has been designed as a frontage and each elevation is well-articulated and finely detailed.

Are the building's uses located correctly in relation to the external environment and is the choice of uses appropriate for this location?

The proposal will provide retail and restaurant uses at ground and first floor level, new public spaces, hotel, residential and car parking. The uses have been positioned within the development so as to strengthen the town centre retail circuit and to create attractive, active frontages to the proposed new public spaces of Victoria Square and the internal court. The mix of uses proposed will make a significant contribution to the regeneration of this part of the town centre. The inclusion of a significant residential is appropriate having regard to the highly sustainable town centre location.

Does the proposal respect the amenities of neighbouring properties?

Neighbouring properties are primarily commercial. A full assessment of the environmental effects of the proposed development has been undertaken and has considered issues of daylight and sunlight, wind environment and the visual influence and effect of the proposed development. Some adverse impacts will occur and measures to mitigate these are set out.

Is there adequate vehicular and cycle parking and is it suitably designed?

A total of 380 additional parking spaces are to be provided. This figure has been derived by surveying and assessing the existing use of town centre car parks. As set out in the January 2014 Transport Assessment A (Section 11) the approach proposed by BSDL is to facilitate the flexible use of the parking spaces provided with dedicated disabled parking spaces. In terms of cycle parking spaces the Victoria Square scheme will displace 90 spaces (45 stands), which will be replaced along with an additional 60 (30 stands). In accordance with minimum cycle parking standards the development will provide 452 cycle parking spaces for the proposed land uses i.e. 392 spaces for the residential and 60 spaces for the other uses.

Are interior layouts well planned?

The proposed residential accommodation has been tested for compliance with Lifetime Homes and approximately 75% of the apartments are lifetime homes compliant. The scheme is designed to be fully accessible and to comply with the Building Regulations Part 'M', Department of Transport Inclusive Mobility Guidance and also takes cognisance of Woking's Disability Equality Scheme.

Is there sufficient amenity space incorporated into the scheme and is its location and design well considered?

Two large south-east facing roof gardens are proposed on the podium at Level 2 to provide private, communal amenity space for the benefit of residents. Both roof gardens will overlook the new public space (Victoria Square) and include areas of soft landscape lawn together with paths. The larger (western) garden includes an informal children's play area. Each apartment is provided with its own private balcony. The design of the balconies has been informed by a wind modelling exercise to ensure that all balconies provide usable amenity space and are suitable for long term sitting.

Have opportunities to provide new or improve existing public spaces been optimised?

Areas of existing open / civic space which will be lost, or redeveloped, as a result of the development are Sparrow Park and Bandstand Square. Proposed areas of public / civic

open space include Victoria Square; the New Court and the public realm area at the east end of Church Street West. Based on a comparison of Victoria Square with Sparrow Park and Bandstand Square there is a net gain of 1,109.7 sq.m. in public open space as a result of the development. This quantitative gain should be considered in the context of significant qualitative improvement of the space and the wider public realm improvements which form part of the scheme. In addition to Victoria Square the development proposal includes the provision of 'New Court' which will be a covered space with an area of 1,117.2 sq.m.

Does the grain of the block, particularly at ground floor, suit its location?

The grain of the proposed development has been defined by the existing shopping centres to which it forms an extension and to the pattern of streets, particularly Commercial Way and Victoria Way that define the buildings edges. The building has been designed as a perimeter block at ground level with each edge treated as a frontage in relation to the street or space it addresses. Particular attention has been given to strengthening the retail circuit within the town centre. The creation of a new gateway square (Victoria Square) on the south side of the proposed development is a key element of the scheme and the scale and grain along Commercial Way responds appropriately to this new condition.

Do the facades appear well designed with good attention to detail?

At ground level the proposed facades present an active, two storey retail and restaurant podium to Commercial Way. On Victoria Way itself the building is punctuated with entrances to residential Tower 1, the Marks and Spencer Store, the proposed medical facility and the hotel lobby. A covered drop-off and pick-up layby for the hotel is also provided on Victoria Way. Each elevation of the taller elements of the development has been designed as a frontage and each elevation is well-articulated and detailed.

34. It has been demonstrated that all the points in the Good Design Checklist have been appropriately addressed; the proposal is well supported by detailed justification which has carefully examined the visual impacts of the scheme. The design will be exceptional in compliance with Policy CS21 of the Core Strategy.

Inclusive access

35. Level access thresholds should be provided in accordance with Policy CS21. The scheme generally does make such provision but some ground floor doorways adjacent to Victoria Way appear to be accessed via steps due to a change in level. These entrances would therefore not be accessible to all. A condition of permission is recommended to secure details of level or alternative level access can be applied. *(Condition 29)*.
36. It is recognised that the development will facilitate a better connection of the existing two Town Centre shopping centres, via the new covered civic space. However, the closure of Cawsey Way will result in the removal of highway rights along the stretch of Cawsey Way between the High Street and Victoria Way. There will still be a permeable pedestrian route through the new shopping area providing access between north western parts of the Town Centre and the railway station area. A condition of permission is recommended to ensure maximum permeability can be applied. *(Condition 40)*.

Minimising crime

37. The proposed 'New Court' and strong active frontage along Victoria Way and the new Victoria Square will support the aim of creating a vibrant town centre. New developments

should create a safe and secure environment, where opportunities for crime are minimised (Policy CS21). The proposed scheme contains public spaces that are overlooked and provide significant natural surveillance.

Adaptability

38. Core Strategy Policy CS21 Design, requires that new development proposals be designed to ensure the building is adaptable to allow scope for changes to be made to meet the needs of the occupier. This applies to both residential and business needs. The proposed development has stated within the Design and Access Statement that 75% of the residential units are adaptable for Lifetime Homes, thus partly complying with the policy.
39. Due to the changing nature of town centres and high streets in particular, it is important that new developments are designed to be adaptable to allow scope for change. While the proposals do not explicitly highlight the adaptability of the retail units and the hotel through e.g. A Life Cycle Assessment (a process that aims to integrate the principles of ecologically sustainable design into the design and construction process), it is stated that future sustainability and adaptability has informed the design approach.

Wind

40. The BRE publication 'Wind microclimate around buildings (DG520, 2011) highlights that tall buildings can deflect high-level wind down towards the ground (known as 'downwash'), producing unpleasant and sometimes dangerous wind conditions in adjoining pedestrian areas. The guidance states 'tall isolated slab-sided buildings adjacent to large open spaces and wide streets will tend to produce high wind speeds at pedestrian level'. The proposed development will include a large open public square (Victoria Square) adjacent to a wide road junction.
41. Chapter 17 of the Environmental Statement of December 2013 provides a detailed consideration of wind effects looking at the existing wind environment around Victoria Square (baseline conditions), the wind conditions which would be created as a result of the development (proposed development scenario), and the wind conditions which would exist if the development was implemented along with other already committed schemes (cumulative development scenario).
42. In response to third party concerns further analysis was provided in Environmental Assessment Addendum 1 (ESA1) and the Planning Clarifications Report of March 2014. That report specifically considered potential wind effects on vehicles, concluding that there were no exceedances of safety criteria for vehicles. It also considered impact on the uses of terraces and amenity areas, concluding that on the basis of the wind modelling undertaken the terraces and amenity areas would be suitable for the most wind-sensitive pedestrian activities in both summer and winter.
43. The local planning authority commissioned an independent review of the wind modelling work which had been undertaken by BRE. The original wind assessment (Appendix 17.1 to the December 2013 ES) was undertaken using base data from the Met Office's Wisley weather station, which is the nearest Met Office station to the proposed development site. The Council's consultant Arup noted that the Wisley station was partially sheltered by vegetation, fences and buildings and that this made a thorough analysis of the data from which they could derive a robust correction factor for the wind data very difficult. South Farnborough Met Office data was identified as the most suitable source and would provide more robust wind data for Woking.

44. In light of Arup's review, further wind modelling and analysis was undertaken using the South Farnborough Met Office data (corrected for Woking using a methodology agreed with Arup). This is set out in the Environmental Statement Addendum 2 (ESA2). The Baseline wind conditions have altered as a result of the use of different base data. The mean wind speeds recorded at South Farnborough are more elevated than those recorded at Wisley and accordingly using the South Farnborough data results in more elevated baseline conditions at the site of the Proposed Development.
45. The proposed development exacerbates slightly the wind conditions along Victoria Way and in Victoria Square. In winter around half of the measurement locations within the Victoria Square development site are suitable for any intended pedestrian activity and about half are suitable for Strolling, Standing and / or Business Walking. Three measurement locations on the west facing elevation of residential tower 2 showed particularly windy conditions. In summer, the expected wind conditions around the proposed development improve by comparison with the winter conditions. This is evidenced by an increase in the number of locations that can be used for any intended pedestrian activity. The wind conditions everywhere around and within the proposed development are suitable for strolling, standing and / or business walking. There were locations that remained unsuitable for the most wind sensitive uses of entrance doors or long-term sitting.
46. Consequently a range of wind mitigation measures have been tested to ensure that the maximum possible number of measurement locations are suitable for any pedestrian activity (including long-term sitting), and to ensure that each measurement location is suitable for its specific intended use. The mitigation measures proposed include:
- Amending the design of building entrances on Victoria Way and Victoria Square to create transition spaces between the internal and external environments;
 - Adjusting the landscape design of the proposed public square (Victoria Square) to avoid locating areas for long-term sitting in areas which the wind modelling indicates are unsuitable for this purpose. It should be noted that long-term sitting is defined as sitting for a period of more than 10-minutes and accordingly it is still appropriate to provide areas for casual seating throughout the square.
 - Providing glazed screens and pergolas to the second storey residential amenity areas to provide additional shelter. The indicative design and layout of the amenity areas has also been adjusted to ensure that activities such as children's play are located in the areas where the wind climate is most benign;
 - providing a higher glazed screen to the seventh storey hotel terrace to improve the wind environment on the terrace;
 - glazing the cheeks of the balconies to the east and west elevations of both residential towers to ensure that all balconies are suitable for the most wind sensitive use of long-term sitting in all seasons.
47. With the mitigation measures in place, further wind modelling indicates that all locations will be suitable for their intended activities in all seasons. An assessment of distress conditions found that a 20 metres per second threshold wind speed (corresponding with potentially unsafe conditions) was not exceeded at any of the test locations around the site. Therefore the wind conditions within or around the Victoria Square Development scheme are consistent with pedestrian and cycle safety requirements. The more onerous lower threshold wind speed of 15 metres per second (which corresponds with the onset of distress) was also not exceeded at any of the test points. In this regard the scheme has been amended to ensure that it is acceptable and complies with Policy CS21.

Public realm

48. The existing site provides a very poor quality of public realm. The development seeks to substantially improve this, providing high quality areas to pause and routes for movements on foot and by bicycle. The development will incorporate the following new or upgraded streets and spaces:
- Victoria Square and High Street improvements
 - The covered New Court and associated works to Church Street East
 - Victoria Way streetscape and wider signalised pedestrian crossings.
49. The proposed Victoria Square is made up of a large expanse of flexible open space, designed to be used for a range of activities such as temporary seasonal events and specialist markets. The square will also encompass seating areas, landscaping features and outdoor eating areas. It is intended to follow the material palette and quality of design detailing of Commercial Way, Jubilee Square and surrounding areas. This will also apply to New Court, creating a consistent materials palette across the town centre area.
50. The proposal will improve the permeability of this part of Woking and enhance pedestrian routes through the town centre by providing a new public square in the southern part of the site as a key gateway to the town centre and a counterpoint to Jubilee Square in the heart of the town. The development will also serve to complete the town centre retail loop by redefining the existing Bandstand Square as New Court linking Wolsey Place shopping centre with the Peacocks Centre. Improvements to Victoria Way will reduce the current severance and create a more pedestrian friendly environment.
51. New bus stops with a single combined shelter on the southern edge of Victoria Square, against the railway embankment are proposed. Public cycle parking will also be provided along with wayfinding information and live time signage for public transport. This will amount to significant improved facilities for public transport users and cyclists.
52. Public art is to be integrated into the scheme to be secured by a S106 agreement. A strategy will be required allowing for participation in the process and selection of final art work complying with the Council's Public Art Strategy.
53. The proposed Victoria Square space includes some trees and vegetation to the southern section of the square, providing some shelter from both the wind and sun. Policy CS21 states that new development should incorporate landscaping to enhance the setting of the development. Due to the scale and bulk of the proposed development, it will be beneficial to incorporate softer landscaping features to assist in minimising the impact of the development. This can be the subject of condition. (*Conditions 17 and 20*).
54. Amendments have been made to the scheme to take account of highway layout changes and to help mitigate wind impacts. The principal changes to the landscape proposals are:
- A revision to the layout of Victoria Square and the area at the east end of Goldsworth Road to take account of the highway amendments described above;
 - Adjustments to the design of Victoria Square in response to the updated wind modelling data and the incorporation of the following wind mitigation measures:
 - Planting of semi-mature trees along the northern, southern and western edges of Victoria Square to provide shelter from the south-westerly winds.
 - Inclusion of a covered cycle shelter and seating on the western edge of Victoria Square to improve the wind environment at the western end of the square.

- Adjustments to the seating positions so that where possible seats are located in sheltered areas.
- Proposed restaurant seating locations have been adjusted to locate in sheltered areas which the new wind modelling data show as being suitable for long term seating.
- Amendments to the cycle stand distribution in Victoria Square and Victoria Way.
- High Street surfacing changed from asphalt to natural stone to visually extend the square across to the Railway Embankment on the southern edge.

Woking's landscape and townscape character

55. Policy CS24 requires that all development proposals provide a positive benefit in terms of landscape and townscape character, and local distinctiveness and will have regard to landscape character areas. Factors to take into consideration include conserving and where possible enhancing townscape character including views and landmarks, and appropriate building styles and materials. The policy also seeks to protect and encourage the planting of new trees where relevant to do so.
56. The Character Study defines the site as within Character Area 10 Woking Town Centre, much of which comprises what is described as 'Town Centre Redevelopment'. The opportunities and issues highlighted include: improved linkages between the Basingstoke Canal corridor and the Town Centre; that the large scale of buildings dominates the centre, some of which 'do not interact well with users of the centre' and the opportunity for increased tree cover within the Town Centre.
57. The Landscape Strategy submitted sets out the applicant's approach and includes:
- Existing trees along the railway embankment will be retained;
 - New tree planting is incorporated in the proposed new square;
 - Vegetation, including green walls, will be introduced into the 'New Court';
 - Appropriate trees and shrubs will be planted along Victoria Way;
 - The roof areas of the hotel will be landscaped with a sedum roof as part of the scheme's SUDS scheme (this will also contribute to urban cooling and enhance biodiversity).
58. The public realm improvements are considered acceptable and detailed matters will be the subject of planning conditions. (*Conditions 17 and 20*).

