

## 18 OCTOBER 2016 PLANNING COMMITTEE

5a 16/0742 Reg'd: 07.07.16 Expires: 06.10.16 Ward: C  
Nei. 03.08.16 BVPI Major 06 Number N/A - On Yes  
Con. Target EIA Devt. of Weeks PPA Target?  
Exp: on Cttee' Agreed  
Day:

**LOCATION:** 20-32 Goldsworth Road, Woking, GU21 6JT

**PROPOSAL:** Demolition and clearance of the site and erection of a phased development comprising 560 residential units, 10,582 sq.m. of offices, 843 sq.m. of retail and gym use (A1-A4 and D2) with 395 parking spaces, public realm improvements and highway works to Goldsworth Road. Block A to comprise ground plus 34 storeys, Block B comprising ground plus 25 and 20 storeys and Block C comprising ground plus 17, 14 and 10 storeys.

**TYPE:** Full

**APPLICANT:** Goldsworth Road Development LLP **OFFICER:** Dan Freeland

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### **ENVIRONMENTAL IMPACT ASSESSMENT**

The application is supported by an Environmental Statement (ES). 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.

### **REASON FOR REFERRAL TO COMMITTEE**

The application is for a major development and therefore falls outside of the scope of delegated powers as set out by the Management Arrangements and Scheme of Delegations.

### **SUMMARY OF PROPOSED DEVELOPMENT**

This is a full application for the demolition and clearance of the existing buildings on site and erection of a phased development comprising 560 residential units, 10,582 sq.m. of offices, 843 sq.m. of retail and gym use (A1-A4 and D2) with 395 parking spaces, public realm improvements and highway works to Goldsworth Road.

Block A would be ground plus 34 and 30 storeys in height, Block B ground plus 25 and 20 storeys and Block C ground plus 17, 14 and 10 storeys in height.

### **PLANNING STATUS**

- Urban Area
- Town Centre

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- High Accessibility Zone
- Thames Basin Heaths SPA Zone B
- Adjacent High Density Residential Area
- Adjacent Employment Area
- Adjacent Major Highways Improvement Scheme
- Adjacent Primary Shopping Area
- Adjacent Proposal Site 5/m (Victoria Square)
- Adjacent Primary Shopping Frontage

### **RECOMMENDATION**

1. GRANT subject to conditions and S.106 legal agreement.
2. In the event that the Development Management Policies Development Plan Document be adopted by the Council prior to the completion of the Legal Agreement, the Head of Planning Services (or designated deputy) be delegated authority to determine whether the adoption materially alters the consideration of the application and consequently the recommendation and either issue the decision or refer the application back to the Planning Committee accordingly.

### **SITE DESCRIPTION**

The application site comprises 20-32 Goldsworth Road. The site is bounded by Goldsworth Road, the mainline railway and, to the west, the new fire station site.

The bulk of the site constitutes no. 32, a four-storey 'C' shaped 1980s office block with surface and basement parking accessed from the frontage at the western end of the site. This site is known as Phillips Court and is in brown brickwork under pitched roofs.

The centre of the site, no. 30, is occupied by a two-storey building which is a contemporary of Phillips Court. The established use of this premises is for Class A4 (drinking establishment) purposes with ancillary accommodation above. However, it benefits from a current temporary permission to be used as a training centre within Class D1 in association with the York Road Project, a local charity. This permission expires in September 2017 at which point the use will revert to Class A4.

Towards the eastern end of the site, no. 20 is another four-storey 1980s office building known as Systems House. This building appears to date from the early 1980s and is clad in brown brick and reflective glazing. To the rear of this, adjacent and parallel to the railway embankment is the Woking Railway Athletic Club (WRAC), a single-storey working men's club/drinking establishment with a pedestrian access onto Goldsworth Road between Systems House and Bridge House.

Bridge House is at the eastern apex of the site, adjacent to Victoria Arch and addressing Victoria Way. It is a single-storey, red brick structure occupied by Curchods Estate Agency (Class A2).

### **PLANNING HISTORY**

#### **20-32 Goldsworth Road**

PLAN/2007/1298 - Proposed extension and external alterations to existing vacant office building at no. 20. Change of use of ground floor to allow occupation by either A1, A2, or A3 uses (Permitted 25.02.2008 – not implemented).

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PLAN/2008/1350 - Proposed extension and external alterations to existing vacant office building at no. 20 to provide additional B1 office accommodation. Change of Use of existing ground floor to allow occupation by either A1, A2, or A3 uses (Permitted 22.06.2010 – not implemented).

PLAN/2015/0841 - Temporary change of use of existing Wine Bar at no. 30 into a Training Centre for a two year period (Permitted 21.09.2015).

PLAN/2016/0031 - Use of the existing site at no. 32 as a public car park for a temporary period of up to 18 months (Retrospective) (Refused 27.04.2016).

PLAN/2016/0178 – Environmental Impact Assessment screening opinion on the redevelopment of 20 - 32 Goldsworth Road (Issued 25.02.2016).

PLAN/2016/0444 – Environmental Impact Assessment scoping opinion on redevelopment of 20-32 Goldsworth Road (Issued 19.05.2016).

### Victoria Square

PLAN/2014/0014 - 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). (Permitted 26.03.2015).

### Fire Station Site, Butts Road and Goldsworth Road

PLAN/2014/0015 - Demolition of existing buildings and erection of five storey building fronting Goldsworth Road comprising fire station at ground floor, four floors of accommodation over (1No. 1bedroom managers apartment, 3No. 7 bedroom and 1No. 5 bedroom cluster flats with shared kitchen, dining and laundry facilities), fire station service yard, training area and erection of four storey fire station training house, associated flag poles, boundary treatments, access, parking, highways works and landscaping. (Permitted 08.05.2014).

### **PROPOSED DEVELOPMENT**

Full Planning Permission is sought for the comprehensive redevelopment of the entire 0.96 hectare site with the demolition of the existing buildings and the construction of a two-phase development comprising of residential apartments, office and commercial floorspace, parking and public realm improvements. The development massing is in the form of three taller buildings joined at the lower levels by a three-storey podium which accommodates the entrance and lobby areas, car parking and ancillary elements such as waste storage, cycling parking and plant rooms.

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The commercial office element of the scheme will be located in a standalone building within Block C, with the remainder comprising residential development. The ground floor frontage on Goldsworth Road will accommodate a range of town centre uses to provide active frontages.

- Block A is proposed to be a tower comprising ground plus part-34 (above ground floor) and part-30 (above ground floor) at the eastern apex of the site opposite the proposed Victoria Square redevelopment. The mass is split into two offset parts of 35 and 31 storeys total of flats. This comprises 53no. studios, 54no. one bed flats, 125no. two bed flats, and 11no. three bed flats with a total 19,246sqm of Gross Internal Area (GIA).
- Block B comprises two blocks of ground plus part-24 and part-20 storeys (storeys total) towards the centre of the site set on a north-south axis perpendicular to the railway embankment and fronting Goldsworth Road. It is similarly split into two offset parts; one part houses 23 storeys of flats above podium level and the lower part, next to Goldsworth Road, 20 storeys of flats above street level. This block comprises 19no. studios, 100no. one bed flats, 102no. two bed flats, and 7no. three bed flats with a total 17,594.4sqm of GIA.
- Block C comprises three blocks of ground plus 17, 10 and 8 storeys on a north-south axis perpendicular to the railway embankment towards the western end of the site. This comprises 54no. one bed flats and 31no. two bed flats; totalling 6,567sqm. Adjoining the residential element of Block C to the North is the Office Block which steps down in height from 10 storeys above ground (8 above podium) to 8 storeys above ground level (6 above podium, 9 total). The office would comprise 10,554sqm of GIA. The vehicular access to the basement of the site is located at Block C.

On top of the podium, will be a landscaped garden providing amenity for the residents of the flats. The two podium terraces will provide sheltered outdoor amenity facing onto the new public piazza for residents and office tenants respectively. The podium level landscaped area has been designed as a privately-managed communal amenity space, comprising a series of separate elements and seeking to unify the three separate blocks in a complementary manner.

The proposals include an improved public realm area fronting onto Goldsworth Road with an additional piazza area for use by visitors, workers and residents of the town centre, which also aims to form the fourth and final side of the new public square approved in the Victoria Square development. The main pedestrian access to the residential element will be from the Goldsworth Road frontage and new piazza. The stair/lift cores for Blocks A and B would be accessed from this foyer. Block C would be accessed by the same core, with a covered pergola link across the podium gardens. All cores have direct lift access to the basement.

All servicing for the development is proposed to take place within the basement level, with off-street parking for the residential and office elements, waste collections and commercial deliveries taking place off-street and all “back-of-house facilities” accommodated within the footprint of the building. The exception to this servicing strategy will be the café and gym which will both be serviced as necessary from the lay-by immediately adjacent on Goldsworth Road.

The proposals will provide the following accommodation:

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Use Class	Extg GIA sq.m.	Proposed GIA sq.m.	Net Increase sq.m.
A2 Estate Agents	144.6	155	+10.4
A3 Restaurant/Cafe	0	98	+98
A4 Drinking Establ't	356.1	399.8	+43.7
D2 Gym	0	191.2	+191.2
B1 Offices	8413.9	10583	+2169.1
"Night Club"	481.7	0	-481.7
<b>TOTAL</b>	<b>9396.3</b>	<b>11427</b>	<b>+2030.7</b>

Table 1 - Commercial Floor Areas

(Note: the applicant's figures above show 481.7 sq.m. of Sui Generis nightclub floorspace. However, this floor space is lawfully Class A4 floorspace. This is clarified and considered further under 'Planning Issues.')

	Number	Percent	Total Floor Area sq.m.
<b>BLOCK A</b>			
Studio	53	21.8	2,120
1 bed	54	22.2	2,781.6
2 bed	125	51.4	9,075.2
3 bed	11	4.5	1,028.5
<b>TOTAL</b>	<b>243</b>		<b>19,246.2 gross</b>
<b>BLOCK B</b>			
Studio	19	8.3	830.6
1 bed	100	43.9	5,232
2 bed	102	44.7	7381.7
3 bed	7	3.1	667.4
<b>TOTAL</b>	<b>228</b>		<b>17,596.4 gross</b>
<b>BLOCK C</b>			
Studio	0	0	0
1 bed	58	65.2	3,027.8
2 bed	31	34.8	2,262.2
3 bed	0	0	0
<b>TOTAL</b>	<b>89</b>		<b>6,567 gross</b>
<b>GRAND TOTAL</b>	<b>560</b>		<b>43,409.6 gross</b>

Table 2 - Residential Accommodation

<b>CAR SPACES</b>			
Use	Standard	Disabled	Total
Café	0	0	0
Gym	0	0	0
Residential	268	15	283
Office	90	10	100
WRAC	7	0	7
Estate Agency	5	0	5
<b>TOTAL</b>	<b>370</b>	<b>25</b>	<b>395</b>
<b>CYCLE SPACES</b>			

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<b>Use</b>			
Residential Block A			246
Residential Block B			228
Residential Block C			90
<b>RESIDENTIAL TOTAL</b>			<b>564</b>
Office			90
Café			2
WRAC			8
Gym			4
Estate Agency			2
<b>COMMERCIAL TOTAL</b>			<b>106</b>
<b>GRAND TOTAL</b>			<b>670</b>

Table 3 - Car and Cycle Parking Provision

In terms of materials, the theme of the architectural approach is to reference the history of engineering excellence in Woking and the surrounding area. For example, a motif that references mesh radiator grilles used on high performance cars has been developed and combined with the staggered principle applied to the overall massing. This motif will be used as decoration to balcony screens and vented panels to the car parking at podium level with the intention of it being the ‘signature’ of the development.

The east and west facades of the towers will comprise the principal aspect for the majority of flats. The majority of living rooms are on these elevations and consequently so are the balconies from where much of the day light is brought into the flats. As such they have a distinct elevational treatment with the overall frames encompassing the blocks divided horizontally, revealing groups of two or three floors. Where residential blocks A and B are composed of two staggered elements, the overall frames are stepped vertically between one element and another. A composition of double-glazed units, perforated balustrades, glass panels with mesh frit interlayers, and solid bronze coloured metal panels would provide variations in the levels of transparency and reflectance across the facade.

The north and south facades are based on a rational grid using brightly coloured louvres to invoke the flashes of colour. The architects intend that these reflect the flashes of colour found in high performance cars and therefore pay tribute to the engineering excellence for which the surrounding area is known. This colour will also provide interest along Goldsworth Road and from the railway. These coloured elements are staggered in a vertically shifting rhythm.

Towards the ground the overall frames of the blocks are echoed with a “sister frame” assembly. This assembly ties together the podium base and links it with each block. The podium form steps and recedes in respect to each block standing on the ground at street level. The office facades echo the residential blocks’ facades although with a more regular and reduced form.

The permitted Victoria Square development proposes amendments to the existing road network and also, in turn, affects the eastern junction of Goldsworth Road. The proposed buildings would also affect the eastern junction of Goldsworth Road and the current position of the existing turning loop. The scheme consequently includes a re-configuration of Goldsworth Road. The re-provided Goldsworth Road turning loop will be amended from its existing location and will provide a drop-off point outside of the space required for turning. A dedicated fire tender route will be maintained.

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The scheme has been designed to comply with the police initiative 'Secured by Design' and to be Lifetime Homes compliant.

### **CONSULTATIONS**

#### **Statutory Consultees:**

Environment Agency: No objection.

Historic England: The application should be determined in accordance with national and local policy and on the basis of the LPA's specialist conservation advice (see below).

Natural England: No objections raised assuming SANG/SAMM contributions are made. Consideration should be given to local sites (biodiversity and geodiversity), local landscape character, local or national biodiversity priority habitats and species. The proposal provides opportunities to incorporate biodiversity enhancements. Standing advice should be applied regarding protected species.

SCC Highways: Full details of the final response will be reported to Committee.

#### **WBC Internal Consultees:**

WBC Waste Services Management: No objections.

WBC Environmental Health: No objections. Recommends conditions.

WBC Scientific Officer (Contamination): No objection subject to condition.

WBC Housing/External Valuation Consultant: The inputs included within the viability appraisal are reasonable. Whilst it is often difficult to understand why a development of this size and end value would not be able to provide any element of affordable housing it must be noted that brownfield sites in town centre areas which remain in good usable condition often maintain a high level of existing use value. This existing use value must be taken into account when appraising any newly proposed scheme. Unless the land owner can obtain a figure in excess of the existing use value then it is not worth their while bringing the land forward for development. They must be incentivised to do so by the developer providing a premium above the land/property's existing use value. Unfortunately for a site of this type and nature this often has the effect, when the costs of development are added, of leaving nothing in addition for an affordable housing contribution.

However...the large scale of the scheme may achieve a degree of "place-making." This occurs when the size and scale of the development completely changes the character of an area and essentially creates its own market. We consider that it may therefore be possible to achieve higher values bearing in mind the size of the scheme, location and accessibility to transport and amenities...Therefore, the values agreed at the time of a property transaction may be significantly increased by the time of selling the completed development...purely due to the element of place making attributable to the new scheme which has created its own market. We therefore consider...that viability should be reviewed on an open book basis at the completion of each phase when take-up value and cost will be much clearer.

WBC Arboricultural Officer: No objection subject to adequate rooting environments and Arboricultural Method Statement.

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WBC Drainage Engineer/Lead Local Flood Authority: No objections subject to conditions.

WBC Conservation and Heritage Consultant: The scheme is well analysed and presented with account taken of WBC's input and public consultation...I can find no significant criticism of the evolution of the massing or the final design. It will clearly impact on a wide area due to its scale but there will be off-setting positive townscape elements. I do not consider this development will harm heritage interests in the vicinity. I like the vibrant elevational treatment of the blocks and the effect this will have on the new public area at the base of the blocks.

### **SCC and Other Consultees:**

SCC Planning - Minerals and Waste: no objection from Minerals and Waste safeguarding view

SCC Archaeology: No archaeological concerns.

Police Crime Prevention Design Advisor: Encourages application for full Secured by Design certification, 'Gold', level. The parking should achieve 'Safer Parking' status under the police supported, British Parking Association 'Park Mark' award.

Surrey Wildlife Trust: No objections raised. "The applicant should be required to undertake all the recommended actions in section 4 and 5 of the Appraisal Report and the 'Potential Impacts and Mitigation' section of the Addendum, with particular emphasis on the need to register the site for a Low Impact Class Licence and the implementation of the proposed Bat Mitigation Strategy and including the biodiversity enhancements as detailed." Recommends use of native and nectar-rich species.

### **Adjoining Local Authorities:**

Guildford BC: Any comments received will be reported.

Runnymede BC: Any comments received will be reported.

Elmbridge BC: No objection

Surrey Heath BC: Any comments received will be reported.

### **Utilities and Service Providers:**

South West Trains: Any comments received will be reported.

National Grid Asset Protection Team: Any comments received will be reported.

Network Rail: Recommends informatives.

Thames Water Utilities: No objection in respect of sewerage infrastructure capacity. Proper provision should be made for surface water drainage. Recommends condition to secure details of piling.

Affinity Water: Any comments received will be reported.

Scottish and Southern Energy: Any comments received will be reported.

Thamesway: Any comments received will be reported.



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### **Aviation Bodies:**

UK Aeronautical Information Service: Any comments received will be reported.

Civil Aviation Authority: Any comments received will be reported.

MoD Safeguarding: Any comments received will be reported.

Fairoaks Airport: Any comments received will be reported.

Farnborough Airport: Any comments received will be reported.

### **APPLICANT'S POINTS**

The application is supported by the following documents which form background papers:

- Existing and Proposed Drawings – Rolfe Judd Architecture
- Planning Statement – Rolfe Judd Planning
- Design & Access Statement – Rolfe Judd Architecture
- Heritage, Townscape and Visual Impact Assessment – RPS CgMs
- Noise and Vibration Report – PBA
- Air Quality Report – PBA
- Arboricultural Impact Assessment – Treework Environmental Practice
- Energy and Sustainability Assessment – Waterstone Design
- Ecology Report – PBA
- Bat Surveys Technical Note - PBA
- Transport Assessment – WSP | Parsons Brinckerhoff
- Sunlight and Daylight Assessment – Point2 Surveyors
- Landscape Strategy – Standerwick Land Design
- Pedestrian Level Wind Microclimate Assessment – RWDI
- Flood Risk and Surface Water Drainage Strategy – Price & Myers
- Affordable Housing Viability – BNP Paribas
- Ground Investigation Report – GEA
- Statement of Community Involvement – Curtin & Co
- Utilities Strategy – Waterstone Design
- Waste Management Strategy – WSP | Parsons Brinckerhoff
- Community Infrastructure Levy (CIL) Liability Form – Rolfe Judd Planning

### **PUBLIC CONSULTATION**

The application has been supported by a Statement of Community Involvement. It notes that the scheme has been subject of an ongoing consultation process including stakeholder consultation and two public exhibitions.

The first public exhibition was held on Friday 11 and Saturday 12 March. The principal aim of the exhibition was to allow local residents to view the emerging proposals for 20-32 Goldsworth Road and give them the opportunity to share their feedback with members of the project team. The Public Exhibition was advertised through the delivery of a flyer to 8,000 local residents living within 0.75 miles of Goldsworth Road. The applicants estimate that, over the course of the two-day exhibition, approximately 75 people attended. The

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proposal exhibited a mixed-use development of 635 new apartments across three buildings, together with 150,000 sq.ft. of Grade A office space at the lower levels, arranged around a central public plaza. In addition to this, the commercial space also included a gym and other retail outlets, together with 380 car parking spaces in underground parking across the site.

The applicants concluded that, overall, the feedback from the exhibition was largely positive and many residents appreciated that the proposed development offered an opportunity to deliver Woking's housing need. Feedback received at the public exhibition and over the consultation period was very supportive towards the principal of development and 77 per cent of respondents were supportive of the need for a high level of development in Woking Town Centre. Additionally only 10 per cent of respondents felt that the development would not complement the Council's regeneration's proposals and be an improvement to the existing site.

Following the feedback from the first public exhibition, several amendments were made to the proposals and a second exhibition was arranged for 20 and 21 May 2016. As with the first exhibition the event was advertised through the delivery of a flyer to 8,000 local residents living within 0.75 miles of Goldsworth Road. Over the course of the two-day exhibition, feedback surveys indicated that over 400 people attended. The revised proposal exhibited changes to the scheme as follows:

- A reduction in the number of residential apartments – to 560 total.
- Amended design of office space with a standalone building providing 112,750sqft for commercial space.
- Revised ground floor active frontage and public realm onto Goldsworth Road with an additional piazza area for use by visitors and residents of the Town Centre.
- Amended design to allow all servicing for the development to take place within the basement.

The applicants concluded that "feedback received at the public exhibition and over the consultation period was very supportive towards the principal of development and 63 per cent of respondents agreed that the scheme would be an improvement to the existing site and compliment Woking Council's regeneration plans for the town centre. Additionally 71 per cent of respondents felt that Woking's economy would benefit from this scheme."

It is considered that the proposal has been the result of a model public consultation process and the application submitted has evolved as a result of the proper consideration given by the applicant to the feedback of the public and other stakeholders as a result of the consultation process.

### **REPRESENTATIONS**

14 representations have been received in response to the application. They raised the following issues:

- The present commuter train service will not be adequate for the extra number of residents.
- The height is out of keeping with existing buildings and recent developments. Does not make a positive contribution to streetscene and character of area. Inappropriate scale. Urbanising of skyline. Density too high.
- Proximity to flight paths.
- Impact on overstretched traffic system. Road works will have a bad effect at the road junction.

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- Inadequate parking provision. Will result in illegal parking.
- No provision for enhancing infrastructure such as doctors, dentists, hospitals, utilities.
- Discussions have not taken place with Railway Athletic Club officials. (Note: notices have been served in the proper manner and the application is valid in this respect)
- Surface water flooding is a problem. Few green areas provided. SuDs proposals are inadequate.
- Concern foul water infrastructure cannot cope.
- Impact to 11a and 11b Goldsworth Road in terms of loss of daylight, sunlight and rights to light. Overlooking of gardens in Kingsway.
- The freeholders and leaseholders of Bridge House were not notified by the applicant. They are not entitled to make an application. Consideration should be deferred until arrangements have been made. (Note: notices have been served in the proper manner and the application is valid in this respect)
- Excessive noise and pollution.
- Wind speed at ground level.
- Why can't existing buildings be refurbished?

The issues are addressed where relevant under 'Planning Issues.'

### **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

Policy NRM6: Thames Basin Heaths Special Protection Area

#### Core Strategy 2012

CS1 - Spatial strategy for Woking Borough

CS2 – Woking Town Centre

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CS7 - Biodiversity and nature conservation  
CS8 - Thames Basin Heaths Special Protection Areas  
CS9 - Flooding and Water Management  
CS10 - Housing provision and distribution  
CS11 - Housing mix  
CS12 - Affordable housing  
CS15 - Sustainable economic development  
CS16 - Infrastructure delivery  
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

(Note: these Policies will be superseded on the adoption of the Development Management Policies DPD – see below for further information on the weight to be afforded).