Affordable housing

59. Policy CS12 requires that all residential schemes exceeding site area 0.5ha or over 15 net additional dwellings make 40% (if land in private ownership) or 50% (if in public ownership) affordable housing provision. Policy CS12 requires that affordable housing is made on-site for those sites providing 15 dwellings or more and over 0.5 ha in area. If this is not reasonable or practical on a given site, the following priority order will apply:
- on an alternative site, only if provision would result in a more effective use of available resources or would meet an identified housing need, such as providing a better social mix and wider housing choice.
 - a financial payment to be utilised in providing affordable housing on an alternative site.
60. The Core Strategy acknowledges that Town Centre locations are likely only to be suitable for high density flatted development (paragraph 5.56). To deliver the range of affordable homes required in the Borough - in particular two or more bedroom family

homes for which there is greatest identified need (paragraph 5.87) – provision of the affordable housing required on an alternative site may be acceptable. Paragraph 5.84 explains the Council's expectations in this scenario, including the onus on the applicant to identify the alternative site and the need to deliver, in addition to the units forgone on the main development site, any additional affordable units required as a result of the alternative site itself triggering a requirement to provide affordable housing.

61. The Core Strategy recognises that in some circumstances the provision of affordable housing in accordance with Policy CS12 will not be viable. Paragraph 5.88 of the Core Strategy states: *"In exceptional circumstances, where the provision of affordable housing in accordance with this policy is not economically viable, the Council will expect the submission of financial appraisal information alongside the planning application."*
62. An Affordable Housing Statement provided at section 8.0 of the Planning Application Supporting Statement (PASS) has been superseded by the Planning Clarifications Report August 2014. A contribution towards off site affordable housing provision is no longer proposed. It is explained that as the evolution of the Victoria Square scheme has progressed, and the design has been revised and developed, it has become clear that the cost of delivering the scheme, including related on-site and off-site highway and transport improvements, has increased. Related to this is also the need to provide a fire station, land assembly for this has proved more costly than anticipated. The Socio-Economic chapter of the Environmental Assessment (Chapter 7) has been updated (ESA2) to reflect the fact that the development will not contribute to the supply of affordable housing.
63. The applicant has provided financial information to substantiate the position that it is not viable for the development to provide Affordable Housing in the terms which would otherwise be required by the policy. This has been reviewed by the Council's independent consultant and the justification is accepted.

Residential standards

Density

64. CS10 Housing provision and distribution, anticipates indicative development densities in excess of 200 dwellings per hectare (dph) in Woking Town Centre. The residential development density is in excess of 200 dph. Apportioning the developed site area to the respective floor areas, the density is approximately 300 dph. Taking a site area only corresponding to the location of Towers 1 and 2 the density would reach 660 dph. Policy CS10 advises 'density levels will be influenced by design with the aim to achieve the most efficient use of land'. Higher densities are permissible in principle where these can be justified in terms of the sustainability of the location and where the character of an area would not be compromised. It has been demonstrated within the design section of the report that this is the case; the town centre is the most sustainable location in the Borough. The proposal is considered to accord with Policy CS10.

Mix, unit sizes and amenity space

65. CS11 Housing mix, expects all residential proposals to provide a mix of dwelling types and sizes to address the nature of local needs as evidenced by the latest Strategic Housing Market Assessment (SHMA). Policy CS11 also recognises that the appropriate mix for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme.

66. Core Strategy paragraph 5.72 sets out the latest SHMA mix of dwelling sizes sought. Paragraph 5.73 clarifies that lower proportions of family accommodation (2 or more bedroom houses / flats) will be acceptable in locations in the Borough such as town centres that are suitable for higher density developments. The scheme is considered to comply with Policy CS11.
67. In order to comply with Policy CS21, new developments must achieve a satisfactory standard of accommodation. The residential units range in size from studios at 45-54 sq m, 1 bedroom flats 50 – 55 sq m and 2 bedroom flats 78 – 135 sq m. The vast majority have private balconies of approximately 4 sq. metres. Two areas of roof terrace gardens totalling 1,115 sq. metres of shared amenity space are also provided. The layout, size and amount of private and shared amenity space serving the accommodation are considered acceptable. The proposal complies with Policy CS21 in this respect.

Residential parking

68. The proposal includes 380 car parking spaces as an extension to the existing town centre provision (3,976 spaces existing). The new spaces are not allocated so as to maximise the efficiency of the parking, and to ensure that blocks of parking are not left vacant when other blocks are over capacity.
69. Core Strategy Policy CS18 states that: 'minimum standards will be set for residential development. However, in applying these standards, the Council will seek to ensure that this will not undermine the overall sustainability objectives of the Core Strategy, including the effects on highway safety. If necessary, the Council will consider managing the demand and supply of parking in order to control congestion and encourage use of sustainable transport.' The supporting text adds: 'Maximum car parking standards are a means of restricting the number of cars on the road and influencing a shift in behaviour towards other transport modes, particularly in urban centres with high accessibility. The Council produced a Parking SPD in 2006 which sets appropriate car parking and cycle parking standards for all forms of development. This includes residential car parking standards that have regard for highway safety issues resulting from off-street parking and maximum car parking standards for non-residential developments.
70. Surrey County Council parking guidance 2012 provide for a maximum of 1 space per 1 and 2 bed residential units. Reduced or even nil provision may be appropriate in support of demand management and the most efficient use of land. This is set out further at paragraph 89.

Lifetime Homes

71. The Council encourages all new homes to be designed to ensure they can be easily modified to meet future housing needs. New developments are encouraged to incorporate the principles of 'Lifetime Homes'. The PASS (paragraph 11.78) confirms this is the intention. The applicant advises that 75% of the homes are adaptable to Lifetime Homes Standards. Having regard to the flatted nature of the developments and the sustainability of the site locations in Woking Town Centre, these are considered acceptable in terms of Policy CS13.

Outlook, Amenity, Privacy and Daylight

72. The Outlook, Amenity, Privacy and Daylight Supplementary Planning Document (SPD) sets out required separation distances between residential properties. The minimum suggested separation distances to maintain privacy between buildings of 3 storeys or

more should be 30 metres. The separation distance between the proposed Tower 1 and Tower 2 is approximately 38 metres, in line with the SPD guidance. The separation distance between the proposed Tower 1 and the hotel is approximately 40 metres, also in compliance.

73. The BRE 'Site layout planning for daylight and sunlight (2011) document' is used to measure the adequate provision of lighting to housing. The document also highlights that the availability of sunlight should be checked for all open spaces where it will be required. This would normally include gardens and sitting-out area, such as those between non-domestic buildings and in public squares.
74. The Environmental Statement has assessed the daylight and sunlight levels for all of the proposed residential units. The results for daylight assessment show that 93.9% of rooms exceed the BRE recommended minimum level. In terms of sunlight, 255 of the 392 units have windows within 90% of due south. Taking all the units into account the ES states that 79.3% meet the required winter probable sunlight hours and 69.9% receive the number of annual probable sunlight hours required to meet the BRE standard. The overall pass rate is considered to be reasonable given the high-density nature of the proposed development.
75. The communal residential roof terraces have not been assessed for daylight and sunlight as part of the ES but it has been clarified by the applicant that both receive more than the minimum recommended level of sunlight. The wind environment on the Western roof terrace has also been tested as part of the ES wind assessment which identified the need for mitigation measures. Glazed screens and pergolas will provide shelter. The indicative design and layout of the amenity areas has also been adjusted to ensure that activities such as children's play are located in the areas where the wind climate is most benign.
76. The private terraces for the residential units adjacent to the west garden roof terrace will require adequate screening in accordance with paragraph 5.1 of the Outlook, Amenity, Privacy and Daylight SPD. This is a matter for the detailed design through e.g. provision of screens or planting. Plant and machinery located on roof areas close to residential units should be operated so as not to cause noise or odour nuisance. (*Conditions 14, 20, 43 and 46*).
77. Policy CS21 states that new development should be designed to avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, light or other releases. Suitable ventilation will need to be installed to ensure odour releases do not result in harm to residential amenity. The bin storage areas located in the proposed hotel, Tower 1 and Tower 2 are likely to release odours, which will be enclosed within the bin stores. Due to the enclosed design of the bin storage areas this release of odours has the potential to impact neighbouring properties including residential apartments in Tower 2 and cycle storage areas in Tower 1. These matters can be controlled by conditions. The proposed scheme complies with Policy CS21 with regards to the provision of waste and recyclable materials. (*Condition 23 and Informatives 21, 22 and 23*).

Impact on the amenities of neighbouring properties – daylight and sunlight amenities

78. In order to comply with Policy CS21, new developments must achieve a satisfactory relationship to adjoining properties avoiding significant harmful impacts in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook.

The Outlook, Amenity, Privacy and Daylight Supplementary Planning Document 2008 also provides guidance on standards for new residential accommodation

79. An assessment of the daylight and sunlight effects of the Victoria Square is provided in the December 2013 Environmental Statement and ESA2 (Section 19). This considers both the impact on neighbouring properties and the daylight and sunlight of the proposed residential units.
80. The daylight and sunlight assessment has been undertaken in the original Environmental Statement (ES) based on the Building Research Establishment's (BRE) Site Layout Planning for Daylight & Sunlight 2011. Of all rooms assessed, at worst case they will meet the BRE criteria for at least one of the three daylight assessments. The majority of rooms assessed will meet BRE criteria for all three daylight assessments: VSC (Vertical Sky Component), ADF (Average Daylight Factor) and Daylight Distribution. It also considered ASPH (Annual Probable Sunlight Hours) as a measure of sunlight. Environmental Statement Addendum 2 (ESA2) confirms no significant change to this assessment as a result of the amendment to the proposal (albeit corrects an earlier drafting error in the presentation of results).
81. In addition to the technical data appended to the ES and ESA2, clarification of the impacts has been provided for each of the assessment criteria showing the number of windows / rooms affected and the degree to which they are affected by the Victoria Square development. In terms of VSC, for example, and utilising the terminology within the ES, there will be a major effect on 27 windows, a moderate effect on 18 windows, a minor effect on 23 windows and a negligible effect on 73 windows.
82. When considering neighbouring impact on daylight, it is important to review all three measures as VSC only measures the light at the face of the window, not that penetrating the room. The neighbouring rooms with windows that show a VSC major and moderate impact in nearly all cases receive either an ADF or Daylight Distribution impact that will fulfil BRE criteria or in many cases both. Therefore whilst the potential light available to the windows has been reduced to a major / moderate level, the design of the room / window ratio is such that sufficient light will continue to penetrate into the assessed rooms to ensure they are adequately lit.
83. There is one window on the 3rd Floor at 1-27 Middle Walk which will experience 100% light loss, however this a secondary window to a living room currently enjoying dual aspect, the main window in isolation will continue to serve this room as adequately lit which is demonstrated in the ADF and Daylight Distribution proposed results.
84. Therefore whilst the BRE criteria are not strictly met for all windows, if the development is taken in its urban context then the daylight levels are considered overall to be acceptable in accordance with Policy CS21.

Transport and highways assessment

85. The changes to the highway are extensive and have a significant impact on all modes of transport in and around the development site, the Town Centre and surrounding areas. The changes to the transportation network come from the aspiration of the development to stop up Cawsey Way, create a workable development site, to open up the High Street, and to improve flow and access along the A320 corridor for all modes.
86. Although the new development site will be built on Cawsey Way, resulting in the removal of highway rights along this stretch of Cawsey Way between the High Street and Victoria

Way, there will still be a permeable pedestrian route through the new shopping area providing access between north western parts of the Town Centre and the railway station area.

Vehicular access to the development site

87. There is no change to the main signalised access on Victoria Way which serves all 3 car parks. A new multi-storey car park will be built and this car park will be referred to as the 'green' car park, will be accessed via the existing Red car park, which will benefit from a new spiral car park ramp with access provided to each level of the car park.

Parking – cars and cycles

88. There are currently 3,976 town centre car parking spaces. The application submission includes an analysis of the shoppers car park which was carried out in November 2012 (red/yellow/blue). The survey has shown that there is some capacity during the week (40% is available) with less (11%) at the weekends, most of this being in the blue car park. Occupancy reaches its peak at 12-1 during the week and 2-3pm at weekends. The capacity in the blue car park is not considered likely to serve the development due to the location of the blue car park. 380 additional car parking spaces are proposed. A new "green" car park will be provided for the majority of these new parking spaces. The new parking spaces will be provided as follows: 275 – new green car park; 55 – red car park (replacing 46 existing spaces); 96 – yellow car park.
89. The parking provision accords with adopted Surrey County Council parking guidance, Vehicular and Cycle Parking Guidance, dated January 2012. This guidance recommends the following relevant parking provision for town centre:

<i>Use</i>	<i>Parking provision</i>
1 and 2 bed flats	1 space per unit*
Retail parking	Maximum 1 space per 25sqm**
Commercial use	Individual assessment***
Hotel use	Individual assessment***

* *Reduced or even nil provision may be appropriate in support of demand management and the most efficient use of land*

** *Town Centre location to be reduced by 75% and to be shared use*

*** *Individual assessment will require the inclusion of parking management plans, travel plan and cycle strategies. (This is recommended to be secured through condition, see below)*

90. The parking provision for the site is not allocated so as to maximise the efficiency of the parking, and to ensure that blocks of parking are not left vacant when other blocks are over capacity. Consideration should be given to electric vehicle charging points within the proposed development. This is subject to further consideration at the detailed design stage and will be contained within the Car Parking Management Plan and the Travel Plan (*conditions 36 and 38*).
91. Cycle parking is provided at a total of 452 parking spaces, of which 392 are to be provided for the residential element, 40 for the retail element, 10 for the hotel and 10 for the gym. This accords with the adopted Surrey County Council Vehicular and Cycle Parking Guidance, dated January 2012 as shown in the table below.

<i>Use</i>	<i>Parking provision</i>
1 and 2 bed flats	1 space per unit
Retail parking	Varies between 1 space per 125 sqm and 1 per 300 sqm

Commercial use	Varies between 1 space per 125 sqm and 1 per 500sqm
Hotel use	Individual assessment

92. This cycle parking provision adds to the existing cycle parking provision within Woking Town Centre and ensures it is provided in the most suitable and desirable locations within the Town Centre. (*Conditions 31 and 32*).