### Supplementary Planning Documents

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

Draft Published Development Management Policies Development Plan Document (October 2015)

(Note: The Development Management Policies Development Plan Document (DPD) was considered at an Examination in Public in May 2016. The Inspector's Report has found the DPD to be sound. Subject to the Council's decision, the DPD is scheduled to be adopted in October 2016. Against the criteria set out in paragraph 216 of the NPPF, the DPD should currently be given significant weight in the determination of planning applications. Should the final determination of this application be after the date of adoption, the policies should be afforded full weight prior to determination. This scenario is catered for in the recommendation above).

Draft Site Allocations Development Plan Document (June 2015)

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(Note: In accordance with The National Planning Policy Framework (paragraph 216), the draft Site Allocations DPD will be given very limited weight until it is published for Regulation 19 consultation and submitted to the Secretary of State prior to Public Examination. It should be noted however that the application site has been allocated for development in the draft DPD (site ref. UA16)).

WBC Conservation Area Appraisals – Ashwood Road/Heathside Park Road (2002), Horsell (2002), Mount Hermon (2000) and Wheatsheaf.

### Other Material Documents

EU Habitats Directive and the UK Habitat Regulations 2010  
The Community Infrastructure Levy (CIL) Regulation 2010  
Listed Buildings & Conservation Areas Act 1990  
The Natural Environment and Rural Communities Act 2006  
Thames Basin Heaths Special Protection Area Avoidance Strategy  
Circular 06/2005: Biodiversity and Geological Conservation  
Manual for Streets and Manual for Streets 2 (2007 and 2010)  
Design Manual for Roads and Bridges (Updated February 2013)  
Guidance on Tall Buildings CABE and English Heritage (2007)  
Historic England – The Setting of Heritage Assets (2015)  
Historic England – Tall Buildings (2015)  
Historic England – Seeing the History in the View (2011)  
WBC - Waste & Recycling Provisions for New Residential Developments (2016)  
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  
Strategic Housing Market Assessment (SHMA)  
Strategic Housing Land Availability Assessment (SHLAA)

### **PLANNING ISSUES**

#### Principle, Land Use and Spatial Policy

1. Policy CS1 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.
2. The policy requires that the scale of development that will be encouraged in centres will reflect their respective functions and nature. It recognises Woking Town Centre as 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 as well.
3. The main town centre uses (as defined in the National Planning Policy Framework) are acceptable in principle in this location. The retail, office, residential accommodation and public spaces proposed in the development consequently closely reflect this aim.

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4. Policy CS1 notes that, 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 relating to the Town Centre states that the Council will support the development of the town centre as the primary centre for economic development in the Borough and that it is the preferred location for town centre uses and high density residential development. The proposed development comprises of a number of main town centre uses including retail and office floorspace in addition to high density residential development. The policy states that new development proposals should deliver high quality, well designed public spaces and buildings, which make efficient use of land, contribute to the functionality of the centre and add to its attractiveness and competitiveness.
6. In this respect, the development proposes a net increase of 10.4 sq.m. for the replacement Estate Agents, a new café (Class A3 use) fronting Goldsworth Road of 98 sq.m. and 399.8 sq.m. for A4 uses (the Woking Railway Athletic Club).
7. Policy CS2 notes that the loss of existing cultural and entertainment facilities within the town centre will be resisted, unless there is no demand for such facilities or demand can be met from alternative provision within the town centre either through new or co-located facilities. The Council’s records indicate that the likely lawful use of 30 Goldsworth Road is a drinking establishment (A4). However, the proposal does not replace that floorspace and therefore there is a potential loss of 438 sq.m. of A4 floorspace in the overall scheme. The loss of an A4 establishment would be contrary to this element of CS2.
8. Notwithstanding this, the applicants advise that the premises currently benefits from a temporary permission for use as a training centre associated with a charity (albeit the use would revert to A4 at the end of this period). They question whether there is sustainable demand for this A4 floorspace given that it has had 6 incarnations since the building was completed in the late 1980s/early 1990s. In its most recent incarnation its use was more akin to a sui generis nightclub than A4 drinking establishment. They consider that it is therefore self-evident that it has struggled to trade profitably as a pub for a number of years and has had to constantly re-invent itself in order to survive. It has not survived and its current use by the York Road Project reflects the fact that the premises are not an attractive proposition for the licensed trade. In the period of vacancy between Mojos’ occupation and the York Road Project, the premises were actively marketed for continued A4 use but in the absence of any demand (either as an A4 use or any of the other A1-A3 uses permitted by the GPDO) permission was sought for the current temporary use.
9. The applicants further note that the regeneration benefits associated with the proposal result in far greater benefits to the vitality and viability of the town centre than the notional loss of A4 floorspace. They point out that the existing overall A-class floorspace on the site totals 982.6 sq.m. This is boosted by the fact that the GIA floorspace figure for 30 Goldsworth Road includes a 118 sq.m. ancillary landlord’s flat on the second floor. Hence, a more realistic figure for existing A-class floorspace on the site is 864.6 sq.m. The planning application proposes 843 sq.m. of ground floor retail-type units. This includes larger and more efficient floorplates for Curchods and the WRAC. The remainder of the floorspace is proposed to be a café and a gym, both of which are considered to be uses that are desirable in the town centre in accordance with Policy CS2. The modest reduction of 21.6 sq.m. should be considered in the context of the quality of the space and its location on the fringe of the town centre

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retail offer and the town centre hub of entertainment uses. The premises at 30 Goldsworth Road currently add very little in terms of active frontage due to the design of the ground floor frontage with its obscure-glazed windows and 163 sq.m. of its floorspace at first floor level, offering nothing to the vitality of the street. With the exception of the new WRAC premises (which has never had active frontage) all of the proposed A1-A2 and D2 uses in the planning proposal will have active ground floor frontage.

10. On this basis, it is considered that the modest loss of A4 floorspace is far outweighed by other considerations and should not be an impediment to granting permission given the wider town centre regeneration benefits set out above and later in this report..
11. The proposed scheme includes a net additional 2,169.1 sq.m. of Class B1 office floorspace. The Core Strategy policy states that approximately 27,000 sq.m. of additional office floorspace will be provided in the town centre as part of mix-used developments over the plan period.
12. Systems House is noted in the Employment Land Review as being obsolete and not fit for purpose. Although the review noted that the building 'is not capable of occupation', there was at the time outstanding planning permission (PLAN/2007/1298 and PLAN/2008/1350) to redevelop the site and create approximately 1,400 sq.m. of net additional B1 floorspace. This planning permission has not been implemented, has now expired and the building remains in poor condition. The Employment Land Review also notes that 32 Goldsworth House (Philips Court) as being Grade B (good) offices set within a 'distinctive building'. At the time Philips Court was occupied. Nevertheless the site is now vacant.
13. The proposed development would create 10,583 sq.m. of Grade A office floorspace. This would not only increase the amount of office floorspace on the site but also be of a higher quality, improving from Grade B to Grade A.
14. The planning application states that the development will result in 880 (full time equivalent) employment opportunities within a town centre location. This estimate is considered reasonable based on the Employment Density Guide which estimates that the proposed office floorspace could result in between 814 and 1058 jobs.
15. Core Strategy Policy CS2 states that development of the town centre will be achieved through the:
  1. Mixed-use high density redevelopment of existing sites
  2. Refurbishment of outmoded sites
  3. Intensification of existing sites
  4. Change of use of existing employment uses where this will not undermine the delivery of the proposed development set out in the policy and the other objectives of the Core Strategy
  5. Safeguarding of existing office floorspace where there is evidence to justify that.
16. The proposed development seeks to redevelop an existing site to include mixed-use high density development. It would result in the intensification of an existing site and make efficient use of land. Therefore the proposed development scheme closely reflects this element of the policy.
17. The proposed development will also contribute towards the Core Strategy requirement to provide at least 4,964 dwellings in the Borough between 2010 and 2027. Of these

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2,180 dwellings are expected to be delivered within Woking Town Centre. The proposed scheme would ultimately provide 560 dwellings across the two development phases.

18. The site has been identified within the Strategic Housing Land Availability Assessment (SHLAA) as being suitable for a mixed use scheme with flatted residential units above commercial. The SHLAA states that an indicative density of 300 dwellings per hectare (d.p.h.) would be suitable, resulting in a potential yield of 125 residential units. The site is also identified in the draft Site Allocations Development Plan Document (DPD) for a mixed use scheme of residential, office and retail development. The draft DPD states that the site is suitable for at least 125 dwellings.
19. Policy CS10 anticipates indicative development densities in excess of 200 d.p.h. in Woking Town Centre and on the Poole Road/Butts Road employment area. The residential density of the proposal (red line site area) would be approximately 583 dwellings per hectare. The Core Strategy notes the importance of achieving a balance between making efficient use of land and delivering the right type of housing to meet the needs of the whole community and states that the density ranges set out in CS10 are not intended to be prescriptive, but a guide to inform development proposals.
20. Therefore, subject to the detailed observations below, no 'in principle' objection is raised to the proposed residential development quantum and densities nor the uses proposed as part of the development scheme which are acceptable uses within the Town Centre
21. On this basis, the proposal is considered to closely reflect the requirements of the Development Plan but subject to the following considerations:

### Design, Height and Townscape

#### *Character & Design*

22. The National Planning Policy Framework encourages positive planning to achieve high quality and inclusive design, including individual buildings, public and private spaces. Wider development schemes should aim to ensure that developments will function well and add to the overall quality of the area over the lifetime of the development; they should establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. They should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; are visually attractive as a result of good architecture and appropriate landscaping.
23. Design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally. Decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.



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24. Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.
25. The requirements of Policy CS21 reflect this, stipulating that development should create new buildings that are attractive with their own distinct identity, should respect and make a positive contribution to the street scene and character of the area paying due regard to scale, height, proportions, layout and materials etc. Tall buildings can be supported in the town centre if well designed and justified in the context. A satisfactory relationship with adjoining properties should be achieved avoiding a significant harmful impact and design should be inclusive. Landscaping should be incorporated to enhance the setting of the development.
26. Policy CS24 states that future development should be well-suited and sensitive to its location to protect the Borough's different character areas, whilst accommodating the change needed to contribute to environmental, social and economic objectives. Development in this location should enhance the townscape character of the Town Centre, taking into account views and landmarks, appropriate building styles and materials.
27. The Design SPD contains a checklist against which to assess such considerations:
  - Is the proposal's footprint appropriate to the size of the plot?
  - Does the layout enable pedestrian and cyclist permeability?
  - What is each edge of the building addressing and is its treatment appropriate to that condition?
  - Are the building's uses located correctly in relation to the external environment and is the choice of uses appropriate for this location?
  - Does the proposal respect the amenities of neighbouring properties?
  - Are interior layouts well planned?
  - Is the location and design well considered?
  - Have opportunities to provide new or improve existing public spaces been optimised?
  - Is the height of the proposal suitable for this part of Woking town centre?
  - Do the facades appear well designed with good attention to detail?
28. In order to achieve these aims, the application has been the subject of considerable pre-application discussion over a long period of time. This had included, at an early stage a fundamental reappraisal of the scheme's layout in order to address these considerations. Consequently, the scheme that has been submitted is considered to be a high quality response to the opportunities provided by the site and the constraints including the policy requirements.
29. The footprint of the proposed development is considered appropriate to its location; it has been defined by the existing pattern of the street and building edges on Goldsworth Road and Victoria Way. It is considered appropriate to its town centre location representing an efficient use of the site but also creating the potential for a high-quality public space at the front and reinforcing the Victoria Square proposal and reinforcing the east-west pedestrian link through Goldsworth Road.