Modelling Work, Trip Generation, Impacts & Congestion

93. The extent of this modelling work is comprehensive and includes:

- Chobham Road Junction
- Pedestrian Crossing West Bound
- Pedestrian Crossing East Bound
- Peacocks Centre Access Junction
- Lockfield Drive Junction
- Forge End & Red MSCP Access Junction
- Cawsey Way/Church Street West Junction
- Goldsworth Road Ped Crossing
- Gyratory (south of the railway)
- York Road Junction
- Hill View Road Pelican Crossing
- Hill View Road Junction
- Mount Hermon Road Junction

94. SCC's monitoring report (2008) shows Surrey's primary routes (A roads) have flows which are 64% higher than the national average. Since 2002 there has been flat, slightly decreasing profile across Surrey's A Roads and in the final year of monitoring there was a decrease of 1.8% decrease. The average daily traffic flow in both directions was 29,650 vehicles in 2012 on Victoria Way. Different scenarios have been considered including the base (existing network) with different levels of growth applied, the proposed network layout (with and without development traffic) and also with Victoria Arch potential improvements (which are not part of this proposal). The assessment periods have been the AM peak (08:00 – 09:00), PM peak (16:45-17:45) and Saturday peak (14:00 – 15:00).

95. The base model shows existing congestion at the following locations:

- At the Peacocks Access Junction (right turn in);
- Goldsworth Road pedestrian crossing;
- Victoria Way in both directions at its junction with Cawsey Way;
- The gyratory system of Guildford Rd, Victoria Rd and Station Approach

96. The trip generation of the development has been based upon evidence of retail uplift, this methodology was evidenced by the applicant and agreed by the Highway Authority. A technical note summarising the trip generation analysis was submitted to SCC in August 2013 (R07- KM- Trip Generation and Parking Strategy). SCC provided comments on this note and a revised technical note was submitted to SCC in October 2013 addressing all of the SCC comments. The trip generation section of the TA was based on this updated technical note.

97. It should also be noted that the type of model used (Transyt Model) stacks queues vertically and consequently the impact of this queue is not taken into account at the adjacent junctions and side roads. Clearly there may be some impact on side roads if queuing worsens on the main routes in and out of the Town Centre. It is also likely that

drivers will divert, thereby impacting other routes and potentially modify the time of their journeys, resulting in peak hour spreading.

98. The transport modelling work undertaken for the February 2014 layout option illustrated that the main junction of concern in the “With Development 2018” scenario was the Victoria Way northbound Victoria Way/High Street junction, which showed the most significant level of queuing. It is therefore most prudent to consider this key junction in terms of queuing when assessing the proposed layout amendments as presented in the August 2014 layout. The modelling showed the following:

The scenario “no Development 2018” shows queuing at this junction of 14 vehicles in the AM peak hour and 15 in the PM peak hour.

The February 2014 layout “with Development 2018” increased these figures to 94 and 93 respectively, which is obviously a highly significant impact.

The August 2014 layout “with Development 2018” reduced the figures again. The figures are shown in the table below.

Victoria Way Northbound at Victoria Way / High Street Junction		
Scenario	AM Peak Hr	PM Peak Hr
	Q (veh)	Q (veh)
2018 No Development	14	15
2018 With Development (Feb 2014)	94	93
2018 With Development with Victoria Arches (Feb 2014)	17	18
2018 With Development (Revised July 2014)	15	15
2018 With Development with Victoria Arches (Revised July 2014)	12	12

99. This therefore shows that the “with Development 2018” scenario will offer only a slightly worse situation on the local highway network of 1 vehicle queueing at this junction to that which would exist without the development. The other junctions are all shown to operate well within capacity in the AM and PM peak hours with and without the development. The reason for this significant change to the modelling results is the retention of the northbound to westbound left turn slip lane into Goldsworth Road in the August 2014 layout, which had been omitted from the February 2014 layout and was the primary reason for the significant impact on highway capacity.

100. The addition of the High Street arm to this junction as well as the Victoria Square development traffic will have a negligible to minor impact on the operation of the junction. The planning authority is therefore satisfied that the proposals present an acceptable highway design in terms of highway capacity. Consideration has been given to the proposal for Victoria Arch which aims to further improve capacity and sustainable travel modes. It is noted that this proposed scheme does not prejudice the implementation of improvements to capacity at Victoria Arch.

Signals

101. Management of the network under Urban Traffic Control is being put in place which

will help optimise the development proposals and wider town centre. Urban Traffic Management Control (UTMC) systems are designed to allow modern traffic control systems to communicate and share information with each other, in order to maximise road network potential and improve capacity at a network of traffic signals. Intelligent Bus Priority is to be provided where necessary in order to ensure bus services are operating most efficiently. Intelligent Bus Priority systems involve the fitting of specialist equipment in order to give priority to buses at signalised junctions, therefore improving bus journey times.

Public Transport

102. The stopping up of Cawsey Way and the revised highway layout significantly affects buses. The main bus stops in the Town Centre need to be relocated and the development also necessitates bus route diversions for a number of services. A new bus stop has been proposed on Victoria Way close to the WWF Headquarters and The Lightbox, which is principally to serve the 91 service, heavily used by commuters accessing the train station. The likely number of buses serving each of the proposed new bus stops in the peak hour is shown below:

- By the Lightbox: around 15-17 buses per hour or one every 3-4 minutes.
- By the Goldsworth Rd junction: around 8-9 buses per hour or one every 7-8 minutes.
- On Church Street West: around 11-14 buses per hour or one every 5-6 minutes.
- The new High Street stops: around 21-24 buses per peak hour or one every 2-3 minutes. Effectively the new bus stops will cater for all existing westbound bus services currently stopping on Cawsey Way at bus stops C and D.

103. Some representations have been put forward regarding the location of the proposed Lightbox stop, this is in relation to the impact upon congestion on Victoria Way and also the implications for the signalised junction with Chobham Road and the need for buses to pull away from the stop and for vehicles to navigate around the bus in busy periods. Work contained within the transport model has shown that this would not cause a problem in terms of queuing traffic and there would be sufficient carriageway space to allow traffic turning left down Chobham Road to move over into the right turn lane should a bus be pulling away from the stop and moving over to the central lane to continue along Victoria Way. A dedicated bus lane has been provided in the vicinity to assist in preventing traffic being queued behind the bus and the modelling work shows that this bus lane does not have a negative impact on capacity on that stretch of the highway network.

104. This bus stop is a key part of the mitigation for public transport operators and bus users, it allows those wishing to alight for the town centre the option to do so at an earlier stage than they otherwise might and to continue to provide a high level of service for bus users, around 800,000 people access the town by bus and the Council is encouraging use of sustainable travel modes. The stop in this location will give improved access to the Civic Office and the library and will also better serve employment and cultural uses in this sector of the town centre. It has been demonstrated satisfactorily that there will be no adverse impacts to other vehicles using the highway and there is a clear case to be made that it will benefit bus operators and bus passengers accessing the town centre. The works are off site and would be secured through a Section 278 agreement with the Highway Authority.

Taxis

105. Part of the off-site works proposed to the public highway is to re-locate the taxi rank from its current position outside the station to the north west. The rank is currently

operating backwards with taxis reversing along High Street which represents a danger to all users of the highway. The proposed off-site works would relocate this rank to move it to the west to be sited on the Broadway and operating in the correct order for a rank, i.e. the first vehicle is pointing in the right direction and vehicles join at the back of the rank.

106. The applicant had shown a loading bay outside Budgens followed by a 'gap' to allow access to a private hire firm which is located on the Broadway and then the start of the rank. Following representations this has now been amended so that the rank will start where the loading bay was shown and there would be a gap in the rank to allow access to the private hire firm to their site, the rank would then continue and the loading bay is positioned further to the east along The Broadway. This will achieve the objective of making the rank more visible to people exiting the station north under the canopy. These works would be controlled through the S278 Agreement as they are located outside of the application site, they would be secured through the S106 agreement.

Cyclists

107. A contraflow cycle-way is provided along High Street between its junction with Victoria Way and extending along The Broadway to its junction with Duke Street, which maintains cyclist accessibility within the town centre. The current Woking Planet Trail cycle network includes the Pluto Trail, which routes west-east along Goldsworth Road, Commercial Way, Chapel Street and High Street. This connects to the Ceres Trail (along Broadway) and the Mars Trail (along Chertsey Road and Church Street West). Therefore if cyclists from the west wanted to route through Woking town centre or penetrate it they would do so via Goldsworth Road and the Pluto Trail to access the other routes.
108. In terms of crossing facilities for cyclists, the signalised crossing at the Victoria Way/Goldsworth Road junction will be a toucan crossing, i.e. for both cyclists and pedestrians to cross. The layout provides for a direct (i.e. non-staggered) toucan crossing with pedestrians and cyclists crossing in two stages and a wide refuge island provided in the centre of Victoria Way.
109. A 5m wide central island has been provided, which is typically the width for a two stage direct crossing of this nature. This will provide pedestrians and cyclists with ample space to wait should they be unable to cross in one movement. Whilst the toucan crossing has been designed so that it can operate in two stages, in reality any pedestrians and cyclists that enter the carriageway at the commencement of the pedestrian/cyclists phase will be able to cross Victoria Way in one stage due to the phasing of the signals. The proposed strategy for cyclists accessing the town centre from other directions where there is no controlled cyclist crossing point is that they will dismount their bicycle and either park their bicycle at cycle parking facilities provided at that point or walk their bicycle to their desired location.

Pedestrians

110. Through the results of site assessments to consider site accessibility for pedestrians, improvements have been provided around Victoria Way, to improve linkages between the development, the town and the wider area including the train station. Improved and better located crossing facilities have been provided, and initiatives to encourage walking are provided within the Travel Plan, such as providing information on walking routes within the Welcome Packs to residents. The planning authority has also been cognisant of the county council signage strategy and proposals for new signage in the town centre which it would be possible to incorporate into the scheme and also adapt to take account of the development in future.

111. The August 2014 layout proposes the following improvements to the pedestrian facilities which will assist with pedestrian permeability within the town centre:

- *Pedestrian Crossing at Victoria Way north of Church Street West* - The Victoria Way pedestrian crossing just to the north of Church Street West, which is aligned with the pedestrian desire line between Church Street West and the town centre, is a direct pedestrian crossing to run in a single stage on demand, which will assist pedestrian connectivity to the town centre at this point.
- *Church Street West* - A direct signal controlled pedestrian crossing is proposed on Church Street West.
- *High Street Pedestrian Crossing* - A zebra crossing is proposed on High Street to the east of Victoria Square.
- *Broadway Pedestrian Crossing* - A zebra crossing is proposed on Broadway to provide a safe pedestrian route between the railway station and the proposed taxi rank on Broadway.
- *Shoppers Car Park Pedestrian Facilities* - The current uncontrolled pedestrian crossing facilities remain unchanged at this location.
- *Spiral ramp car park access/exit to Victoria Way* - A raised uncontrolled pedestrian crossing is proposed at both the entry and exit points.

Travel Plan

112. The proposed Travel Plan, dated February 2014, is acceptable in principle. The details of this need to be agreed and should be secured through a suitable agreement. The details which need to be included are:

- The focus of the travel plan should be on residents, employees, but visitors should also be a focus, e.g. customers, patients for the medical facility, hotel guests and gym users.
- Travel information should be included on any website for development occupants.
- Multi modal surveys are required, and a standard assessment methodology – the surveys will need to be undertaken at individual developments and aim to provide the travel planning community with a tool to monitor travel plan data.
- Car club.

113. A financial sum of should be included to support the implementation of the Travel Plan and to be used to promote sustainable transport and the retail offer in the town; also to ensure promotion of the town during the construction phase; and, to include a fee of for the monitoring and auditing of the Travel Plan by the Highway Authority.

Traffic Regulation Orders

114. It is necessary for a clause to be included within the S106 agreement to ensure that the applicant cover all reasonable and necessary costs involved with processing and the works involved for appropriate traffic regulation orders for the following, which is not exhaustive and may be subject to further changes or additions deemed necessary by the County Highway Authority:

- stopping up vehicle rights, with the exception of access, on Cawsey Way between its junction with Victoria Way and High Street;
- one-way southwestbound for buses, taxis, local access and cycles along High Street between Victoria Way and Chertsey Road and continuing along Broadway between its junction with Chertsey Road and Duke Street;
- Contraflow cycleway along High Street between Victoria Way and Chertsey Road and continuing along Broadway between its junction with Chertsey Road and Duke

Street;

- alterations to on-street parking controls for the relocation of station taxi rank to the Broadway;
- alterations to on-street parking controls where necessary for proposed loading bays, the provision of blue badge holder parking bays, and any other amendments to on-street parking;
- alterations to turning movement bans at the junctions of Duke Street and The Broadway; Chapel Street and High Street; Victoria Way and Goldsworth Road; Church Street West and Victoria Way; and Forge End and Victoria Way;
- provision of Fire Tender path at the junction of Goldsworth Road and Victoria Way;
- alterations and provision of new and relocated bus stops;
- alterations and amendments to controlled pedestrian crossing facilities where necessary;
- alterations and amendments to cycle lane and shared surface facilities where necessary.

Relationship To Fire Station Development

115. The relocation of the fire station was permitted under a separate planning application, reference PLAN2014/0015, the Environmental Statement considers it as part of the cumulative impact in relation to this proposal. The planning permission granted is subject to change due to the amendments at the junction of Goldsworth Road, Victoria Way and High Street being considered as part of this planning application, and which will have a direct impact on the fire station development.

Transportation Policy & Conclusions

116. This development has been considered under the National Planning Policy Framework (NPPF), Woking Core Strategy, Saved Policies of the Woking Borough Local Plan 1999, and the Surrey Transport Plan. The proposed development is essentially in the right place as it is in a town centre location, which by nature is the most accessible when considering all modes of transport. Town centres are an existing focal point for journeys, travel and for all manner of activity.

117. When developments locate in town centres, clearly there is temporary disruption and it will take time for the development to establish itself and for travel around the town to adjust. Unless there is space for significant land take to create very large junctions, existing traffic congestion will not be entirely resolved. This should be balanced against the opportunities for travel by other modes, the links with activities and journeys that will already be taking place in the centre and also facilitating economic growth in Woking and Surrey.

118. Due to the continued peak period traffic congestion in the town centre there may be air quality and emissions issues, these will be monitored through a condition (condition 45). The town centre already suffers with peak time congestion, taken overall the proposed development does not affect this to such a degree that would warrant a reason for refusal and in some instances there will be an improvement to operation at key junctions, for example at the Victoria Way/Forge End junction where stacking capacity is increased, and through the whole of the Victoria Way gyratory system which arises from the urban traffic control system.

119. The proposals will benefit existing town centre users by providing improvements to all transport modes in the following way:

- buses - by providing Intelligent Bus Priority systems, dedicated bus lanes and

- additional inbound bus stops;
 - taxis – an improved operation of the taxi rank for the station;
 - walking - the introduction of additional crossing facilities on desire lines,
 - cycling - by prioritising cyclist movement over vehicle movement,
- The proposals will also help to retain journeys within Woking, by creating a more attractive shopping experience, and so reducing outbound journeys from the local area. This has not been quantified as part of the modelling work but will have positive implications across the Borough and the County, and will help in promoting Woking as an accessible town centre for all to enjoy. The proposals comply with Policy CS18 of the Core Strategy.

Infrastructure

120. In accordance with Policy CS16 Infrastructure delivery, the Council will seek financial contributions from developers to support improvements to infrastructure services and facilities required as a result of development, to ensure the necessary infrastructure is provided on site and that, where applicable, development contributes to the provision of SANG in line with the Thames Basin Heaths SPA Avoidance Strategy.
121. Loss of existing social and community facilities/sites will be resisted unless one of a number of criteria is met. Provision of new community facilities is encouraged in locations well served by public transport, pedestrian and cycle infrastructure. Developers will be required to provide and/or contribute towards the provision of community facilities where it is relevant.
122. The proposal involves re-provision of the existing fire station on an alternative site, space for a new medical facility, and a new public space with landscaping. Residential Tower 2 proposes a community space for use as a residents' meeting room. Contributions sought for necessary additional infrastructure, along with the relevant policy reference are listed below:
- Thames Basin Heaths SPA avoidance (CS8, CS17)
 - relocation of the fire station and ancillary development (CS19)
 - new and re-provision of open space (CS17)
 - education provision (CS19)
 - highway improvements (road, bus, cycle) (CS18)
 - sustainable construction and renewable and low carbon energy generation (CS22, CS23)
 - other community facilities (medical facility) (CS19)

Thames Basin Heaths SPA avoidance

123. In line with South East Plan Policy NRM6, Core Strategy Policy CS8 Thames Basin Heaths Special Protection Areas requires new residential developments within 400 metres and 5km (Zone B) of the Thames Basin Heaths Special Protection Area (TBH SPA) to make an appropriate contribution towards the provision of Suitable Alternative Natural Green space (SANG) and to Strategic Access Management and Monitoring (SAMM), through the application of the Council's Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015.
124. The applicant has confirmed willingness to make a financial contribution to fund mitigation measures in line with the TBHSPA Strategy. The Borough will in due course have sufficient capacity within the new Heather Farm SANG to meet the mitigation requirements of the applicable residential elements of the Victoria Square development.

The Council is currently working with Natural England to agree the final details of the Heather Farm before this comes on stream.

125. The contribution calculated is £549,282 and is agreed by the applicant. It will be secured through agreement and paid in tranches prior to occupation of residential units.

Relocation of the fire station

126. The applicant has committed to the relocation of the fire station. Planning permission PLAN2014/0015 has been granted to facilitate its relocation to a new site at Butts Road / Goldsworth Road. The relocation will be a requirement to be secured through a S106 obligation.

Open space, green infrastructure, sport and recreation

127. The Council requires all additional residential development to contribute to the provision of open space and green infrastructure, including children's play areas and outdoor recreational facilities for young people, and outdoor sports facilities. Development involving the loss of open space will not be permitted unless an alternative equivalent or better provision is made available in the vicinity.

128. The existing Sparrow Park and Bandstand public spaces (totalling 1,570 sq. metres in area) are proposed to be replaced by the new Victoria Square (2,678 sq. metres), providing a qualitative and quantitative gain in terms of urban recreation spaces. A 'doorstep' children's play area is included within the scheme, for private use by the residents, to be secured through a condition. (*Condition 48*).

129. Contributions are required towards open space, play and leisure facilities to serve the new residents. The calculated sum for open space provision for outdoor sports is based on costs from Sport England and by reference to Woking's playing pitch strategy requirement of 1.06 ha per thousand people. There is also a requirement for contributions towards artificial turf provision as this has been identified as a need through the playing pitch strategy. The standard charge for open space contributions in general is £1,400 per unit. The total combined requirement for children and teenage provision is £971,343 and has been agreed by the applicant.

Education

130. The contribution sought is based on the mix of dwellings proposed. This will go towards planned new school provision in both the primary and secondary sector subject to sites becoming available. A contribution of £942,487 towards early years, primary and secondary education provision to meet the needs of the new population is to be made.

Highway improvements and public transport

131. Surrey County Council as Highway Authority recommends that an appropriate agreement should be secured before the grant of permission:

- to include the sum of £300,000 within the Travel Plan to be used to promote sustainable transport and the retail offer in the town and to include a fee of £6,150 for the monitoring and auditing of the Travel Plan.
- To include financial support to the bus operators up to the value of £200,000 in each of 2 years of construction, totalling £400,000 which will be dependent upon impact and will be evidence based. In the event that all of any of this amount to the £400,000 cap is not used for that purpose it will go towards other travel plan

initiatives in the town centre/Local Sustainable Transport Fund.

132. The development requires Highway works are to be carried out and secured through a S278 Agreement to include the following, but will also be subject to any further changes deemed necessary by the County Highway Authority:
- i. Road layout amendments and necessary road markings/surface treatments to facilitate the one-way southwest bound for buses, taxis and local access along High Street between Victoria Way and Chertsey Road and continuing along Broadway between its junction with Chertsey Road and Duke Street;
 - ii. Road layout amendments and necessary road markings/surface treatments to facilitate the contraflow cycleway along High Street between Victoria Way and Chertsey Road and continuing along Broadway between its junction with Chertsey Road and Duke Street;
 - iii. The provision of new traffic controlled signals at the junction of High Street and Victoria Way;
 - iv. The central island reserve in Victoria Way;
 - v. The alterations to the junction of Goldsworth Road and Victoria Way to include the provision of a Fire Tender path;
 - vi. The alterations to the junction of Church Street West and Victoria Way to include the introduction of a right only turn from Church Street West into Victoria Way and no left turn from Victoria Way into Church Street West except for buses;
 - vii. the alterations to the junction of Victoria Way and Peacocks Centre to include stopline amendments and central reserve kerblines adjustments;
 - viii. The provision of a new bus lane on Victoria Way (northern section);
 - ix. Bus stops relocated and provision of additional bus stops and shelters;
 - x. Controlled and uncontrolled pedestrian crossing facilities;
 - xi. Cycle contra-flow lane along High Street and The Broadway;
133. The S278 Agreement is also to include an undertaking to process all traffic regulation orders and public notices necessary to facilitate the development, including the following, which is not exhaustive and may be subject to further changes or additions deemed necessary by the County Highway Authority:
- i. stopping up vehicle rights, which the exception access, on Cawsey Way between its junction with Victoria Way and High Street;
 - ii. one-way southwestbound for buses, taxis, local access and cycles along High Street between Victoria Way and Chertsey Road and continuing along Broadway between its junction with Chertsey Road and Duke Street;
 - iii. Contraflow cycleway along High Street between Victoria Way and Chertsey Road and continuing along Broadway between its junction with Chertsey Road and Duke Street; alterations to on-street parking controls for the relocation of station taxi rank;
 - iv. alterations to on-street parking controls where necessary for proposed loading bays, the provision of blue badge holder parking bays, and any other amendments to on-street parking;
 - v. alterations to turning movement bans at the junctions of Duke Street and The Broadway;
 - vi. Chapel Street and High Street; Victoria Way and Goldsworth Road; Church Street West and Victoria Way; and Forge End and Victoria Way;
 - vii. provision of Fire Tender path at the junction of Goldsworth Road and Victoria Way;
 - viii. alterations and provision of new and relocated bus stops;
 - ix. alterations and amendments to controlled pedestrian crossing facilities where necessary;
 - x. alterations and amendments to cycle lane and shared surface facilities where necessary.

134. The S278 agreement will also include the following:
- i. details of the Automatic Number Plate Recognition (ANPR) cameras for enforcement at the locations where turning bans and restricted access are proposed;
 - ii. Intelligent Bus Priority and Urban Traffic Management Control system where necessary;
 - iii. surfacing materials and treatments within the highway;
 - iv. landscaping management plan and any commuted sums deemed necessary for the
 - v. planting of trees/shrubs within the public highway.

Flooding and drainage

135. Policy CS9 Flooding and Water Management requires all significant forms of development to incorporate appropriate sustainable drainage systems (SUDS). The applicant has confirmed that rainwater run-off attenuation tanks can be provided for the proposed development to reduce the rate at which the rainwater run-off from the site will enter the mains drainage system.

136. It is noted that the development sites lies in an area of low flood risk, but the large degree of hard surfacing may result in an increased risk of surface water run-off, which will need to be mitigated. A planning condition attached to any planning permission could ensure SUDS are incorporated into the development proposal and the scheme will therefore comply with Policy CS9. (*Condition 12 and 13*).

Impact on the natural environment

137. Policy CS7 Biodiversity and nature conservation requires that development proposals contribute to the enhancement of existing biodiversity and geodiversity features - for example through the creation of green spaces - and explore opportunities to create and manage new ones where appropriate. The proposal will not impact upon sensitive biodiversity assets. The loss of the limited green infrastructure associated with Sparrow Park will be mitigated by green landscaping in the new Victoria Square public space. In addition street tree planting is proposed in Victoria Square, along Victoria Way and within New Court.

138. Surrey Wildlife Trust advise that as the proposed development involves demolition / significant alteration of buildings within a short distance of the wooded railway line and the Basingstoke Canal that an appropriate survey be undertaken to help determine any risk of adverse effect to species. This is covered by informative 24. Measures for ecological enhancements in the proposed landscaping are also advocated. (*Conditions 17, 18 and 19*).

Heritage considerations

139. CS20 Heritage and conservation, requires all new development to respect and enhance the character and appearance of the area in which it is proposed and make a positive contribution to the character, distinctiveness and significance of the historic environment, including heritage assets such as statutory and non-statutory listed buildings. The proposed development is within view from the Woking Town Conservation Area and listed assets including the Woking Station Signal Box (locally listed).

140. The Environmental Statement Main Text (Volume 1) Appendix 14 indicates that the new development will have no impact on the heritage assets in the local area. However it also states that there is potential for a medium/low impact during the construction phase

of the development. This will be mitigated through screening around the perimeter of the construction site. The proposal is considered to comply with Policy CS20.

141. The County Archaeologist advises that as this is previously developed site so no further work on archaeology is recommended.
142. The application drawings and PASS state that the Bandstand structure is to be 'salvaged if possible'. This has now been successfully relocated to Woking Park.

Contamination

143. There are areas of former usage of the land where there could be potential contaminated land such as fire station with underground storage fuel tanks and other areas where made-ground has been discovered. Sampling from boreholes sunk into the ground has revealed that there are some minor issues in relation to potential contamination on the site. However, it is suggested from a further round of water samples that there may not be a significant problem with leaked fuel.
144. Due to the fact that the levels of contaminants within the ground are above the assessment guidelines then these have the potential to pose a risk to the occupiers of the proposed building and or workers undertaking the construction. Therefore it is appropriate to place a condition that the development shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority. (*Condition 6*).

Sustainable construction

145. The retail and hotel developments will need to meet BREEAM Very Good standard. The applicant aims to achieve this (PASS paragraph 11.95) and this accords with the requirements of Policy CS22 Sustainable construction.
146. New residential development will need to meet Energy and CO2 and Water components of Code for Sustainable Homes Level 4. The applicant aims to achieve the full Code for Sustainable Homes Level 4 rating.
147. The applicant has provided pre-assessment reports for both BREEAM and Code requirements, confirming that the development can achieve the required ratings for each element of the development. These reports are produced by a qualified BREEAM and Code assessor. The pre-assessment report is then submitted to BRE Global Ltd who, after analysis of the report, produce a 'Design Stage Certificate' confirming that the rating is on track to being achieved. The Design Stage Certificate can be a requirement secured through applying a planning condition. (*Condition 9 and 10*).
148. The pre-assessment for the retail element demonstrates that the development will achieve a 'Very Good' rating. Similarly, the pre-assessment for the hotel element currently achieves Very Good. The pre-assessment for the dwellings element shows a score of 71.09, which achieves Code Level 4. It is essential that planning conditions be applied to any planning permission to ensure that the Design Stage Certificate and Post-Construction Certificate are submitted to the Council to demonstrate the achievement of the sustainability ratings. (*Condition 9*).
149. The applicant sets out measures which will reduce the need for energy (through e.g. layout and orientation); and use energy efficiently (e.g. through energy efficient lighting), before the implementation of any low zero carbon technologies. In order to supply

energy efficiently, the applicant proposes the provision of an energy centre and district energy network. This will accommodate a gas-fired Combined Cooling Heat and Power (CCHP) system to generate low carbon heating, cooling and electricity to serve each of the uses within the development.

150. The Council strongly encourages the integration of Combined Heat and Power in developments. The development site falls within a 'Potential District Heat Area' as depicted in Figure 5 of the Climate Change SPD. Policy CS22 requires that all new development or major refurbishments that come forward located in these areas connect to the network. The applicant states that the development will be constructed to be 'CHP-Ready' i.e. designed to enable connection to a community scale heating and cooling network were this to become available at a future date. The applicant therefore satisfies the requirements of this part of Policy CS22, but a planning condition on any planning permission will be needed to ensure this is achieved. (*Condition 11*).
151. The applicant concludes that the use of a gas-fired CHP station will achieve at least a 25% reduction beyond Part L 2010 Building Regulation standards, and thus achieve the requirements of the Energy categories of the rating schemes. The use of photovoltaic panels will also contribute to the CO2 reduction.
152. The Sustainability Strategy goes on to describe: how the re-use and recycling of building materials will be promoted; how local materials will be sourced "where feasible"; how waste from construction and demolition activities will be minimised and recycled; how water efficiency will be achieved; how surface-water run-off will be reduced (via rainwater run-off attenuation tanks); sustainable transport and how the applicant will produce a 'Green Travel Plan'; and how biodiversity will be maximised.
153. Policy CS22 encourages all development to make biodiversity enhancements such as green roofs and bird and bat boxes. This site lies within the dense, urban Town Centre, which is more likely to experience the 'Urban Heat Island' effect. Green infrastructure should be included in the detailed design of development to ensure it is well-adapted to climate change, whilst also providing for biodiversity. This can be the subject of a planning condition. (*Condition 18 and 19*).
154. Policy CS17 Open space, green infrastructure, sport and recreation, promotes improvement in the quality and quantity of the Borough's Green Infrastructure network PASS paragraph 11.48 contends the development will assist in moving from a net loss of biodiversity to achieving net gains for nature. The Landscape Strategy, provided at chapter 7.0 of the Design and Access Statement, sets out the applicant's approach to Green Infrastructure. The features identified by the applicant which will contribute to urban cooling and biodiversity and meet the policy requirements are summarised in paragraph 57.
155. Inclusion of electric vehicle parking infrastructure is encouraged in the Climate Change SPD. The development proposes a net increase of 380 car parking spaces, through improvements to existing town centre multi-storey car parks and the addition of a new 'Green' multi-storey car park. The optimum approach would be to require 5% of the total to be active charging points (i.e. 19 spaces) and 10% of the total to be passive charging points (i.e. 38 spaces), subject to technical and financial viability. This can be the subject of a planning condition. (*Condition 38*).