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30. 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. The podium base of the development would respect the existing building line to the north of Goldsworth Road and run perpendicular to the railway line to the south. Officers consider that the building line fronting Goldsworth Road will be a significant improvement compared to the existing and would reintroduce an 'active' building line along the street. The proposal would also create the opportunity for a high-quality public space that positively addresses the street, with active frontages provided by the estate agency, entrance lobbies, café and gym. Furthermore, the form of the development would logically 'finish' the western edge of Victoria Square should that development come forward. The elevations of the taller elements of the development have been designed as appropriate frontages and each is well-articulated and finely detailed.
31. As well, as within the basement, car parking is proposed within the ground, first and second floors of the podium. Nevertheless, it has been largely concealed from the public realm by being located on the side of the building adjacent to the railway embankment and set behind the residential, commercial and circulation spaces and consequently does not detract from the active frontages designed into the scheme.
32. Close consideration has been given to the internal layouts and the relationship with neighbouring properties. A fundamental revisiting of the layout was undertaken at the pre-application stage which has considerably improved the scheme in these aspects. Further consideration of these elements is set out below.
33. In terms of materials, the Design SPD notes that for tall buildings, all façade materials should be of consistent high quality and not formed of flat metal panels or large panes of glass. They should have depth and definition. It is considered that the proposed scheme positively addresses this point, with a series of elevations that are made up of a range of well-selected materials (as set out in the 'Proposed Development' section) that add vibrancy and variety across much of the site.
34. Further consideration of the issue of height is set out below. Subject to this, it is considered that it has been demonstrated that all the points in the Good Design Checklist have been appropriately addressed; the proposal is well-supported by a detailed justification which has carefully examined the visual impacts of the scheme. Officers consider that the proposal has the potential to be an exceptional scheme and therefore compliant with Policy CS21 of the Core Strategy.

### *Height*

35. Policy 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. The suitability of a tall building is 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.
36. The Design SPD states that proposals for tall buildings must be accompanied by analysis of the town centre in terms of public transport accessibility and proximity to community infrastructure. Proposals for tall buildings should be of exceptional quality

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and design, subject to a formalised design review process during the evolution of the scheme (in this instance, the Council procured the services of an urban design consultant to review the scheme as part of the pre-application process); not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing, glare, aviation navigation and telecommunications interference; contribute positively to the setting of heritage assets that might be affected by the proposal; take account of key views both across the site and long views towards the building itself. Design proposals need to take into account the need for the building to be designed so it is seen 'in the round'; and pay particular attention to the environment created, the streets and spaces they address and should exploit opportunities for improvement of existing and creation of new public spaces.

37. The SPD goes onto to provide detailed guidance for tall buildings in the town centre, stating that, they should be of the highest design standards with specific attention given to the edges of buildings at ground level and the environment that is created. Whilst the scale of a new tall building will by definition contrast with surrounding buildings, proposals must make a positive contribution to the townscape and skyline and help improve the legibility of the town and provide for public spaces.
38. In addition, the guidance notes that proposals for tall buildings must demonstrate their effect on the historic context of the town centre and applicants should supply imagery indicating their visual impact from key locations. Proposals should have a positive relationship with topographical features and other tall buildings, with views as perceived from all directions taken into consideration. Balconies in tall buildings should be recessed or semi-recessed to achieve a 'calm' expression, give wind-protection and minimise the risk of bird strike. As tall buildings are visible from all sides, every façade should be treated as a 'front.' Each elevation should respond to its orientation, surroundings and aspect. All façade materials should be of consistent high quality and not formed by flat metal panels or large panes of glass. Material choices should be informed by long-term maintenance considerations and all elements should be integrated and part of the overall façade composition to avoid "cluttering." Proposals must produce wind, shadowing and reflection analysis and environmental design elements (such as acoustic attenuation, sun-shading, vent elements etc.) should be discreetly integrated within the facade to minimise visibility.
39. The SPD includes a design checklist for tall buildings in the town centre against which the application has been assessed;
  - Is the height proposed justified for this location?
  - Is the ground level appropriately designed in terms of built form and the surrounding landscape environment?
  - Has the development's visual impact been well demonstrated and does it appear to make a positive contribution to the skyline?
  - Does the proposal make clear its environmental impact in terms of wind tunnels, daylight levels and overshadowing?
  - Does the scheme adhere to all points listed in the [general] good design checklist? (see above)
40. The application is supported by a Design and Access Statement that shows how each of these considerations has been addressed in formulating the submissions including how the heights evolved as a response to the cluster of buildings situated around the junction of Victoria Way. As the scheme developed it was clear that two medium blocks stepping up to one pivotal 'marker' on the junction of Victoria Way fronting the new Victoria Square would follow the natural progression of the skyline and respond

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to the existing and emerging cluster of buildings situated around the junction of Victoria Way.

41. Existing and permitted buildings within the town centre show an increased height within its core. Taller buildings include Victoria Square, Export House, New Central and Centrium. They form a circle of taller buildings centred around the intersection of Victoria Way and the railway line and the proposal is seen to reinforce this circle as part of a cluster of taller building in the core of the town centre or, alternatively, could work as a sentinel building in its own right demarcating the intersection of the A320 and railway:

Site	Status	Floors/Height A.O.D.
New Central	Existing	21 floors/103m
Altura	Permission expired	17 floors office (equiv 21 floors resi)/115m
Centrium	Existing	16 floors/85m
Export House	Existing	18 floors office (equiv to 20 floors resi)/96m
Victoria Sq. Tower 1	Extant permission	34 floors/144m
Victoria Sq. Tower 2	Extant permission	30 floors/132m
Victoria Sq. Hotel	Extant permission	23 floors/125 m
Proposed Block A	Proposed	35 floors (incl ground floor)/147m

Table – relative heights of Town Centre buildings

42. NB. 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.

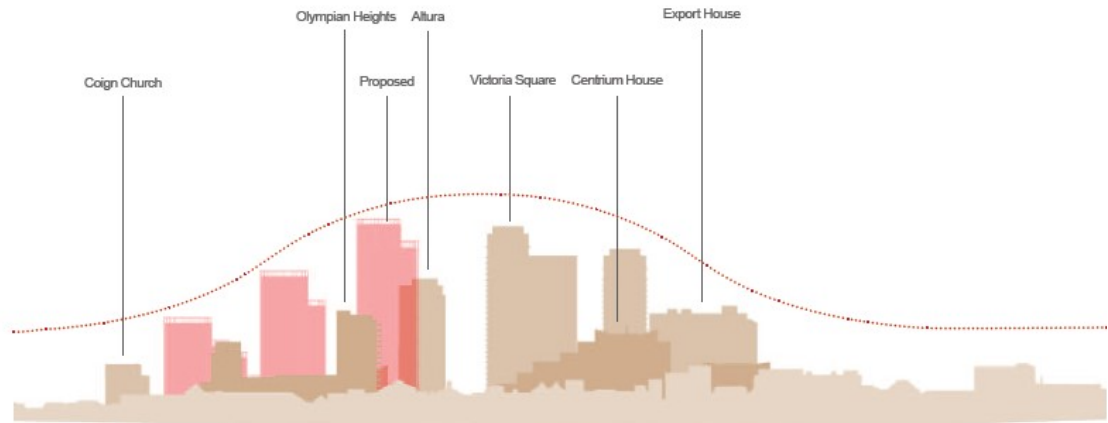


Figure: relative heights of Town Centre buildings (aspect from south)

43. The application site, despite being located within the Town Centre, is set adjacent to a transitional area between the medium-rise developments of Goldsworth Road (generally 3-7 storeys) and the proposed high-rise development at Victoria Square and the existing New Central/Olympian Heights and Centrium developments. The proposal therefore has the potential to create a transition in building heights to the surrounding context. Woking Fire Station/Greenwood House is 5 storeys in height adjacent to the application site. Block C of the proposal is eight storeys in height fronting Goldsworth Road. The proposal rises to 21 storeys (Block B) and peaking at

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35 storeys (total) (Block A). The proposed height of Block A, when considered within the context of the emerging tall building cluster, is significant but not at odds with the emerging Town Centre context. This is demonstrated by the suite of illustrative information that the developer has submitted illustrating the proposal from key viewpoints, including the Townscape and Visual Impact Assessment and the ES analysis of townscape views.

44. In addition, the supporting Landscape Strategy highlights that the proposed public spaces will be of high quality that will exploit the opportunity to create a new public space. It is considered that the proposed café and public seating as well as street trees will help to define the human scale. The proposed public realm is also in general conformity with Policy DM17: Public Realm. The Design SPD states that balconies in tall buildings should be recessed or semi-recessed to achieve a calm expression, give wind protection and minimise the risk of bird strike. The proposed scheme provides private balconies for the majority of the residential units, of which, all are either fully or predominantly recessed into the structure of the buildings. The design of the balconies therefore complies with the guidance set out in the SPD.
45. In summary, it is considered that the approach to the proposals in terms of design, layout and height is sound and justifiable and they have the potential to create a high quality addition to the town centre's skyline in distant and local views, either as a counterpoint to the consented Victoria Square scheme or in their own right as a landmark development defining the junction of the A320 and mainline railway.
46. Moreover, good practice in Urban Design seeks to enhance the general character of the area and contribute to the permeability of the town centre. The proposal is considered to be particularly effective in how it addresses Goldsworth Road, and potentially, Victoria Square, creating a high quality public realm and active frontage.
47. In this respect the proposal closely reflects policy and guidance.

### Heritage and Conservation

48. Section 72(1) of the Listed Building and Conservation Areas Act 1990 provides that, "with respect of any building or other land in a Conservation Area...special attention shall be paid to the desirability of preserving or enhancing the character of that area." Similarly, in respect of Listed Buildings, Section 66(1) states that "in considering whether to grant planning permission for development which affects a listed building or its setting the Local Planning Authority...shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest."
49. Policy CS20 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 application site does not contain any heritage assets and is not within any conservation areas. Nevertheless the site is within close proximity to the Woking Town Centre and Basingstoke Canal Conservation Areas as well as a number of locally and statutory listed buildings.
50. Policies CS21 (Design) and CS24 (Woking's Landscape and Townscape) and the Design SPD also provide relevant guidance.

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51. The supporting Environmental Statement and Heritage, Townscape and Visual Impact Assessment highlight that, whilst the proposed scheme will be visible from a number of Conservation Areas and heritage assets because of the height and scale of the buildings, there is not expected to be any harm caused to heritage assets or their surroundings.
52. The ES analysis identifies Christ Church and the Woking Signal Box as the Listed Buildings within the area and concludes that there would be a 'permanent indirect effect of neutral magnitude' on both the Grade II Listed Christ Church and Grade II Woking Signal Box because of the slight change created in the wider urban setting of the town centre. However, the site does not form part of either building's settings or contribute towards their significance. These buildings, their features of interest and their settings would therefore be preserved. Similar conclusions can be reached with respect to the Locally-Listed buildings within the town including the nearest at 65-77 Goldsworth Road, nos. 1-11, The Sovereigns P.H. and the Police Station in Guildford Road and the Locally-Listed Buildings within the Town Centre Conservation Area.
53. The potential for impacts on the Basingstoke Canal and Town Centre Conservation Areas have also been analysed in the Environmental Statement and Heritage, Townscape and Visual Impact Assessment. With regards to the Town Centre Conservation Area, it is acknowledged that, at present there are long-distance and glimpsed views of the site, however, these are limited to views from distance and do not form part of the Conservation Area's setting or contribute towards its significance. It can therefore be concluded that the character of that area will be preserved. The Basingstoke Canal Conservation Area, although now forming something of a green corridor, had an industrial genesis and is viewed in this stretch against the backdrop of a modern, urban setting. The proposal is concluded to not form part of its setting nor contribute to its significance and it is concluded that, overall, its character would be preserved.
54. Consideration has also been given to the Wheatsheaf Conservation Area, Horsell Conservation Area, Holyoake Crescent Conservation Area, Mount Hermon Conservation Area, Ashwood Road/Heathside Park Road Conservation Area and Hockering Conservation Area. Given their locations relative to the site, the site is not considered to form part of the setting of any of these areas, nor contribute towards their significance and it is concluded that their characters will be preserved.
55. The Borough's Heritage and Conservation consultant has considered the proposals in this respect and comments that the scheme is well analysed and presented with account taken of WBC's input and public consultation. He observes that there is no significant criticism of the evolution of the massing or the final design. The proposal will clearly impact on a wide area due to its scale but there will be off-setting positive townscape elements. He considers that the development will not harm heritage interests in the vicinity.
56. In summary, in formulating the recommendation, special attention has been paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas the desirability of preserving nearby Listed Buildings, their settings or any features of special architectural or historic interest.
57. The proposals are considered to preserve the character and appearance of the noted Conservation Areas and their settings and the special interest of the 2 local Listed Buildings and therefore accord with Policy CS20.