Environmental Impact Assessment (EIA)

156. The sections and topics included within the ES include:

- Need and alternatives
- Economy, Population and Society
- Water Resources
- Ground Conditions
- Transportation
- Air Quality
- Noise and Vibration
- Landscape, Townscape and Visual Impact
- Built Heritage
- Waste
- Utilities
- Wind
- TV Reception and Communications
- Daylight and sunlight
- Residual and cumulative impacts

157. The environmental statement (ES) has had regard to all aspects of the environment likely to be affected by the proposed development and includes an assessment of the likely extent and significance of the potential environmental effects.

Need and alternatives

158. It is stated that the need for the proposed development is to allow for the beneficial regeneration of an under-utilised town centre site. The regeneration of the site, it is argued, is necessary to deliver an integrated, mixed-use retail, leisure and housing development alongside significant improvements to the public realm. The development is needed to enable Woking Town Centre to fulfill the enhanced regional role anticipated by the Core Strategy.

159. The EIA Regulations require a consideration of the alternatives considered.

- A 'do nothing' scenario;
- Reuse of the existing buildings;
- Alternative sites for the Proposed Development; or
- Alternative schemes for the Site.

160. The 'do nothing' scenario was discounted as it would not deliver the comprehensive redevelopment of the under-used and visually run-down part of the town centre and the beneficial environmental benefits arising from the development would not be delivered. The option of retaining and re-using the existing buildings has been discounted as the buildings were not considered suitable for adaptation and the comprehensive redevelopment of the area would be thwarted.

161. The Victoria Square Development Site is identified within the Core Strategy for comprehensive redevelopment for 'major retail development designed to consolidate the Town's offer as a sub-regional centre, including the relocation of the fire station'. Having regard to the policy allocation for the site, it is considered that there are no alternatives sites for the Victoria Square redevelopment. A range of scheme design iterations were considered until the final scheme design was determined. The applicant concludes that the proposed development is the most appropriate option based on environmental considerations, this is accepted.

Economy, Population and Society

162. During the construction phase, project expenditure will generate positive employment effects, and indirect employment linked to the wider construction supply chain. During the operational phase a range of potential effects are anticipated in terms of net additional employment (722 jobs) and an uplift in productivity within the economy, increase in business rates and in Council Tax and New Homes Bonus. The increase in local population generated by the Proposed Development will help to sustain, and support the expansion of local retail, leisure and community facilities and open space. Demand for additional facilities will be mitigated by way of a financial contribution through a s106 Agreement towards the provision of additional pupil capacity. As a result, all predicted effects during construction and operation are either negligible or beneficial.

Water Resources

163. An assessment was undertaken of the likely significant effects of the proposed development on: Groundwater and surface water quality of the site and surrounding areas; Water quality of surface water features (Basingstoke Canal and Hoe Stream); People and property affected by flooding; and, Existing drainage systems. The main potential for impact is during the construction phase and appropriate measures to mitigate these are included in a Construction Environmental Management Plan (CEMP), which will be controlled by a planning condition. It is unlikely there will be any increase in storm water runoff and the scheme will incorporate sustainable drainage systems and appropriate attenuation methods to reduce the impact of climate change and assist in the alleviation of potential flood events in the future. Overall, the Proposed Development does not represent a significant risk to water resources and the overall impact during construction and operation is negligible. (*Condition 4*).

Ground Conditions

164. Assessment did not identify any significant sources of contamination. However, the site's 'made ground' is generally of a slightly reduced quality. A series of mitigation measures is proposed including CEMP to protect construction workers and control practices during construction, gas protection measures (both during construction and operation), topsoil capping, and further testing once the existing fuel tanks within the existing fire station are removed. After the introduction of these mitigation measures it is considered the significance of the potential effects of the proposed development on ground conditions will be negligible both during construction and operation. (*Condition 6*).

Transportation

165. It is recognised that the proposed Development will result in a number of potential effects upon the local transportation system in particular in terms of change in traffic flows, and associated highway impact/driver delay. Mitigation is proposed during construction, by way of the Construction Environmental Management Plans (CEMPs), to relate to construction traffic routing and other transport related matters including the rerouting of busses. During operation, a travel plan is proposed, as 'designed in' mitigation as well as a Servicing Management Strategy and Car Park Management Strategy. There will be a minor residual adverse impact to driver delay during the peak periods. However, this is not a level of significance which would suggest the transport effects were unacceptable. (*Condition 30 to 34 and S106 /S278*).

Air Quality

166. The proposed development is high risk in terms of the potential for dust impacts during demolition and construction. As a result, it will be necessary to apply a package of

mitigation measures, conforming to industry best practice. Construction Environmental Management Plans (CEMP) are proposed. The operational impacts associated with traffic emissions, as well as emissions from the new car park and Energy Centre will result in negligible air quality impacts at most locations. If a worst-case assumption is made that vehicle emissions do not improve into the future at the forecast "official" rates, some receptors could experience minor adverse impacts. However, the assessment has shown that there will be no exceedances of the air quality objectives at any existing locations. Monitoring of air quality will be required and secured by condition. (*Condition 4 and 45*).

Noise and Vibration

167. During construction significant levels of noise will be generated, particularly during the demolition and piling. Mitigation is therefore required in the form of the CEMPs which are likely to define limits and control methods for construction noise and vibration. Following mitigation the resulting likely residual effect of the construction works would be short term and be considered minor to moderate adverse effect as a whole. Once completed, noise limits are also proposed for plant equipment, which will be secured by a planning condition. (*Condition 4, 46 and 47*).

Landscape, Townscape and Visual Impact

168. The assessment has concluded that this town centre area could accommodate the change arising from the proposed development. The existing zone of theoretical visibility (ZTV) is contained to the immediate surroundings, by the height, scale and mass of the surrounding built form. Once completed the development will have a moderate to minor beneficial effect. This is due to the Victoria Square development enhancing the public realm and visual appearance of the area. The proposed buildings will rise taller than the existing buildings but they will provide new visual interest to the skyline.

Built Heritage

169. The application proposals will not affect the significance of the Woking signal box, a grade II listed building, or Christ Church, a grade II listed building. There will be views from conservation areas within the surrounding area towards the site, but these already include built development and are also screened by mature vegetation. The significance of the identified conservation areas will be sustained.

Waste

170. The development will result in an increase in the amount of waste generated. The effect of this increase will be reduced through effective mitigation by way of a Site Waste Management Plan for construction and the requirement for a Waste Strategy for operation, both of which are controlled by planning condition. The imposition of these is predicted to should result in a residual minor adverse effect on the proportion of waste being sent to landfill. (*Condition 8 and 23*).

Utilities

171. Prior to and during the demolition / construction phases there is a need to divert and relocate existing Utility Infrastructure assets, which require a legal process outside of the planning process, specifically in relation to gas, electrical and telecoms supplies. The impact on utilities is negligible.

Wind

172. During construction site hoardings will reduce wind impact to negligible. During operational stage, the wind tunnel testing showed that in winter and in summer, the wind conditions at the test locations (which included balconies of the proposed scheme) were not all suitable for their intended activity, and mitigation is therefore required. Clarification in respect of the modelling undertaken and further assessment of the effect of wind on vehicles has been prepared, and in addition the base data has been updated which has required the proposed mitigation measures and amendments to the scheme design. After assessment a negligible effect remains predicted. Consideration has been given to the potential for cumulative Wind impacts associated with the Proposed Development together with other surrounding committed schemes. A review concluded that no significant cumulative environmental effects are predicted.

TV Reception and Communications

173. Large buildings can affect wireless communications links and investigation has shown there is one link, which is active in close proximity to the proposed development. It has been found that the link will not be adversely affected. If mitigation were required, this can be secured through re-routing the link, or by moving the nearest link end to an unobstructed location. The assessment predicts if mitigation is required, and implemented, the residual impacts on communication links will be negligible.

174. Potential impacts on the picture and interruption of audio for TV channels have been identified between the areas around Kingsway and areas around Brambledene Close. Interference at further distances between the areas around Colyton Close and the areas around Firgrove could occur but are considered unlikely. A TV Mitigation Strategy is proposed which will be controlled by planning condition which will require a post development survey to be completed. If interference is identified as a result of the development, mitigation will be provided. This will ensure that previous levels of service with regard to TV reception would be restored and no residual impacts would remain. On this basis, the impact of the Proposed Development on TV Reception is assessed as negligible. (*Condition 44*).

Daylight and sunlight.

175. A daylight and sunlight assessment has been undertaken on the neighbouring amenity to residential properties and proposed residential units within the schemes, based on the Building Research Establishment's (BRE) Site Layout Planning for Daylight & Sunlight 2011. The impact on neighbouring properties has been assessed, based on a range of residential properties in the surrounding area. The majority of rooms assessed will meet BRE criteria for all three daylight assessments. Of all rooms assessed, at worst case they will meet the BRE criteria for at least one of the three daylight assessments. Therefore whilst the BRE criteria are not strictly met for all windows, if the development is perceived in its urban context then the daylight levels are considered to be acceptable. The sunlight analysis on neighbouring properties indicates that all relevant rooms assessed will continue to receive levels of sunlight akin to a sub-urban setting.

176. The assessment also concludes that the vast majority of rooms to proposed residential units assessed will have adequate sunlight and daylight for their use. Whilst a small minority will experience adverse impacts this is due to the use of projecting/overhanging balconies on each floor in order to provide external amenity space. On this basis it is considered a reasonable balance has been struck in this respect, and no mitigation is proposed (or feasible).

Residual and cumulative impacts

177. In terms of the mitigation measures, the ES confirms a clear and binding measure for each mitigation measure, which includes:

- Planning conditions relating to:
 - Construction Environmental Management Plans (CEMPs)
 - Contamination control measures
 - Noise protection measures
 - Site Waste Management Plan and Waste Strategy
 - Servicing Management Plan
 - Car Parking Management Plan
 - TV Mitigation Strategy
- S106 Agreement relating to: Financial contributions toward education facilities
- Private Legal Agreements relating to: Utilities diversion and reinforcements and communication links
- Good Practice - Adherence to Pollution Prevention Guidelines

178. Overall, it is considered that the proposed development will have a beneficial effect upon the sites and surrounding area. The proposed development will assist in providing a significant amount of new housing and can be viewed as a sustainable, urban, mixed-use development which accords with adopted planning policy. An assessment has been undertaken to consider the effect of the proposed development in combination with other committed developments in terms of the potential to give rise to cumulative effects. This concludes that there are no significant cumulative effects predicted.

Working in a positive/proactive manner

179. Article 2(3) Development Management Procedure (Amendment) Order 2012 requires the LPA to show how it has worked with the applicant in a positive and proactive way in line with the NPPF. In assessing this application, Officers have worked in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included pre-application discussions with the developer, feedback during the validation process, and negotiation of amendments to the scheme to resolve identified problems with the proposal and provided proactive communication with the applicant through the process to advise on progress, timescales and recommendation.

CONCLUSION

The proposal is large scale, high-rise and dense development but it is in the right place as it is in a town centre location, which by nature is the most accessible when considering all modes of transport. The scale and form of the development will help consolidate the existing cluster of taller buildings in the town centre and create a new visual interest to the skyline, helping with legibility and drawing the eye to the town centre which can be viewed positively.

Overall it is considered that the new buildings make a positive contribution to the street scene, the character of the area and Woking town centre. The development will provide an important new public space at Victoria Square and it will provide greater emphasis and visual interest to this section of Victoria Way.

The scheme has significant economic benefits in terms of job creation and strengthening the

retail function of the town centre. It has significant social benefits as, notwithstanding that affordable housing provision is unviable, it will provide a significant amount of new good quality housing in the town centre and contribute to provision and improvement of social and community infrastructure including education and recreation in the town centre and Woking generally.

The development involves extensive changes to the highway and has significant impacts on all modes of transport in and around the development site, the Town Centre and surrounding areas. There will be temporary disruption during construction and it will take time for the development to establish itself and for travel around the town to adjust. These impacts should be balanced against the opportunities for travel by other modes, the links with activities and journeys that will already be taking place in the centre and also facilitating economic growth in Woking and Surrey.

Due to the continued peak period traffic congestion in the town centre, air quality and emissions will need to be monitored. There will also be some impacts on neighbouring properties in terms of daylight and sunlight but the assessment undertaken indicates that these properties will continue to receive levels of light akin to a sub-urban setting. The assessment undertaken to consider the effect of the proposed development in combination with other committed developments in terms of the potential to give rise to adverse environmental impacts, concludes that there are no significant cumulative effects predicted.

Overall, it is considered that the proposed development will have a beneficial effect upon the site and town centre. It will assist in providing a significant amount of new housing, enhance the retail function of the town centre and can be viewed as a sustainable, urban, mixed-use development which accords with adopted planning policy.

BACKGROUND PAPERS

1. Representations
2. Application submissions
3. Correspondence with consultees
4. Correspondence with applicants & consultants

PLANNING CONTRIBUTIONS

The following planning obligations have been agreed by the applicants and will form the basis for the Legal Agreement to be entered into between the relevant parties:

	Obligation	Reasons
1.	Education £942,487	To address Policy CS16
2.	Open Space, Sports Provision & Maintenance £941,343	To address Policies CS16 and CS17
3.	SPA Contribution and Strategic Access Management and Monitoring fee (SAMM) contribution of £549,282	To address Policy CS8 and the Habitat Regulations
4.	Sustainable transport £700,000	To address Policy CS18
5.	Travel Plan monitoring £6,150	
6.	S278 Agreement to undertake highway works	To address Policy CS18
7.	Public art	To address Woking's Public Art Strategy
8.	Wifi in the town centre	To address Policy CS2
9.	Provision of Health facilities	To address Policy CS19
10.	Relocation of Fire Station	To address Policies CS16 and CS19
11.	Jobs and apprenticeships for local people	To address Policy CS15
12.	Underground storage tanks management and maintenance	To address Policy CS9
13.	Management company to be set up	To address Policies CS21, CS22 and CS25
Total: £3,169,262		

RECOMMENDATION

GRANT planning permission subject to:

a) the conditions set out subject to delegated authority being given to the Head of Planning Services to amend the conditions if required; and

b) a legal agreement (in accordance with the Community Infrastructure Levy Regulations 2010 and Policies CS8, CS16, CS17 and CS19) to secure community and infrastructure contributions required towards:

- Education
- Community and social infrastructure to include sports, play and open space provision
- SPA Contribution (SANG)
- Public Transport

And obligations to secure:

- SPA Contribution (SAMM)
- Highway and public realm improvements (through a S278 Agreement)
- Public art
- Wifi in the town centre
- Provision of health facilities
- Relocation of Fire Station
- Jobs and apprenticeships for local people
- SUDS underground storage tanks management and maintenance
- Management company to be set up

as set out in the Planning Contributions section of this report and subject to delegated authority being given to the Head of Planning Services to negotiate and agree the detailed clauses.

Approved plans and time limits for implementation of this permission

1. The development hereby permitted shall be carried out in accordance with the following approved plans unless otherwise agreed in writing with the Local Planning Authority:

Drawing Number	Drawing Title	Rev
	Highway Drawings	
10069/A/89.1	Proposed Highway Layout – Victoria Way South - Option 4L	L
10069/A/89.2	Proposed Highway Layout – Victoria Way North- Option 4L	L
10069/A/89.3	Proposed Highway Layout – High Street - Option 4L	L
10069/A/89.4	Proposed Highway Layout – The Broadway - Option 4L	L
	Landscape Drawings	
OX4721-12-100	Landscape Masterplan	10
OX4721-12-103	Landscape GA Plan (sheet 1 of 2)	4
OX4721-12-104	Landscape GA Plan (sheet 2 of 2)	3

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OX4721-12-105	Tree Retention and Removal Plan	0
OX4721-12-200	Landscape Section Victoria Square	2
OX4721-12-201	Landscape Section Victoria Way	1
OX4721-12-202	Landscape Section New Court	1
	Proposed Scheme - Area Schedules –For information only	
BNYSA(01)AL02	Residential Mix Schedule (1 No page - In Colour)	C00
BNYSA(01)AL03	Retail, Hotel, Medical Facility & Car Parking Schedule (1 No page - In Colour)	C00
BNYSA(01)AL04	Flat Area Schedule for Residential Tower 01 (6 No pages in total - In Colour)	C01
BNYSA(01)AL04	Flat Area Schedule Residential Tower 02 (5 No pages in total - In Colour)	C01
BNYSA(01)AL05	Hotel Room Mix and Area Summary Schedule (2 No pages in total - In Colour)	C00
	Existing Plans - Wolsey Place, Export House, Red Car Park & Yellow Car Park	
BNYMA(02)B101	Existing Lr Grd Floor Plan of Export House, Toys R Us, Service Yard & Bandstand Mall	C00
BNYMA(02)001	Existing Ground Floor Plan of Export House, Wolsey Place, Globe house & Fire Station	C00
BNYMA(02)0501	Existing Mezz Plan of Red Car Park, Bandstand Mall Roof & Mezz Level of Yellow Car Pk	C00
BNYMA(02)1001	Existing First Floor Plan of Export House, Wolsey Place, Globe House & Fire Station	C00
BNYMA(02)1002	Existing Levels 1 & 2 of Red Car Park & Level 1 Yellow Car Park	C00
BNYMA(02)2001	Existing Roof Plan of Wolsey Place & Export House Podium	C00
BNYMA(02)2002	Existing Levels 3 & 4 of Red Car Park & Level 2 Yellow Car Park	C00
BNYMA(02)3001	Existing Levels 5 & 6 of Red Car Park & Level 3 Yellow Car Park	C00
BNYMA(02)4001	Existing Levels 7 & 8 of Red Car Park & Level 4 Yellow Car Park	C00
BNYMA(02)5001	Existing Levels 9 & 10 of Red Car Park	C00
	Existing Elevations & Sections - Wolsey Place, Export House, Red & Yellow Car Park	
BNYMA(02)GE01	Existing North, South & West Elevations of Export House & Wolsey Place	C00
BNYMA(02)GE02	Existing Elevations of the Yellow Car Park & Part South Elevation of Blue Car Park	C00
BNYMA(02)GE03	Existing Elevations of Wolsey Place Service Yard at Western End	C00
BNYMA(02)GE04	Existing Elevations of Red Car Park	C00
BNYMA(02)GE05	Existing Sections 1-1, 2-2 & 3-3	C00
	Demolition Drawings	
BNYMA(05)B101	Demolition: Lower Ground Floor Plan of Export House	C00
BNYMA(05)0001	Demolition: Gnd Floor Plan of Export House & Wolsey Place, Globe House & Fire Stn	C00
BNYMA(05)1001	Demolition: First Floor Plan of Export House & Wolsey Place, Globe house & Fire Stn	C00
BNYMA(05)2001	Demolition: Roof Plan of Wolsey Place & Podium of Export House	C00
BNYMA(05)2002	Demolition: Existing Levels 1 & 2 of Red Car Park & Level 1 of Yellow Car Park	C00
BNYMA(05)GE01	Demolition: North Elevation, South & West Elevations of Export Hse & Wolsey Place	C00
BNYMA(05)GE02	Demolition: Exist Elevations of Yellow Car Pk & Part South Elevation of Blue Car Pk	C00

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BNYMA(05)GE03	Demolition: Existing Elevations of Wolsey Place Service Yard at Western End	C00
BNYMA(05)GE04	Demolition: Existing Elevations of the Red Car Park	C00
	Application Boundary Drawings	
BNYMA(08)0001	Site Location Plan - Application Boundary - Ground Floor Level (in Colour)	C01
BNYMA(08)0002	Site Location Plan - Overall Application Boundary (in Colour)	C01
BNYMA(08)1001	Site Location Plan – Application Boundary – First Floor Level (in Colour)	C01

	Typical Bay Elevations	
BNYMA(08)AL01	Typical Bay Elevations 01 & 02 Residential Tower 01 & Podium (in Colour)	C02
BNYMA(08)AL02	Typical Bay Elevations 03 & 04 Residential Tower 01 & Retail Podium (In Colour)	C02
BNYMA(08)AL03	Typical Bay Elevations 05 & 06 - Residential Tower 01 ((In Colour)	C01
BNYMA(08)AL04	Typical Bay Elevations 07 & 08 - Hotel Tower (in Colour)	C01
BNYMA(08)AL05	Typical Bay Elevations 09 & 10 - Hotel Tower (In Colour)	C01
BNYMA(08)AL06	Typical Bay Elevations 11 & 12 - "Green Car Park & Hotel Conference Area (In Colour)	C01
BNYMA(08)AL07	Typical Bay Elevation 13 - New Spiral Ramp to Red Car Park (In Colour)	C00
	Energy Centre, Red Car Park & Yellow Car Park Plans	
BNYMA(08)B101	Proposed Lower Ground Floor Plan of Toys R Us Service Yard	C01
BNYMA(08)0003	Proposed Ground Floor Plan of Toys R Us Service Yard & Energy Centre	C01
BNYMA(08)0501	Proposed Mezzanine Plan Red Car Pk, Bandstand Mall Roof & Mezz Level Yellow Car Pk	C01
BNYMA(08)1002	Proposed Levels 1 & 2 of Red Car Pk, Level 1 of Yellow Car Pk & Level 1 of Energy Centre	C01
BNYMA(08)2001	Proposed Levels 3 & 4 of Red Car Pk, Level 2 Yellow Car Pk & Level 2 of Energy Centre	C01
BNYMA(08)3001	Proposed Levels 5& 6 of Red Car Park & Level 3 Yellow Car Park	C01
BNYMA(08)4001	Proposed Levels 7 & 8 of Red Car Pk, Level 4 Yellow Car Pk & Level 3 of Energy Centre	C01
BNYMA(08)5001	Proposed Levels 9& 10 of Red Car Park & Roof of Energy Centre	C01
BNYMA(08)6001	Proposed Level 11 of Red Car Park (New Half-deck)	C01

	GA Plans - Scheme Floor Plans	
BNYMA(20)B102	Proposed Lower Ground Floor Plan (+26.400m & +28.000m)	C03
BNYMA(20)0002	Proposed Upper Ground Floor Plan (+29.500m & +32.500m)	C04
BNYMA(20)1002	Proposed 1st Floor Plan (+37.500m)	C03
BNYMA(20)2002	Proposed 2nd Floor Plan (+43.200m) - Car Parking 01 with Residential Apartments	C04
BNYMA(20)3002	Proposed 3rd Floor Plan (+46.200m) - Car Parking 02 with Residential Apartments	C03
BNYMA(20)4002	Proposed 4th Floor Plan (+49.200m) - Car Parking 03 with Residential Apartments	C03
BNYMA(20)5002	Proposed 5th Floor Plan (+52.500m) - Car Parking 04 with Residential Apartments	C03
BNYMA(20)6002	Proposed Hotel Level 6, Restaurant & Conference & Residential Level 6 (Both +55.200)	C03
BNYMA(20)7002	Proposed Hotel Level 6 -Restaurant & Conf (+55.200m) & Residential Level 7 (+58.200)	C03

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BNYMA(20)8002	Proposed Hotel Level 7 - Hotel Reception (+61.200) & Residential Level 8 (+61.200)	C04
BNYMA(20)9002	Proposed Hotel Level 7 - Hotel Reception (+61.200) & Residential Level 9 (+64.200)	C03
BNYMA(20)1002	Proposed Hotel Level 8 - Hotel Meeting Rooms (+67.200m) & Res Level 10 (+67.200m)	C03
BNYMA(20)1102	Proposed Hotel Level 8 - Hotel Meeting Rooms (+67.200m) & Res Level 11 (+70.200m)	C03
BNYMA(20)12002	Proposed Hotel Level 9 (+73.200m) & Residential Towers Level 12 (+73.200m)	C03
BNYMA(20)13002	Proposed Hotel Level 10 (+76.500m) & Residential Towers Level 13 (+76.200m)	C03
BNYMA(20)14002	Proposed Hotel Level 11 (+79.800m) & Residential Towers Level 14 (+79.200m)	C03
BNYMA(20)15002	Proposed Hotel Level 12 (+83.100m) & Residential Towers Level 15 (+82.200m)	C03
BNYMA(20)16002	Proposed Hotel Level 13 (+86.400m) & Residential Towers Level 16 (+85.200m)	C03
BNYMA(20)17002	Proposed Hotel Level 14 (+89.700m) & Residential Towers Level 17 (+88.200m)	C03
BNYMA(20)18002	Proposed Hotel Level 15 (+93.000m) & Residential Towers Level 18 (+91.200m)	C03
BNYMA(20)19002	Proposed Hotel Level 16 (+96.300m) & Residential Towers Level 19 (+94.200m)	C03
BNYMA(20)20002	Proposed Hotel Level 16 (+96.300m) & Residential Towers Level 20 (+97.200m)	C03
BNYMA(20)21002	Proposed Hotel Level 17 (+99.600m) & Residential Towers Level 21 (+100.200m)	C03
BNYMA(20)22002	Proposed Hotel Level 18 (+102.900m) & Residential Towers Level 22 (+103.200m)	C03
BNYMA(20)23002	Proposed Hotel Level 19 (+106.200m) & Residential Towers Level 23 (+106.200m)	C03
BNYMA(20)24002	Proposed Hotel Level 20 (+109.500m) & Residential Towers Level 24 (+109.200m)	C03
BNYMA(20)25002	Proposed Hotel Level 21 (+112.800m) & Residential Towers Level 25 (+112.200m)	C03
BNYMA(20)26002	Proposed Hotel Level 22 (+116.100m) & Residential Towers Level 26 (+115.200m)	C03
BNYMA(20)7002	Proposed Hotel Level 23 (+119.400m) & Residential Towers Level 27 (+118.200m)	C03
BNYMA(20)28002	Proposed Hotel Plant Level (+119.400m) & Residential Towers Level 28 (+121.200m)	C03
BNYMA(20)29002	Proposed Residential Level 29 (+124.200) & Hotel Plant Roof Level (+124.600m)	C03
BNYMA(20)30002	Proposed Residential Tower 01 Level 30 (+127.200) & Tower 02 Roof Level (+127.200)	C03
BNYMA(20)31002	Proposed Residential Tower 01 Level 31 (+130.200)	C03
BNYMA(20)32002	Proposed Residential Tower 01 Level 32 (+133.200)	C03
BNYMA(20)33002	Proposed Residential Tower 01 Level 33 (+136.200)	C03
BNYMA(20)34002	Proposed Residential Tower 01 Roof Level (+139.200)	C03
BNYMA(20)35002	Proposed Hotel & Residential Towers Roof Plan	C03
	GA Elevations	
BNYMA(21)GE01	Elevation 01 - South Elevation - Commercial Way (in Colour)	C03
BNYMA(21)GE02	Elevation 02 - West Elevation - Victoria Way (in Colour)	C02
BNYMA(21)GE03	Elevation 03 - North Elevation - Church Street West (in Colour)	C03

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BNYMA(21)GE04	Elevation 04 - South Elevation Looking North at Red Car Park	C00
BNYMA(21)GE05	Elevation 05 - Sectional Elevation Looking West at Res Tower 02	C01
	GA Sections	
BNYMA(22)GS05	Section A-A through Hotel, Retail Units, Car Park & Residential Tower 01 looking East	C01
BNYMA(22)GS06	Section B-B through Residential Towers 01 & 02 looking North	C02
BNYMA(22)GS07	Sectional Elevation C-C showing West Elevation to Internal Plaza	C01
BNYMA(22)GS08	Sectional Elevation D-D showing East Elevation to Internal Plaza	C01
BNYMA(22)GS09	Section E-E through Hotel looking South	C01
BNYMA(22)GS10	Sectional Elevation F-F showing South Elevation to Internal Plaza	C01
BNYMA(22)GS11	Section G-G through Hotel Conference Facilities, Car Park & Retail Units looking North	C00
BNYMA(22)GS12	Section H-H through Car Park, Retail Units & Residential Tower 02 Looking North	C01
BNYMA(22)GS13	Section J-J through Car Park, Retail Units Looking West	C00
BNYMA(22)GS14	Section K-K through Cores of Res Towers 01 & 02 looking North	C00
	Proposed Flat Layouts	
BNYMA(72)D201	Typical 2-Bed Penthouse - Duplex Apartment Level 1 (in Colour)	C01
BNYMA(72)D211	Typical 2-Bed Penthouse - Duplex Apartment Level 2 (in Colour)	C01
BNYMA(72)F101	Typical 1-Bed Apartment (in Colour)	C00
BNYMA(72)F101L	Typical 1-Bed Apartment - Lifetime Homes Compliant (in Colour)	C00
BNYMA(72)F201	Typical 2-Bed Apartment (in Colour)	C01
BNYMA(72)F201L	Typical 2-Bed Apartment - Lifetime Homes Compliant (in Colour)	C01
BNYMA(72)102	Typical 1-Bed Apartment Type B (in Colour)	C00
BNYMA(72)F202	Typical 2-Bed Apartment Type B (in Colour)	C00
	CGI Visuals – For illustrative purposes only	
BNYMA(99)AL01	CGI Visual - View from Guildford Road (in Colour)	C02
BNYMA(99)AL02	CGI Visual - View from Victoria Way Looking North (in Colour)	C02
BNYMA(99)AL03	CGI Visual - View from Commercial Way Looking West (in Colour)	C02
BNYMA(99)AL04	CGI Visual - View from Victoria Way Looking South (in Colour)	C02
BNYMA(99)AL05	CGI Visual - View of New Court (in Colour)	C00

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

2. The development hereby permitted shall be begun before the expiration of five years from the date of this planning permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

Pre commencement conditions – the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work in connection with implementing this permission is commenced.