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### Impact on Adjacent Residential Accommodation

58. Policy CS21 of the Core Strategy requires, amongst other things, that proposals achieve a satisfactory relationship to adjoining properties avoiding a significant harmful impact in terms of loss of privacy, daylight or sunlight or an overbearing effect due to bulk, proximity or outlook. The Supplementary Planning Document on Outlook, Amenity, Privacy and Daylight sets out more guidance on how to achieve satisfactory relationship including some appropriate tests (in particular the Building Research Establishment tests) and recommended separation distances. The guidance notes that “dwellings designed for high density developments in the most urban locations of Woking Town Centre...may not be able to achieve the same levels of privacy or amenity as those in lower density developments and alternative methods or provision are suggested.”
59. The Environmental Statement submitted with the application assesses the implications of the development in terms of daylight, sunlight, overshadowing and solar glare (reflection) received by adjoining premises. The consideration of daylight and sunlight amenity is based on potential impacts to existing residential properties around the site. The assessment is made on the basis of the Building Research Establishment’s 2011 guidance which provides different methods for assessing daylight and sunlight.
60. The “Vertical Sky Component” (VSC) test is a commonly-used measurement of the amount of skylight falling on a vertical wall or window. The “No Sky Line” (NSL) method is a measure of distribution of daylight (i.e. sunlight and skylight) at the working plane within a room. It is a useful measure for taking into account rooms which may already be affected, for example, by being below balconies. The Average Daylight Factor test is a more complex assessment used to assess the levels of daylight received in proposed residential accommodation. In terms of tests for sunlight, the Annual Probable Sunlight Hours method and “Sun on the Ground” methods are used.
61. These tests indicate where a change in daylight may be perceivable by occupiers; it does not further define impacts beyond this. However, for the purposes of the assessment, the applicant’s consultants have assessed impacts to adverse or beneficial depending on whether amenity would be more or less favourable than the current, baseline situation.
62. The ES identifies adjacent potentially sensitive locations as; Centrium, 1 & 2 Guildford Road, New Central, the Fire Station development, Birchwood Court, 11-13 Goldsworth Road, 1-9 Goldsworth Road and 1-7 Victoria Way. Assessments have been made against the existing situation as a baseline, the proposed scheme and also including the assumed completion of developments at the Victoria Square, Coign Church and the Goldsworth Arms.
63. A summary of the impacts is set out in the tables below. Note: these figures take into account the assumed developments at Victoria Square, Coign Church and the Goldsworth Arms:

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<b>Address</b>	<b>Total Windows</b>	<b>Existing no. windows meeting VSC Criteria</b>	<b>Proposed windows meeting VSC Criteria</b>	<b>Windows meeting VSC with Cumulative Devt</b>
Centrium 1-81	38	24	35	24
1-9 Goldsworth Road	32	32	4	32
Victoria Square Proposal	104	-	-	65
1-7 Victoria Way	13	13	0	13
11-13 Goldsworth Road	17	9	7	7
Birchwood Court	49	25	28	24
Coign Church Proposal	104	-	-	79
Woking Fire Station	18	18	17	18
2 Guildford Road	8	0	2	0
1 Guildford Road	19	9	6	8
New Central	426	296	309	267
<b>Total</b>	<b>828</b>	<b>426/620 68% comply</b>	<b>408/620 65.8%</b>	<b>537/828 64.8%</b>

Table: "Vertical Sky Component" Summary

<b>Address</b>	<b>Total Rooms</b>	<b>Existing no. meeting Criteria</b>	<b>no. NSL</b>	<b>Proposed no. meeting Criteria</b>	<b>Rooms meeting NSL with Cumulative Devt</b>
Centrium 1-81	27	27		27	27
1-9 Goldsworth Road	20	20		8	20
Victoria Square Proposal	91	-		-	91
1-7 Victoria Way	12	12		12	12
11-13 Goldsworth Road	16	11		16	11
Birchwood Court	25	16		19	16
Coign Church Proposal	71	-		-	69
Woking Fire Station	16	16		16	16
2 Guildford Road	5	0		0	0
1 Guildford Road	8	6		8	5
New Central	282	257		276	256
<b>Total</b>	<b>573</b>	<b>365/411 88.8% comply</b>		<b>382/411 93%</b>	<b>523/573 91.2%</b>

Table: "No Sky Line" Summary (Cumulative Development)



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64. Taking into account just the existing neighbouring properties, in terms of daylight, the assessment concludes that 93 per cent of the 620 windows assessed would meet the NSL assessment and therefore meet the BRE guidance. At 2 Guildford Road, to the south of the railway, 6 windows would experience reductions in daylight which are considered to be of 'moderate adverse' significance. At 1-9 Goldsworth Road, 12 rooms would experience reductions beyond BRE guidance but will continue to have daylight penetrating to in excess of 50 per cent of the working plane. This is also of 'moderate adverse significance.' At Birchwood Court, the assessment is that 6 windows would not meet BRE numerical targets, but these are bedrooms which the guidance considers are 'less important' than main living rooms. This constitutes a 'minor to moderate adverse' impact.

<b>Address</b>	<b>Total Rooms</b>	<b>Existing no. rooms meeting APSH Criteria</b>	<b>Proposed no. rooms meeting APSH Criteria</b>	<b>Rooms meeting APSH with Cumulative Devt</b>
Centrium	4	4	4	4
1-9 Goldsworth Road	20	20	8	20
Victoria Square Proposal	91	-	-	91
1-7 Victoria Way	12	12	6	12
11-13 Goldsworth Road	10	7	4	7
Birchwood Court	25	25	18	25
Coign Church	67	-	-	67
Woking Fire Station	16	16	16	16
2 Guildford Road	5	0	5	0
1 Guildford Road	3	0	3	0
New Central	49	37	47	37
<b>Total</b>	<b>306</b>	<b>121/144 84% comply</b>	<b>111/144 77%</b>	<b>279/306 91.2%</b>

Table: "Annual Probable Sunlight Hours" Summary

65. In terms of sunlight, to assess the proposal against the existing situation, 246 existing windows serving 144 residential rooms have been analysed. At New Central, 2 rooms would perceive a minor reduction beyond the BRE target. These are 'less important' bedrooms and consequently the impact is 'negligible to minor adverse' significance. At 1-9 Goldsworth Road, 12 rooms would see some reductions beyond BRE guidelines. These are windows which are considered by the consultants to currently enjoy unusually high levels of winter sunlight, especially given the highly-urban town centre location and consequently any meaningful development of the site would have some reduction. Nevertheless, of the 21 windows within these rooms which do not achieve the winter target, 11 would fall just short of the target. The impact at these properties is therefore 'moderate adverse.' At Birchwood Court, 7 rooms would not comply (3 of which are bedrooms). This constitutes a 'minor adverse' significance. At 11-13 Goldsworth Road, of the 6 non-compliant rooms, 3 would be only marginally below the objective giving a 'moderate adverse' result. Finally at 1-7 Victoria Way, 6 rooms would not meet the BRE numerical guidance but 3 would still exceed the annual

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overall recommended level with the other 3 just short of targets giving a 'minor adverse' significance.

66. The test in Policy CS21 of the Core Strategy is that development should avoid "*significant* harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook." Given that the ES analysis concludes that, overall, there will be a 'negligible to minor adverse' impact on sensitive receptors in terms of both daylight and sunlight because of the high overall compliance with BRE guidance and a 'negligible' impact in 'sun on the ground' to existing amenity areas, and that the development has been specifically laid out to mitigate these impacts so far as is practicable (including a fundamental reappraisal of the design at pre-app stage) the proposal is considered to be acceptable in this respect.
67. In terms of overlooking, the reappraisal of the site layout resulted in considerably better separation distances between the proposed blocks and gaps of approximately 35m between Blocks A and B and 32m between Block B and the residential element of Block C are proposed. Properties to the south are separated by the railway line and properties on the northern side of Goldsworth Road would have a conventional 'across the street' relationship with the development, not to dissimilar to that between New Central and properties opposite on Guildford Road. It is considered that the development has been laid out so as to minimise potential for loss of privacy and the level of amenity to be provided in this respect is appropriate for the high-density urban location.
68. The scale of the buildings proposed is undoubtedly large, but it is considered that, given the quality and extent of the setting and public realm provided to the buildings, they would not appear unduly oppressive or overbearing either in the streetscene or to neighbouring residential properties. The analysis of impacts has also been applied to a cumulative scenario, taking into account committed or potential developments in the vicinity (specifically Victoria Square and the Coign Church.) It demonstrates that the development would not prejudice these developments being carried forward from an amenity point of view and that the proposed development would not have a significant effect on existing neighbouring properties should the combination of developments all be implemented.
69. The proposal is therefore considered to accord with Policy CS21 in this respect.

### Quality of Living Accommodation

70. The design and layout of the scheme has been developed to ensure a good level of daylight amenity for a large majority of the apartments within the proposed development. The residential blocks are laid out such that the majority of habitable rooms within the apartments have either an East or West aspect, with a very small number having either a single aspect to either the North or South. The offset forms of the blocks allow for the creation of a large amount of dual aspect apartments, which will enjoy a higher level of daylight amenity. Sixty per cent (334) apartments will be dual-aspect. 36 per cent (203) will be single aspect (either east, west or south) and 4 per cent (23 apartments) would have single, northerly aspects. The ES analysis shows that the overall level of sunlight and daylight amenity enjoyed by the proposed units is considered to be good taking into account the proportion of which comply with the BRE and BS standards and the urban location. Using the BRE's Average Daylight Factor measurements, 88 per cent of rooms comply with guidance. The remaining rooms are all bedrooms and most are close to the recommended level.

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71. The levels of accommodation provided would be of high quality, for example, the smallest (1 bed/studio) units would be Lifetime Homes Compliant, designed to accord with the Technical Housing Standards – Nationally Described Space Standard (March 2015), have minimum Gross Internal Floor Areas of 39sqm, minimum built-in storage areas of 1.0sqm, generous floor-to-ceiling heights of 2.65m and access to private outdoor amenity areas/balconies with a minimum depth of 1.5m.
72. The Design SPD recommends that, in the town centre, in the design of private outdoor space, provision of roof patios, terraces and community spaces should be considered in lieu of conventional private gardens. It states that “ample private outdoor space should be integral to the scheme and can be provided in a range of formats” for example, communal outdoor space and well-proportioned balconies. The proposal addresses this by not only the provision of the balconies to the flats but by providing the podium-level gardens which are sizeable areas and have been specified to be finished to a high standard. For example, the area between Blocks A and B is 35m in length and the smallest distance between Block B and the commercial element of Block C is 23m in length.
73. On this basis, it is considered that the level of accommodation proposed will be to a high standard and therefore compliant with policy and guidance.