Phasing plan

3. Prior to the commencement of any part of the development hereby permitted, a phasing plan shall be submitted to and approved in writing by the Local Planning Authority, which illustrates in what order the development will be constructed. The development shall be constructed in accordance with the agreed phasing plan and the agreed phasing plan shall be complied with throughout the construction period unless otherwise agreed.

Reason: To protect the environment and general amenity of the area and to ensure a satisfactory form of development in accordance with Policy CS21 of the Woking Core Strategy 2012.

Construction Environmental Management Plan (CEMP)

4. Prior to the commencement of each phase, a Construction Environmental Management Plan (CEMP) for that phase shall be submitted and approved and thereafter shall be constructed in accordance with the approved CEMP, unless otherwise agreed in writing with the Local Planning Authority. The approved CEMP shall be adhered to throughout the construction period unless otherwise agreed in writing. The CEMP shall provide for:
 - i. demolition, earthworks and excavations
 - ii. loading and unloading of plant and materials and measures to control spillage and storage of materials
 - iii. temporary construction compound facilities and storage of plant and materials used in constructing the development
 - iv. details of basement construction
 - v. construction management control measures
 - vi. construction traffic management plan including routings, access arrangements etc
 - vii. dust management plan - measures to control the emission of dust and dirt during construction including wheel washing
 - viii. noise and vibration control measures (including working hours, limits and control methods)
 - ix. site hoardings - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

Deliveries of construction materials, plant and machinery and any removal of spoil from the site shall only take place between the hours of 0730 and 1800 Monday Friday and 0800 and 1300 on Saturdays. No deliveries shall take place on Sundays or public holidays.

Construction work which is audible outside the site boundary shall only take place between 0730 -1800 hours, Monday to Friday, 0800-1300 hours on Saturday and not at all on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority

Reason: To ensure appropriate mitigation of environmental impacts arising during construction and to protect the amenities of surrounding occupiers, road and public spaces users in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

Construction Transport Management Plan

5. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment

to fund the repair of any damage caused

(j) details of bus service rerouting during construction

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 unless otherwise agreed in writing.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy, Saved Policies of the Woking Borough Local Plan 1999, and the Surrey Transport Plan.

Remediation of any ground contaminated

6. Development shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority namely;
 - i. a remediation plan based on a scheme to effectively prevent the ingress of soil gas (carbon dioxide) within the building footprint
 - ii. a “discovery strategy” dealing with unforeseen contamination discovered during construction (which for the avoidance of doubt shall include provision for the cessation of work within the area of identified contamination only until a remediation plan is submitted and substantially agreed in writing by the Local Planning Authority prior to implementing any mitigation measures identified; and
 - iii. a “validation strategy” validating the works undertaken based on the remediation plan and if there has been discovery of unforeseen contamination during construction

Reason: In accordance with paragraph 109 of the National Planning Policy Framework (NPPF), to prevent the development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of contamination.

7. No piling or any other foundation works using penetrative methods shall be undertaken unless and until a Piling and Foundation Risk Assessment has been submitted and approved in writing by Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: There is a potential risk to groundwater within the Bagshot formation from Piling through the made ground into the aquifer. A Piling risk assessment should be completed to show that all measures are being taken to protect controlled waters.

Site Waste Management Plan – Demolition and Construction Phases

8. Prior to the commencement of the development hereby permitted including any clearance works and demolition, a Site Waste Management Plan (SWMP) setting out the waste and recycling management arrangements shall be submitted to and approved in writing by the Local Planning Authority. The SWMP may be prepared on a phased basis and will quantify the volume of demolition, construction and excavation waste likely to be produced and determine appropriate waste management options for those items of waste. This covers the demolition and construction phases. Development, including site clearance works, shall proceed only in accordance with the approved SWMP unless otherwise agreed in writing.

Reason: To ensure the development satisfies the objectives of Surrey Waste Plan Policies CW1 and Surrey Minerals Plan Core Strategy Policies MC4 and MC5 and in the interests of amenity and to ensure the appropriate provision of infrastructure in accordance with Policies CS16 and CS21 of the Woking Core Strategy 2012.

BREEAM

9. Prior to the construction of the foundations of the development hereby approved, evidence that the development is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate with interim rating if available) for any BREEAM assessment shall be submitted indicating that the development can achieve final BREEAM "Very Good" level for non domestic uses. Within 3 months of the occupation of each phase of the approved development a final Certificate shall be submitted to the Local Planning Authority certifying that BREEAM rating "Very Good" has been achieved for the development hereby approved (or such equivalent national measure of sustainable building which replaces that scheme) unless otherwise 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 and to comply with Policies CS21 and CS22 of the Woking Core Strategy 2012

Code for Sustainable Homes

10. Prior to the commencement of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority, a Design Stage Certificate shall be provided for the written agreement of the Local Planning Authority demonstrating that the development will achieve not less than Code for Sustainable Homes Level 4 (or any such equivalent national measure of sustainable building which replaces that scheme).

Development shall then be carried out wholly in accordance with the certified details or as maybe otherwise agreed in writing by the LPA.

Unless otherwise agreed in writing by the Local Planning Authority, within three months post first occupation of the residential part of the development a Final Code Certificate confirming that it has achieved not less than Code for Sustainable Homes Level 4 shall be submitted to and acknowledged 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 and to comply with Policy CS22 of the Woking Borough Core Strategy Publication Document (July 2012)."

CHP-Ready Development

11. Prior to the commencement of the development hereby approved, full details of the method of how the development shall be designed to allow for the future connection to any decentralised heating and cooling network, to include:
- i. how provision has been made for future pipe and cabling connections;
 - ii. how provision has been made for the installation of future heat exchangers;
- shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and to comply with Policy CS22 of the Woking Core Strategy 2012.

SUDS

12. Prior to the commencement of the development hereby permitted, a detailed sustainable drainage scheme for the site is to be submitted and agreed in writing by the Local Planning Authority. The detailed surface water drainage design shall limit the surface water discharge rate to a maximum of 44 l/s for the 1 in 100 critical storm duration with an allowance for climate change as agreed in the outline drainage strategy submitted as part of the Environmental Statement dated August 2014.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

- Calculations demonstrating surface water runoff rates are no greater than the agreed maximum rate of 44l/s for the 1 in 100 storm event and volumes discharged from the site are no greater compared to the existing scenario up to the 1 in 100 plus climate change storm event.
- Calculations demonstrating no on site flooding up to the 1 in 30 and 1 in 100 storm event and the 1 in 100 plus climate change storm event will be safely stored on site.
- Detail drainage plans showing location of attenuation features and design, pipe runs (including invert levels, cover levels and proposed gradients) and control devices proposed to limit the surface water discharge rate.

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

13. Prior to the commencement of the development hereby permitted, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- I. a timetable for its implementation, and
- II. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

Commencement of works above ground level or otherwise as specified – the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the Local Planning Authority before any work above ground level or otherwise as specified is commenced.

Detailed drawings

14. Detailed drawings including typical sections at scale 1:50 of each of the following building components shall be submitted to and approved in writing by the Local Planning Authority before any above ground level work in connection with that component is carried out; the development shall not be carried out otherwise than with accordance with any such approval given.

- Hotel
- Residential
- Retail podium including covered court

- Car park

Details and typical sections shall include but not be limited to:

- facades
- parapets
- balconies
- heads, cills and jambs of all openings
- entrance lobbies
- junctions with existing buildings
- junctions between proposed buildings
- roof edges
- protective screens to terraces and balconies

Reason: In order that the Local Planning Authority may be satisfied as to the design details in accordance with part 7 of the NPPF and Policy CS21 of the Woking Core Strategy 2012.

Materials specification and samples

15. Notwithstanding the material details outlined on the approved plans, prior to the commencement of the development above ground level hereby permitted, details including samples and a written specification of the materials to be used in the external elevations and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. Samples as agreed shall be presented on site. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise agreed in writing by the local planning authority

Reason: In the interests of the visual amenities of the area in accordance with the principles set out in paragraph 17 of the National Planning Policy Framework 2012 and Policy CS21 of the Woking Core Strategy 2012.

Mock ups

16. Full scale mock ups of typical elements as agreed in writing with the Local Planning Authority, of the following facades, shall be presented on site and approved in writing by the Local Planning Authority before any work above ground level in connection with this permission is carried out; the development shall not be carried out otherwise than in accordance with any such approval given.

- Towers 1 & 2 'planer' elevation
- Tower 1 & 2 balcony elevation
- Tower 1 & 2 core
- Hotel tower typical elevation above level 7
- Hotel tower Victoria Way car park elevation
- Car park elevation to Victoria Way
- Commercial Way retail frontage

Reason: In order that the Local Planning Authority may be satisfied as to the design details in accordance with part 7 of the NPPF and Policy CS21 of the Woking Core Strategy 2012.

Landscaping Scheme - approval of details

17. Prior to the commencement of any work above ground level hereby permitted, a detailed landscaping scheme shall be submitted to and approved in writing by the Local Planning

Authority, which shall specify species, planting sizes, spaces and numbers of trees/shrubs and hedges to be planted. All landscaping shall be carried out in the first planting season (November-March) following the occupation of the buildings or the completion of the development (in that phase) whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.

Biodiversity

18. The landscaping scheme to be submitted and approved shall include biodiversity enhancements to be agreed with the Local Planning Authority. The landscaping scheme including the biodiversity enhancements should be designed to ensure it is well-adapted to climate change, whilst also providing for biodiversity.

Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.

Green / brown roof

19. Prior to the commencement of any work above ground level hereby permitted details shall be submitted to the Local Planning Authority of green / brown roof and details as approved shall be implemented in the development and maintained in perpetuity unless otherwise agreed in writing.

Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.

Hard Landscaping- approval of details

20. Prior to the commencement of any work above ground level hereby permitted, full details and samples of the materials to be used for `hard` landscape works shall be submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels, means of enclosure, hard surfacing materials, minor structures, proposed and existing functional services above and below ground and existing features to be retained. The details shall include a phasing plan and the works shall be carried out as approved and completed in accordance with the phasing plan approved. The works shall thereafter be maintained as approved unless otherwise agreed in writing.

Reason: In the interests of amenity and to preserve and enhance the character and appearance of the locality in accordance with Policies CS21 and CS24 of the Woking Core Strategy 2012.

Flues and chimneys

21. Prior to the construction of the energy centre details of the height and position of any associated flues shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved, unless otherwise agreed in writing.

Reason: In the interests of the visual amenity of the building in accordance with Policy CS21 of the Woking Core Strategy 2012.

Drainage strategy

22. Prior to the commencement of any work above ground level for each building component hereby permitted, a Drainage Strategy setting out details of drainage and wastewater infrastructure and related on and off site works together with any phasing thereof is required to be submitted to and agreed with the Local Planning Authority. Development shall proceed only in accordance with the approved strategy.

Reason: To ensure the development makes appropriate provision of drainage infrastructure in accordance with Policies CS16 and CS21 of the Woking Core Strategy 2012.

Waste Strategy

23. Prior to the commencement of any work above ground level for each building component hereby permitted, a Waste Strategy setting out the waste and recycling management arrangements including the provision of facilities for the storage of refuse and recycling and for collection / disposal shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be carried out in full prior to the first occupation of that part of the development to which each phase of the strategy relates and maintained thereafter and the refuse and recycling storage facilities shall be retained for use at all times. The Waste Strategy's purpose is to ensure sustainable waste management by minimising waste production, encouraging maximum recycling and providing details of the measures to efficiently manage, collect and dispose / recycle the waste that is produced.

Reason: To ensure the development satisfies the objectives of Surrey Waste Plan Policies CW1 and Surrey Minerals Plan Core Strategy Policies MC4 and MC5 and in the interests of amenity and to ensure the appropriate provision of infrastructure in accordance with Policies CS16 and CS21 of the Woking Core Strategy 2012.

Sound insulation / proofing

24. Prior to the commencement of any work above ground level for each building component hereby permitted, a fully detailed scheme for protecting development (including where appropriate any roof garden or outside amenity area) from noise has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out concurrently with the development of the site and shall then be implemented in full as agreed in writing by the Local Planning Authority before each dwelling is occupied and shall be retained thereafter.

Reason: To protect the occupants of the new development from noise disturbance in accordance with Policy CS21 of the Woking Core Strategy 2012.

25. Prior to the commencement of any work above ground level hereby permitted, a scheme specifying the provisions to be made for protecting neighbouring residential properties from noise emanating from site shall be submitted to and approved in writing by the Local Planning Authority. Such measures as may be agreed in writing shall be fully implemented prior to the occupation of the premises and shall be retained thereafter.

Reason: To protect the occupants of neighbouring residential properties from noise disturbance in accordance with Policy CS21 of the Woking Core Strategy 2012 .

26. Prior to the installation of any fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment to be installed in connection with the development hereby approved details, including acoustic specifications shall be submitted to and approved in writing by the Local Planning Authority. Noise rating of any plant shall not exceed the prevailing background noise level. The development shall be carried out strictly in accordance with the approved details and retained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the environment and amenities of the occupants of neighbouring properties in accordance with Policy CS21 of the Woking Core Strategy 2012.

Control of Emissions

27. Prior to the commencement of any work above ground level hereby permitted, for each building component *a scheme for the installation of equipment to control emissions from the premises shall be submitted to, and approved in writing by, the Local Planning Authority.* These measures shall be implemented fully in accordance with the approved scheme prior to the occupation of that part of the development (or commencement of the use hereby approved). *All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the approved details and retained as such thereafter.*

Reason: To protect the environment and amenities of the occupants of the proposed and neighbouring properties and prevent nuisance arising from fumes, smell, smoke, ash, grit or other emissions in accordance with Policy CS21 of the Woking Core Strategy 2012.

External Lighting

28. Prior to the commencement of any work above ground level hereby permitted, details of any external lighting including floodlighting (demonstrating compliance with the recommendations of the Institute of Lighting Engineers 'Guidance Notes for Reduction of Light Pollution' and the provisions of BS 5489 Part 9) shall be submitted to and approved in writing by the Local Planning Authority. The lighting as approved shall be installed prior to the first use/ occupation of each component of the development hereby approved and maintained in accordance with these standards thereafter.