### Open Space, Trees, Landscaping, Sport and Recreation

74. The application is supported by a detailed Landscape Strategy which serves two purposes. Firstly, it is necessary to meet design requirements that tall and town centre developments are associated with high quality private and public open spaces (as set out above) and secondly, it is an integral part of the mitigation for wind speeds associated with the development.
75. The strategy has had input from the Council’s Arboricultural and Planning officers at the pre-application stage and is considered to be a well-conceived approach both in terms of hard and soft landscaping in the public realm and private podium gardens.
76. The Arboricultural Officer advises that the proposal includes the removal of all trees within the developable site and although 6 are shown to be category ‘B’ (BS5837) trees, they are not mature specimens and their loss will be mitigated by a sustainable tree planting strategy which would provide a long term benefit to the area. The landscaping strategy is considered to be a significant improvement on the existing, with more trees shown to be planted than removed, the tree species selection has been discussed with the applicant and the proposed planting (including *pinus sylvestris*, *carpinus betulus* and *quercus ilex*) would be well-suited to the public space being created.
77. It is essential that underground structures (Silva Cell or similar) are used to provide sufficient rooting volumes for the selected trees. These should ideally be interlinked to maximise the rooting volumes available, they also provide drainage benefits if integrated into the project’s drainage plan (this could be secured by recommended Condition 32). An Arboricultural Method Statement making provision to protect off-site trees on the embankment has been provided. In addition to this, a condition is recommended to secure the implementation of the landscaping strategy and ensuring its long term maintenance (see recommended Conditions 30 and 37).

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### Transport, Highways, Accessibility & Parking

78. The National Planning Policy Framework states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
79. In this context, consideration needs to be given to the development's impacts on the highway network through revisions to the Highway itself, traffic generation, the access arrangements and parking provision.
80. The application was the subject of pre-application discussions, including input from the County Highways Authority. It is supported by a Transport Assessment and a framework Travel Plan. The Assessment concludes that the development would result in a morning increase of two to three passengers per train during weekday peak hours which is considered to be a negligible change and would not have a perceptible effect on operation and crowding on services. Similarly, the proposed development is forecast to result in less than one additional passenger per bus during weekday peak hours and is therefore concluded to have a negligible impact on operation and crowding on services.
81. In terms of vehicle movements, the submissions conclude that the percentage change impact on the Victoria Way corridor results in a minimal impact on the local network and the modelling of the Goldsworth Road/Victoria Way junction demonstrates that it would continue to operate within capacity, with no arms exceeding 90% of saturation. As this report was published, the applicants were in the final stages of liaising with the County Highways Authority as to the results of the Transport Assessment modelling which informs these submissions, in particular with regards to the future traffic impact modelling and the capacity of the Goldsworth Road/Church Street West mini-roundabout. Clearly the Highways Authority and LPA need to be entirely satisfied beyond doubt that the impact on the highways network is acceptable in this respect. The recommendation to grant is consequently based on this issue being resolved satisfactorily.
82. To facilitate the proposed extent of the scheme's development parcel, the eastern end of Goldsworth Road is to be re-configured involving;
- The relocation of the Victoria Road junction access into Goldsworth Road northwards, such that left turn movements into Goldsworth Road are undertaken immediately north of the junction's Victoria Way stop line;
  - A revised strategy for the fire path signalised exit onto Victoria Way, which proposes a signal controlled contra-flow emergency fire path; and
  - The re-provision of the Goldsworth Road turning loop. Other than fire tenders, vehicles will continue to be prevented from existing onto Victoria Way from Goldsworth Road. The turning loop will also provide for a drop-off point, outside of the space required for turning. The proposed configuration is based on the dimensions of the existing turning loop.
83. A total of 395 on-site car parking spaces will be provided, 283 of which will be allocated for residents. This equates to residential provision at a ratio of 0.5 spaces

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per unit. An additional 100 car parking spaces for the office, 7 for the WRAC and 5 for Curchods would be provided. The on-site car parking proposed is within the maximum policy levels and at a ratio that reflects that car ownership levels are lower in single occupancy and two bedroom apartments compared with family sized housing and the highly-sustainable location of the site.

84. It is noted that recent survey information from two snapshot surveys undertaken at the adjacent New Central development's basement area parking area shows surveyed actual take up for that site was 176 to 177 vehicles parked for 465 flats. That equates to an actual take up of 0.4 spaces per unit.
85. The application is supported by a Travel Plan which would seek to promote a package of actions to encourage safe, healthy and sustainable travel options. For example, as an alternative to car ownership, the scheme proposes funding to facilitate a year's membership of the car club scheme already operated by Enterprise within Woking to those new occupiers who wish to use of it. The car club scheme is intended to provide a cheaper, green and more convenient alternative to owning and using a private car. There are two car club vehicles currently available on-street on the A320 Guildford Road, north of its junction with Station Approach, two at the Peacocks and an additional two vehicles available further south on Guildford Road adjacent to its junction with Station Approach.
86. The applicants are finalising the details of the Travel Plans with the County Highways Authority and full detailed Plans can be secured through conditions. The car club memberships would be secured by the S.106 agreement.
87. Subject to this, it is considered that the level of car parking provision would be appropriate for the nature of the development and would not give rise to wider impacts on the traffic network or the amenity of neighbouring areas.
88. Cycle parking for the residential and office elements will be provided at basement level via a two-tier cycle stacking system which will be accessed via the vehicular ramp. A total of 564 residential and 22 commercial spaces will be provided in a safe, secure, covered and well-lit environment within the podium level. The access ramp operates with a one-way arrangement and is signal controlled to allow dedicated ramp use by individual users, whether cyclist or vehicles. Cycle parking for the café (2 spaces), gym (4 spaces) and estate agency (2 spaces) is to be provided within public realm in the form of Sheffield-type stands and accessed directly from street level. WRAC will have 8 cycle parking spaces in the basement.
89. The Highways Authority has recommended the attaching of Conditions 7-14 as set out below and the requirement to safeguard land at the eastern end of the site for potential inclusion in the adopted highway in association with future highways improvements through the S.106 agreement.
90. Therefore, subject to final agreement between the applicants and the LPA (based on Highways Authority advice) regarding the detail of the road modelling, the proposal would accord with the NPPF, the Development Plan and local guidance including the Parking SPD in terms of transportation impacts.

### Affordable Housing

91. Core Strategy Policy CS12 requires that all residential schemes exceeding a site area of 0.5ha or of more than 15 net additional dwellings should make a 40% affordable housing provision.

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92. Based on a proposed 560 net additional units, the scheme would be required to provide 224 affordable units in order to comply with the policy. The policy provides a clear set of considerations that will be taken into account in determining the final proportion of on-site affordable housing. With this in mind, the applicant has set out in the planning application form that no affordable housing is being proposed and has supported the application with a Financial Viability Appraisal to demonstrate why the proposal cannot provide affordable housing and remain viable.
93. The Council has retained specialist advisors to assess the submissions made in this respect. Kempton Carr Croft have analysed BNP Paribas Real Estate's appraisal, including a detailed interrogation of build costs, and have undertaken further research into the Gross Development Values, Benchmark Values, Build Costs and other inputs adopted for the proposed scheme.
94. They have concluded that that the inputs included within the viability appraisal are reasonable. They note that, "whilst it is often difficult to understand why a development of this size and end value would not be able to provide any element of affordable housing it must be noted that brownfield sites in town centre areas which remain in good useable condition often maintain a high level of existing use value. This existing use value must be taken into account when appraising any newly proposed scheme. Unless the land owner can obtain a figure in excess of the existing use value then it is not worth their while bringing the land forward for development. They must therefore be incentivised to do so by the Developer by providing a premium above the land/property's existing use value. Unfortunately, for a site of this type and nature, this often has the effect, when the costs of development are added, of leaving nothing in addition for an affordable housing contribution."
95. However, they do note that, whilst the Gross Development Values put forward are reasonable on the basis of evidence currently available, the large scale of the scheme may achieve a degree of "place making." This occurs when the size and scale of a new development completely changes the character of an area and essentially creates its own market. In such cases, it may therefore be possible to achieve higher values, bearing in mind the size of the scheme, location and accessibility to transport and shopping amenities. The current market evidence may not represent the values that can be achieved on a much larger comprehensive development due to a lack of similar transactional evidence. Therefore, the values agreed at the time of a property transaction may be significantly increased by the time of selling the completed development, even without high levels of market movement, purely due to the element of place making attributable to the new scheme which has created its own market.
96. They therefore recommend that, especially taking into account the long term nature of the scheme (an approximately 5 year programme), the viability should be reviewed on an open book basis at agreed point(s) tied into the phasing of the development when take up, value and cost will be much clearer. The process for this would be secured through the S.106 legal agreement.
97. On this basis, it is considered that Policy CS12 would be addressed.

### Housing Mix

98. Policy CS11 of the Core Strategy relates to Housing Mix. All residential proposals are expected 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

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the established character and density of the neighbourhood and the viability of the scheme. The mix identified in the policy is:

- 1 bed 19%
- 2 bed 28%
- 3 bed 39%
- 4+ bed 14%

99. The proposed scheme includes the following housing mix:

- Studio/1 bed = 284 units (51%)
- 2 bed = 258 units (46%)
- 3 bed units = 18 (3%)

100. Policy CS11 states that lower proportions of family accommodation (2 or more bedroom houses/flats) will be acceptable in locations in the Borough such as the town centres which is suitable for higher density development. Similarly, lower proportions of smaller units will be acceptable in areas of existing low residential density where the character of the area will not be compromised.

101. The latest SHMA (2015) concludes that the housing mix need across the West Surrey HMA is broadly similar to that set out in the Core Strategy. Therefore, the mix of residential units proposed is acceptable in policy terms based on the town centre location of the site and the high density nature of the proposal and meets CS11.

### Waste & Recycling

102. This aspect of the application has been the subject of considerable pre- and post-application discussions between the applicant's consultants and officers from Neighbourhood and Planning Services. Given the density of the scheme, it gives rise to a considerable requirement for waste and recycling storage space and challenges as to how this is serviced and removed without resulting amenity and/or congestion implications. The challenges are complicated by the Borough's high corporate standards for recycling targets.

103. The Waste Management Strategy submitted with the proposal accordingly incorporates adequate provision for the storage of waste and recyclable materials and is consistent with the Design SPD which recommends that, where possible, servicing should be accommodated within the block, in particular in basements.

104. The residential units will incorporate sufficient internal waste storage containers to promote the separation of recyclable materials at source. Household waste stores are located at basement level 1 and sufficient space within each of the waste stores has been provided to accommodate the required number of refuse, dry mixed recycling and food waste containers as well as space for the storage of textiles (in textile bags) and Waste Electrical and Electronic Equipment recycling (WEEE).