Reason: To protect the appearance of the surrounding area and the residential amenities of the neighbouring properties in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

Access for disabled

29. Prior to the commencement of any work above ground level hereby permitted, for each building component a scheme indicating the provision to be made for disabled people to gain access to all publicly accessible buildings and spaces shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be fully implemented before that part of the development hereby permitted is (a) occupied or (b) brought into use and shall be retained thereafter unless otherwise agreed in writing.

Reason: To ensure the development is accessible to all members of the community regardless of any disability and to comply with Policy CS21 of the Woking Core Strategy 2012.

Transport and highways conditions – the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the Local Planning Authority before any work above ground level or otherwise as specified is commenced.

30. No new development shall be occupied until a Car Park Phasing and Vehicle Servicing Strategy has been submitted to and agreed in writing with the Local Planning Authority. The parking spaces shall be laid out within the site in accordance with the approved plans for cars to be parked and manoeuvred, and for the loading and unloading of vehicles. These areas shall be used and retained exclusively for its designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy, Saved Policies of the Woking Borough Local Plan 1999, and the Surrey Transport Plan.

31. No new development shall be occupied until a Cycle Parking Phasing Strategy has been submitted to and agreed in writing with the Local Planning Authority. The spaces shall be laid out within the site in accordance with the approved phasing plan. The cycle parking area shall be used and retained exclusively for its designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy, Saved Policies of the Woking Borough Local Plan 1999, and the Surrey Transport Plan.

32. No new development shall be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to provide:

- (a) Secure cycle parking, changing facilities, safe pedestrian & cycle routes
- (b) Facilities for public transport ie: bus stops, bus shelters, lay-bys, real-time information
- (c) Information for residents, staff and visitors regarding public transport, walking and cycling to the satisfaction of the Local Planning Authority and shall thereafter be permanently maintained.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy, Saved Policies of the Woking Borough Local Plan 1999, and the Surrey Transport Plan.

Disabled parking

33. Prior to the commencement of the development hereby permitted, detailed plans of how at least 20 car parking spaces designed for the use of disabled people shall be provided within the car park area shall be submitted to and approved in writing by the Local Planning Authority. The parking area shall be constructed, surfaced and marked out in accordance with the plans so approved before any part of the development is occupied and shall be retained solely for such purposes thereafter.

Reason: To provide suitable parking provision for the disabled in accordance with Woking Borough Council's Parking Standards SPD and Policy CS18 of the Woking Core Strategy 2012 and the Council's adopted parking standards

Travel Plan

34. Prior to first occupation of that part of the development the applicant shall:
- (a) Submit for the written approval of the Local Planning Authority a Travel Plan for that part in accordance with the aims and objectives Surrey County Council Travel Plan Good Practice Guide July 2010, and in general accordance with the submitted Travel Plan, dated February 2014, to promote sustainable transport and the retail offer in the town to develop this aspect of the town centre travel plan to ensure promotion of the town during the construction phase, and to include for the monitoring and auditing of the Travel Plan.
 - (b) The applicant shall implement the approved travel plan and thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy, Saved Policies of the Woking Borough Local Plan 1999, and the Surrey Transport Plan.

Pre occupation condition(s) – the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before the buildings hereby approved are occupied or the uses hereby approved commenced.

Servicing Management Plan

35. The development shall not be occupied until a Servicing Management Plan setting out provisions to control the management of deliveries to each of the commercial uses and the residential use of the site. The Plan will provide details of hours of delivery and access arrangements. The development shall be implemented in compliance with the approved plan at all times.

Reason: To ensure appropriate servicing arrangements in accordance with the Policies CS18 and CS21 of the Woking Core Strategy 2012.

Car Parking Management Plan

36. The development shall not be occupied until a Car Parking Management Plan setting out provisions for the management and use of the existing/proposed parking have been submitted to and agreed in writing by the Local Planning Authority, this will include provision for the residential, hotel, retail and other uses as well as disabled, electric vehicle and car club parking. These details shall be submitted for approval by the Local Planning Authority or included in a Travel Plan and only the approved details shall be implemented and retained as approved unless otherwise agreed.

Reason: To ensure appropriate and sustainable parking arrangements in accordance with the principles set out in paragraph 17 of the National Planning Policy Framework and Policies CS18 and CS21 of the Woking Core Strategy 2012.

Car Club

37. Prior to the first occupation of the residential development the location and layout of the parking spaces and charging points (where required) for the use of a Car Club shall be provided in accordance with details to be submitted to and approved by the Local Planning Authority. The spaces and charging points shall be provided and maintained in accordance with the details so approved unless otherwise agreed in writing.

Reason: In the interests of promoting sustainable modes of transport in accordance with Policy CS18 of the Core Strategy 2012.

Electric vehicle charging points

38. Prior to the first occupation of the residential development the location and details of the charging points for the use of occupiers shall be provided in accordance with details to be submitted to and approved by the Local Planning Authority. The charging points shall be provided and maintained in accordance with the details so approved unless otherwise agreed in writing. It is recommended that the electric vehicle charging points be in accordance with the Surrey County Council Vehicular and Cycle Parking Guidance Jan 2012.

Reason: In the interests of promoting sustainable modes of transport in accordance with Policy CS18 of the Core Strategy 2012.

Signage Strategy

39. The development shall not be occupied until a Signage Strategy setting out provisions for way finding signs, shop front signs and building signs, to include locations for all principle signs and design guidelines, has been submitted to and approved by the Local Planning Authority, and thereafter adhered to in the development.

Reason: To protect the appearance of the surrounding area and the residential amenities of the neighbouring properties in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

Permeability and 24 hour access

40. The development shall not be occupied until arrangements to ensure maximum permeability through the development and to connect to the existing Town Centre streets and civic spaces has been submitted to and approved by the Local Planning Authority and thereafter adhered to in the development. The details shall include access routes and any restrictions in terms of time of use, closures etc. including information on the public conveniences to be provided within the scheme.

Reason: To maintain a permeability in the Town Centre in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

Victoria Square

41. The residential development hereby approved shall not be occupied prior to the practical completion of Victoria Square public realm.

Reason: In the interests of amenity and to meet the objectives for Woking Town centre in accordance with Policies CS2 and CS21 of the Woking Core Strategy 2012.

Landscape Management Plan

42. Prior to the occupation of the development hereby permitted, a Landscape Management Plan, including a phased programme of works, long term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The strategy should encompass all areas of open space and green infrastructure on the site and an on-going management plan for common spaces. The proposals shall be carried out and maintained as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of biodiversity, amenity and the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking

Core Strategy 2012.

Rooftop plant

43. The plant room sited on the second floor shall be designed to be fully enclosed and screened, to minimise the visual impact of plant machinery on the residential properties above.

Reason: In the interests of privacy and amenity and in accordance with Policy CS21 of the Woking Core Strategy 2012.

TV / Communication Signal Mitigation Strategy

44. The residential and hotel elements of the development shall not be occupied until a TV / Communications Signal Mitigation Strategy setting out provisions for undertaking a post development survey to establish any interference caused by the development on TV or other communications signals and to set out provisions for mitigation. The mitigation provisions as approved shall be carried out prior to the occupation of the residential development hereby permitted and maintained as such unless otherwise agreed in writing.

Reason: To ensure appropriate mitigation of any adverse impact on TV reception and communications signals to surrounding occupiers.

Compliance condition(s) – *the following conditions impose restrictions and /or other requirements that must be complied with once the permission has been implemented.*

Air Quality monitoring

45. Following the first beneficial occupation of the new development, the air quality in its immediate vicinity shall be monitored for a period of 6 months with the full details of the monitoring to be submitted to and agreed by the Local Planning Authority. Any mitigation works as may be identified as necessary as a result of the monitoring shall be provided within a timescale to be agreed with the Local Planning Authority.

Reason: To ensure acceptable air quality.

Noise

46. No sound reproduction equipment which conveys messages, music or other sound by voice or otherwise which is audible outside the premises shall be installed on the site without the prior written consent of the Local Planning Authority.

Reason: To protect the environment and amenities of the occupants of neighbouring properties in accordance with Policy CS21 of the Woking Core Strategy 2012 .

47. The dwellings hereby permitted shall be designed to ensure that the following noise levels are not exceeded due to environmental noise:

Living rooms 35dB LAeq, T night
Bedrooms 30dB LAeq, T night
Night time 8 hours between 23.00 to 07.00
Daytime 16 hours between 07.00 to 23.00

Reason: To ensure that occupiers and users of the development do not suffer loss of amenity due to excess noise from environmental and transportation sources in accordance with in accordance with Policy CS21 of the Woking Core Strategy 2012.

Community space and communal terraces

48. The community accommodation in Tower 2 and the west and east roof gardens at second floor level including children's play area shall be maintained for communal residential use (other than that shown on drawing BNY-MAY (20) 2002 C 04) and for no other purpose and shall not be assigned to any of the flats on an individual basis.

Reason: To ensure that the requirements for some outdoor amenity space are met in accordance with Policy CS21 of the Woking Core Strategy 2012.

INFORMATIVES

1. In assessing this application, Officers have worked in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. In this instance the applicant was provided with pre-application advice and ongoing discussion through the course of the application.
2. Please note that this decision must be read in conjunction with the associated Section 106 Agreement.
3. In October 2014 (TBC), the Council has adopted a Community Infrastructure Levy (CIL) charging schedule for Woking Borough. CIL will come into effect for all planning decisions made on and after 1 April 2015.

Aviation

4. Aviation safeguarding: There is a potential need for aviation obstruction lighting. If the structure constitutes an 'aerodrome obstruction' it is the aerodrome operator that will review the lighting requirement. For civil aerodromes, they will, in general terms, follow the requirements of CAP 168 - Licensing of Aerodromes. This document can be downloaded from the Civil Aviation CAA website at www.caa.co.uk/docs/33/CAP168.PDF - Chapter 4 (12.8). It would appear that the 3 towers are likely to be the tallest structures in the immediate vicinity and therefore, even in the event that there proves to be no mandated aerodrome-requirement for lighting, the 'by virtue of their location and nature' argument would make lighting at the top of each structure a sensible consideration. Cranes will need aviation warning lighting as set out in the CAA guidance material.
5. Aviation Notification. In the UK all structures of a height of 300ft (91.4m) or more are published for civil aviation purposes. It follows that at least the tallest tower would need to be appropriately highlighted to the aviation community. To that end, when the construction timeframes are known the developer will need to pass related details (precise location, maximum height and associated timescales) to the Defence Geographic Agency (DGA) which maintains the UK's master database of tall structure (the Digital Vertical Obstruction File) via 0208 818 2702 / icgdge-aero@mod.uk. Additionally, short term aviation notification of any temporary aspect of the development (eg the use of cranes at a height of 300ft or more) can be achieved through the publication of a **Notice to Airmen (NOTAM)**. To arrange an associated NOTAM, the developer should contact the CAA's Airspace Utilisation Section (ausops@caa.co.uk / 0207 453 6599); they will need an accurate location, an accurate maximum height (including any crane that might extend above the height of the building itself), a completion date and (if cranes do extend above the height of the building) an estimate on when the cranes will be removed.

Emergency Services Helicopter Activity. Due to the unique nature of associated operations in respect of operating altitudes and potentially unusual landing sites, it would be sensible to establish the related viewpoint of local emergency services air support units.

Other Aviation Stakeholders. The Ministry of Defence and NATS should be notified.

Drainage

6. Drainage from hardstanding areas that have the potential to be contaminated by fuels, chemicals or other polluting material must be connected to the foul sewer. The Environmental Permitting Regulations make it an offence to cause or knowingly permit any discharge that will result in the input of pollutants to ground or surface waters.
7. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
8. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

Highways

9. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from Transportation Development Planning at Surrey County Council.
10. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
11. 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.
12. All bridges, buildings or apparatus (with the exception of projecting signs) which project over or span the highway may be erected only with the formal approval of the Transportation Development Planning Division of Surrey County Council under Section 177 or 178 of the Highways Act 1980.

13. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
14. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a highways licence or 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. 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.
15. 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. (Note: It is preferable where possible to arrange for the adjacent highway to be included in the area edged red on the application when Circular 11/95 provides that conditions may be suitable to control this).
16. 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).
17. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
18. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
19. 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.

Code for Sustainable Homes

20. The evidence required to address the Code for Sustainable Homes condition should be in the form of a Design Stage Certificate in accordance with the Code. The Council recommends that this information be submitted online via C-Plan (available at www.sustainabilityplanner.co.uk). Use of C-Plan is free of charge and ensures this information is submitted in an appropriate format.

Waste and pollution

21. If any waste is to be used on or removed off site, the applicant may be required to obtain the appropriate waste exemption or permit from the Environment Agency (EA). The applicant is advised to contact the EA or refer to guidance on their website for more information. www.environment-agency.gov.uk/subjects/waste
22. All new food premises are required by the Food Safety Act 1990 to register with the Local Authority, at least 28 days before the food business opens. Please contact the Environmental Health Service on 01483 743664, for the appropriate registration form.
23. Notwithstanding Condition 4, the applicant's attention is drawn to Sections 60 and 61 of the Control of Pollution Act 1974 and the associated British Standard Code of Practice BS 5228 : 1984 "Noise Control on Construction and Open Sites" with respect to the statutory provision relating to the control of noise on construction and demolition sites.

Protected Species

24. Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

Definitions

25. For the avoidance of doubt, the following definitions apply to the above condition (No: 5) relating to contaminated land: -

Remediation plan: This plan shall include details of: -

- (i) all contamination on the site which might impact upon construction workers, future occupiers and the surrounding environment;
- (ii) appropriate works to neutralise and make harmless any risk from contamination identified in (i)
- (iii) supervision and documentation of the remediation and construction works to ensure that they are carried out in accordance with the agreed details;
- (iv) a procedure for identifying, assessing and neutralising any unforeseen contamination discovered during the course of construction
- (v) a procedure for reporting to the Local Planning Authority any unforeseen contamination discovered during the course of construction.

Discovery strategy: The strategy shall include details of: -

- (i) supervision and documentation of the remediation and construction works to ensure that they are carried out in accordance with the agreed details;
- (ii) a procedure for identifying, assessing and neutralising any unforeseen contamination discovered during the course of construction
- (iii) a procedure for reporting to the Local Planning Authority any unforeseen contamination discovered during the course of construction

Validation strategy: This shall include : -

- (i) documentary evidence that all investigation, sampling and remediation has been carried out to a standard suitable for the purpose; and
- (ii) confirmation that the works have been executed to a standard to satisfy the planning condition (closure report).

All of the above documents, investigations and operations should be carried out by a qualified, accredited consultant/contractor in accordance with a quality assured sampling, analysis and recording methodology.