105. Container numbers have been quantified to accord with WBC's guidance. The overall bin provision would be:

#### Residential Block A:

- Refuse & Recycling 46 x 1100l Eurobins each (total 92)
- Food Waste Recycling 16 x 140l Wheeled bin
- Textiles 1 x 60l bag

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- Small Electrical Goods 1 x 60l bag

### Residential Block B:

- Refuse & Recycling 45 x 1100l Eurobins each (total 90)
- Food Waste Recycling 15 x 140l Wheeled bin
- Textiles 1 x 60l bag
- Small Electrical Goods 1 x 60l bag

### Residential Block C:

- Refuse & Recycling 18 x 1100l Eurobins each (total 36)
- Food Waste Recycling 6 x 140l Wheeled bin
- Textiles 1 x 60l bag
- Small Electrical Goods 1 x 60l bag

### Office:

- Refuse & Recycling 9 x 1100l Eurobins each (total 18)

### Estate Agency

- Refuse & Recycling: 1 x 360l Wheeled bin each (total 2)

### WRAC:

- Refuse & Recycling: 1 x 360l Wheeled bin each (total 2)

106. Residents will transport waste down to their respective main waste stores at basement via the lifts. The building's Facilities Management (FM) team will be responsible for transporting bins from the Block A waste store to the Block A temporary waste presentation area on collection days. FM will also return the containers once emptied. Collection operatives will access the Block A temporary waste presentation area and the Block B and Block C waste stores within the basement directly from the servicing area and transport bins out to the RCV to be emptied; before promptly returning the bins to their respective stores.
107. Office tenants will be responsible for designing and providing sufficient internal waste storage space within their unit as part of fit out. This will be the first point of waste disposal for waste generated within the offices. There will be one main communal commercial waste store located at basement level which will service the office only. Sufficient space within the main waste store has been provided to accommodate the required number of bins; the required number of bins has been quantified using commercial waste generation metrics detailed within BS 5906:2005. The main commercial waste store dedicated to the office will be built to BS 5906 specifications. Office tenants' staff or appointed FM team will transport waste from their interim waste stores to the main communal waste store (office) at basement level 1. The cost of waste collections will be recovered from the office through the service charges.
108. The estate agency and the WRAC will be responsible for designing and providing sufficient internal waste storage space within their units as part of fit out. This will be the first point of waste disposal for waste generated within the units. They will each have their own dedicated waste store at basement level 1. Sufficient space within each of the dedicated waste stores has been provided to accommodate the required number of bins based on BS 5906:2005. Each of the dedicated waste stores will also be built to BS 5906:2005 specifications. The estate agency's and WRAC's staff or appointed FM team will transport waste from their interim waste stores to their dedicated commercial waste store at basement level. As is common practice, the



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estate agency and the WRAC will be required to appoint their own commercial waste management contractors.

109. Similarly, the gym and café tenants will be responsible for designing and providing a dedicated internal waste storage space within their unit as part of fit out. This will be the point of waste disposal for waste generated within the units. Sufficient space within each of the dedicated waste stores should be provided to accommodate the required number of bins, based on the tenants' business activities and the frequency of waste collection that they can procure. They will be required to appoint their own commercial waste management contractors.
110. The Council's Neighbourhood Services team have assessed the proposal in this respect and confirm that it complies with their guidance "Waste and Recycling Provisions for New Residential Developments." Although not an adopted planning document, this guide is a design tool for architects, developers and will be used to inform the assessment of Planning Applications to ensure that waste management and recycling priorities are fully addressed. It is considered that this scheme could be an exemplar for similar high-density town centre developments in this respect.
111. Construction Waste Management is a matter that is normally controlled by condition. In this instance, recommended Condition 23 refers.

### Ground Windspeed

112. The application is supported by a Wind Microclimate Assessment and this issue is addressed in the Environmental Statement. The documents assess the likely impacts of the development in the current scenario and also taking into account consented and committed development in the area including Victoria Square.
113. Following wind tunnel tests, it notes that, currently, locations around the site are suitable for sitting, standing or leisure walking. In a scenario with the proposed development and existing surrounding buildings, conditions along Goldsworth Road generally get slightly windier, but this is not expected to affect pedestrian usage of these areas. However, the podiums and south-eastern corner were identified as too windy for their intended use as a result of channelling between the towers. Nevertheless, with the mitigation added (principally the landscaping details including tree planting but also bespoke balustrades to be incorporated in the development) it was found that conditions in these areas were suitable for their intended use.
114. In the scenario with the proposed development and cumulative proposed surrounding buildings, at ground level, conditions remain largely the same; all receptors are suitable for leisure walking, standing or sitting at ground level.
115. Therefore, the report overall concludes that, with the inclusion of the mitigation measures (which are designed into the scheme or part of the landscaping details), the impacts are 'negligible' or 'moderately beneficial' and so all areas within and around the site will have suitable wind conditions for their intended use.

### Glare

116. The issue of potential solar glare (sun reflection) from the proposed buildings is addressed in the Environmental Statement. Assessments have been made at adjacent sensitive viewpoints including taking into account the eye-line of train drivers and railway signals.

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117. They conclude that any glare will be short-term in impact and/or off-set so as not to be in the direct line of sight of train drivers' views of the track or signalling.

### Aviation

118. The proposal will form part of a cluster of tall buildings taking into account the already permitted Victoria Square scheme and is not, therefore, considered to raise any significant considerations in this respect. The appropriate aviation bodies have been consulted and any comments received will be reported at the Planning Committee.

### Flood Risk, SuDs and Drainage

119. Policy CS9 of the Core Strategy expects development to be in Flood Zone 1 as defined in the Strategic Flood Risk Assessment (SFRA). The proposed development site is entirely within Flood Zone 1 and therefore complies with this element of the policy.
120. The policy also requires all significant forms of development to incorporate appropriate sustainable drainage systems (SuDS). The Core Strategy Policy also states that "all new development should work towards mimicking greenfield run-off situations." As shown in the SFRA's Infiltration SuDS Suitability Map, the western section of the application site is highly compatible for infiltration SuDS. The proposed development sets out that attenuation storage will be provided within the site boundary as well as green roofs. Based on the calculations provided, these measures will prevent flooding for all rainfall events up to the 1 in 100 year rainfall event (with a 20% allowance for climate change). The Flood Risk Assessment and SuDS Drainage Statement also note that the proposed development will not increase the site's impermeable area and the proposed rate of runoff will not be increased. There will therefore be no increase in flooding as a result of the proposed development.
121. The Council's Drainage and Flood Risk Engineer assesses applications for and on behalf of the Lead Local Flood Authority and raises no objections in terms of drainage and flood risk subject to the receipt of revised calculations and the attaching of conditions (nos. 33-36).
122. Subject to this, the proposal is considered to accord with the NPPF, Policy CS9 and the SuDS Regulations.

### Archaeology

123. The County Archaeologist has considered the report submitted in support of the application and concurs that, given the existing buildings on the site and in particular the basement car park there are no archaeological constraints on the development.
124. It is therefore considered to comply with Policy CS20 in this respect.

### Minerals and Waste Planning

125. The application site is in relatively close proximity to the Woking Aggregate Depot which is designated on the SCC Minerals and Waste Plan. SCC Minerals and Waste have confirmed no objection to the proposal, considering that, given other developments in the vicinity and the intervening railway line, the efficient operation of the depot would not be prejudiced.

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### CIL, Infrastructure & Utilities

126. The Council has adopted a Community Infrastructure Levy charging schedule which ensures a co-ordinated and consistent approach to the collection of developer contributions for infrastructure provision. The Planning Statement supporting the application highlights that the applicant is aware of the CIL Charging Schedule and that it is a mandatory contribution.
127. In this location, commercial floorspace has a £0 requirement, whilst retail and residential accommodation is charged at £75 per sq.m. Given that there is a nett loss in retail floor area the overall liability would therefore be 55,334 sq.m. x £75 = **£4,150,050**.
128. As the proposed scheme does not result in the loss of existing infrastructure services and facilities and provided CIL is paid on commencement, the proposed scheme does not conflict with policy in this respect. In addition to the CIL levy, if it is deemed necessary in accordance with Paragraph 122 of the CIL Regulations, the LPA can seek the delivery of site-specific mitigation measures that would be needed to ensure the development to come forward. In this instance, this will comprise the off-site highways works noted above.
129. The application is supported by a Utilities Strategy which demonstrates that the applicants have taken into account the availability of all main utilities and made diversion/new supply applications where appropriate. No utility provider has raised concerns about the ability to service the proposed development.
130. On this basis, it is considered that the proposal makes adequate provision to meet or offset its demand on infrastructure.

### Air Quality

131. The application is supported by an Air Quality Assessment which concludes that the construction works have the potential to create dust and a package of mitigation measures should be put in place to minimise the risk of elevated particulate concentrations and dust nuisance in the surrounding area. With mitigation in place the construction impacts are judged to be not significant. This matter would be controlled by recommended Condition 21.
132. There are no predicted exceedances of the air quality strategy objectives at worst-case receptor locations within the proposed development site from either road traffic and energy centre emissions. The maximum predicted annual average Nitrogen Dioxide concentration within the site from the road traffic modelling and energy emissions is well below the annual mean. The maximum predicted hourly average concentration for the energy centre is also well below the hourly objective. The site is therefore considered suitable for residential development without the need for additional mitigation.
133. Overall it is considered that the development will have an insignificant effect on local air quality and there are no significant air quality effects as a result of the proposed development.
134. The Council's Environmental Health Service has considered these submissions and accept the conclusions about the suitability of the site for residential development and will continue to maintain background monitoring of Nitrogen Dioxide, at existing locations in and around the town centre.

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### Contamination

135. The Council's Scientific Officer has considered the technical submissions made with the application and advised that an element of further investigation would be required to refine and characterise conditions and consider any potential ingress of contaminants on services. As is usual, a discovery strategy and remediation action plan would need to be agreed.
136. On this basis he has no objection to the proposal subject to the Council's standard contamination condition (see Condition 5).
137. Subject to this, the proposal would accord with Policy CS9 and the NPPF in this respect.

### Noise & Vibration

138. The application is supported by a Noise and Vibration Impact Assessment which concludes that, in terms of noise, the proposed scheme would have a negligible impact on existing buildings.
139. Generally, the design is laid out such that it creates a podium containing car parking which acts as a buffer to the railway embankment. At Block A, levels 01 and 02 contain residential dwellings that are at the same height and slightly above the railway embankment. It is at these locations where the impact of noise from the railway line would be most acute based on the information provided within the Noise and Vibration Impact Assessment. The assessment concludes that "a glazing solution exists" and "a detailed assessment should be undertaken in order to ascertain the exact acoustic specification requirements for the various elements of the external building fabric." The Development Management Policies DPD states that measures to reduce noise within the development to acceptable levels should also include external areas where possible. It is generally recommended that where balconies overlook noise sources, solid parapets and absorbent soffit materials should be considered for their acoustic benefits. It is recommended that these be secured by Condition 25 which seeks to secure appropriate glazing design etc. to prevent adverse impact from railway and road.
140. The proposed scheme has also been assessed in terms of the potential impact of vibrations from the railway line in a bespoke study which concludes that the impact is likely to be negligible.
141. The Council's Environmental Health Service have considered the submissions and advise that they have no objection subject to appropriate conditions.

### SPA, Ecology & Biodiversity

142. As the development would be within 5km of a Special Protection Area, in accordance with Article 6 of the European Council Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (42/43/EEC), known as the 'Habitats Directive' and Regulation 61 of the Conservation of Habitats and Species Regulations 2010, known as the 'Habitats Regulations', the Local Planning Authority has to consider whether the proposed development, either alone or in combination, is likely to have a significant effect on a 'European site' (in this case, the Thames Basin Heaths Special Protection Area) and, if so, undertake an Appropriate Assessment of the proposal.

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143. The applicant has assumed liability for paying the Community Infrastructure Levy which, in part, includes a contribution towards Suitable Accessible Natural Greenspace (SANG) in accordance with the Council's Thames Basin Heaths Special Protection Area Avoidance Strategy.
144. In addition, the Avoidance Strategy requires a Strategic Access Management and Monitoring (SAMM) payment to monitor and manage the impact of people using the SANG In accordance with the updated April 2016 Avoidance Strategy Tariff. A tariff of 284 x £472 for the studio/one bed units (£134,048), 258 x £640 for the two bed units (£165,120) and 18 x £842 for the three bed units (£15,156) generates a payment of **£314,324**.
145. The applicant has indicated that they are willing to enter into a S.106 legal agreement to secure this and Planning Policy colleagues have confirmed that there is capacity within the Borough's SANGs to offset this development. On this basis, it can be determined that the proposal would not have a significant impact on the Thames Basin Heaths Special Protection Area, either alone or in combination with other projects and would therefore reflect Policy CS8 of the Woking Core Strategy, Section 11 of the National Planning Policy Framework (2012), saved Policy NRM6 of the South East Plan (2009) and the Conservation of Habitats and Species Regulations 2010 (SI No. 490 - the "Habitats Regulations").
146. The NPPF requires the planning system to aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity also states that opportunities to incorporate biodiversity in and around developments should be encouraged. The Natural Environment and Rural Communities Act 2006 states, *"Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity... conserving biodiversity includes, in relation to a living organism, or type of habitat, restoring or enhancing a population or habitat."*
147. Policy CS7 states that the Council is committed to conserving and protecting existing biodiversity assets within the Borough. It will require development proposals to contribute to the enhancement of existing biodiversity and geodiversity features and also explore opportunities to create and manage new ones where it is appropriate. This will include those habitats and species listed in the Surrey Biodiversity Action Plan (BAP). Any development that will be anticipated to have a potentially harmful effect or lead to a loss of features of interest for biodiversity will be refused.
148. Natural England have not objected to the proposal on ecological grounds; they advise that consideration should be given to local sites (biodiversity and geodiversity), local landscape character, local or national biodiversity priority habitats and species. The proposal provides opportunities to incorporate biodiversity enhancements. Standing advice should be applied regarding protected species. Similarly, Surrey Wildlife Trust raise no objections, noting "the applicant should be required to undertake all the recommended actions in section 4 and 5 of the Appraisal Report and the 'Potential Impacts and Mitigation' section of the Addendum, with particular emphasis on the need to register the site for a Low Impact Class Licence and the implementation of the proposed Bat Mitigation Strategy and including the biodiversity enhancements as detailed." They also recommend use of native and nectar-rich species.
149. The application is supported by an Ecological Appraisal and a further 'Bat Surveys Technical Note' which relates to more recent surveys carried out in June 2016. The appraisals conclude that the site is located in the centre of Woking and is dominated by buildings and areas of hard standing and so only negligible extents of semi-natural

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habitats are present. A number of statutory and non-statutory designated sites are located within 10 km of the site but given the separation between the site and these areas and the planned financial contributions to strategic mitigation measures, no likely significant effects on the SPA or any other local designated sites are likely to result from redevelopment proposals. Habitats within the site were found to be of limited ecological importance and the loss of any semi-natural habitat as a result of proposals will be negligible.

150. It is intended to ensure that impacts on adjacent habitats (principally scrub vegetation along the railway corridor to the south) are minimised. The landscaping proposals for the site (Standerwick Design, June 2016) will lead to an increase in the extent of semi-natural and ornamental planting at the site and a net gain in vegetation cover. This will deliver an overall biodiversity enhancement as part of the development. The site supports one to two small bat roosts used by up to three roosting common pipistrelle bats. This represents a low conservation status roost site, of significance at site level only. Suitable mitigation for the loss of these roosts has been included within proposals for the site, including ecological oversight during demolition and the provision of new roosting opportunities.
151. The presence of nesting birds was also recorded on site. Appropriate precautionary working methods will ensure impacts on nesting birds are avoided and that the legislation protecting them is not infringed during site clearance activities. The introduction of new planting and artificial nesting sites as part of the landscaping proposals will deliver enhanced foraging and nesting opportunities for birds at the site.
152. Given these proposed mitigation and enhancement measures, to be secured by Conditions 29 and 30, the proposed development will comply with relevant ecological legislation and Development Plan policy, by increasing biodiversity, complying with wildlife legislation and delivering ecological enhancements. These include an increase in vegetation cover at the site relative to the existing situation and the provision of features such as the proposed peregrine falcon nesting site to provide opportunities for ecological enhancements.

### Energy

153. Policy CS22 of the Core Strategy requires that all new residential developments on previously developed land will be required to meet the energy and carbon dioxide and water components of the Code for Sustainable Homes Level 4. This equates to a minimum 19% site wide CO<sub>2</sub> reduction from Target Emission Rate (TER) figures, under Part L and a water usage of 105 litres per person, per day. The Code for Sustainable Homes was superseded in April 2015 but these requirements were covered under the New Technical Standards for Housing. The standards require the CO<sub>2</sub> reduction target to remain at 19%, the water usage is 105 litres per person, per day, plus an additional 5 litres for external use. Policy CS22 also requires that new non-residential developments of this scale comply with BREEAM 'Very Good' standards. Policy CS23 asks applicants to take appropriate steps to encourage the development of standalone renewable energy installations.
154. The Energy Report supporting the application concludes that a decentralised Combined Heat and Power (CHP) system will be installed to serve the residential apartments' electricity needs, heating and hot water via a district heating network and hybrid variable refrigerant flow. A photovoltaic array would serve the commercial elements, dealing with any CO<sub>2</sub> emission shortfall from the CHP system. The development has been designed to allow for this with a substantial area allocated for

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the CHP plant in the basement which would vent to a discrete flue at the upper roof level of Block B.

155. In addition, the office and commercial areas will have highly efficient heat pumps for cooling and heating, the buildings would achieve high levels of air tightness and thermal performance with controls to prevent solar gain. A heat recovery ventilation system and water usage reduction measures (such as low flow-rate sanitary ware) will be employed.
156. This will enable the residential elements to exceed the 19% and 110 litres targets accordingly.
157. The report also demonstrates that the commercial elements of the development, including the café and gym can be constructed to BREEAM 'Very Good' standards.
158. Conditions 26 & 27 are recommended to secure compliance with these policy requirements.
159. In addition, the development meets the requirement of the Climate Change SPD that, in developments of this scale, 5 per cent of car parking spaces should be active charging points and 15 per cent passive. The development has been designed to meet this requirement which can be secured by Condition 9.

### TV, Radio & Communication Services

160. The application is supported by a Telecommunications Services Report, Television and Radio Desk Study Assessment and Television and Radio Baseline Survey. These matters are capable of being material considerations.
161. They conclude that no microwave links or radio signals are likely to be affected. Any TV signals that may be affected following construction are most likely to be within 800m of the building within its shadow zone with respect to the Crystal Palace main transmitter. This can be mitigated by the installation of satellite television receiving equipment at any affected dwelling.
162. It is recommended that the S106 agreement compel the developer to bear the cost of this in any incidences which occur as a result of the development.
163. On this basis, it is not considered that this issue is a constraint to the development.

### Economic Impacts

164. Policy CS1 identifies Woking Town Centre as the primary focus for sustainable growth to maintain its status as an economic hub. The precise economic impact of the development is difficult to quantify. However, it is considered that the proposal will continue the process of the regeneration of Woking Town Centre and the Goldsworth Road area. It would also be in line with Policy CS15 on Sustainable Economic Development which encourages the redevelopment of outmoded employment floorspace to cater for modern business needs to enable the local economy to grow. It is believed that the quality of the design and materials, the improvements to the public realm and the upgrading of the office accommodation to Grade A will create a positive environment to encourage investment in the office and residential elements.
165. The Council's Economic Development Strategy recognises that there is a need to improve the public realm, retail offer and linkages across the main shopping areas and

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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 and improve permeability from the western edges of the town centre towards the shopping and transport hubs.

166. As noted above, the applicant has submitted a viability assessment to demonstrate why it is not viable for the development to provide affordable housing but the housing that is proposed would bring with it associated spending power it is considered that the development as a whole will contribute significantly to the ongoing economic and environmental, regeneration of the Town Centre and Borough and therefore reflect the NPPF and Policies CS1 and CS15..

### EIA – Alternatives and Interrelationships

167. In accordance with the EIA Regulations the Environmental Statement undertakes a 'consideration of alternatives' (including the 'no development' option) concluding that the proposed scheme is a result of a design based on compliance with national and local policy, site conditions and public consultation which limits opportunities for alternatives.
168. The ES also considers the interactions of the various environmental impacts associated with the development and concludes that the combined and cumulative impacts are 'not significant' taking into account the mitigations proposed as part of the scheme.

### Phasing

169. The application drawings and description of development allow for the scenario of the development being phased. The application drawings show a 2 phase development. A condition (no. 3) is recommend to secure details of any phasing of the development so that any appropriate controls or interim solutions can be put in place should the development come forward in stages.

### CONCLUSION

The proposal is considered to be a good example of one which has been developed as a result of pre-application consultation with the LPA and the public and will consequently result in a development that closely reflects the requirements of the Development Plan and other considerations and will result in a high-quality addition to the townscape.

The application proposal would result in significant development within the town centre with implications for the town's skyline and that of a wider area. Nevertheless, the proposal is considered to be of high quality with the layout, bulk and proposed heights having been reached as the result of an iterative design process, taking into account the site's opportunities, constraints and planning policy. The detailing of the building's facades and public realm areas are considered to be particularly well-resolved. The proposals would consequently reflect the requirements of local policy and guidance that tall buildings and town centre buildings be of the high quality.

Furthermore, the proposal is considered to be in the correct location on a town centre site which, by definition, is highly-accessible. The scale and form of the development will help to consolidate the existing and emerging cluster of taller buildings at the intersection of the railway and A320 and create a new visual interest to the skyline. Overall it is considered that the proposal will make a positive contribution to the townscape, the character of the area and Woking town centre and provide a high quality public realm.



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The application is supported by an Environmental Statement which identifies the salient environmental implications of the proposal including those for neighbouring residential properties. Whilst some properties will experience a change in their outlook and amenity in terms of daylight and sunlight this is not considered, in the round, to be significant or substantial and is commensurate with the highly urban nature of the proposal itself and the location. The ES concludes that there are no significant impacts or impacts that are not capable of mitigation associated with the proposal.

Balanced against this, the scheme is considered to have economic benefits in that its high quality accommodation, public areas and office accommodation will continue the on-going regeneration 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, contributing 560 residential units (and their associated spending power) to the town centre where the Core Strategy requires such development to be focussed.

Overall, it is considered that the proposed development will have a beneficial effect upon the site and town centre. It secures a highly-efficient, good quality, mixed-use regeneration of brownfield land in a very accessible and sustainable town centre location and positive improvement to the townscape and is in accordance with the Development Plan and other material considerations.

### **BACKGROUND PAPERS**

1. Consultation Responses
2. Correspondence with applicants
3. Correspondence with consultees
4. Representations

### **RECOMMENDATION (PART 1)**

GRANT subject to S.106 agreement to secure:

- Provision of a SAMM payment of **£314,324** to accord with the Habitat Regulations.
- The securing of an overage review(s) in respect of the Affordable Housing viability report in accordance with Policy CS12 at agreed points tied into the phasing of the development.
- The future dedication of land in the development site at the eastern end of Goldsworth Road, as Highways land for future transport improvements at Victoria Arch / on the A320 Victoria Way - Guildford Road in accordance with Policy CS18
- The developer bear the costs of any incidences where TV signals that may be affected following construction are required to be mitigated by the installation of satellite television receiving equipment at any affected dwelling.
- Funding of a year's membership of the existing Enterprise-operated Woking Town Centre Car Club to those occupiers wishing to become members.

And the following conditions:

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### Conditions

1. The development hereby permitted shall be commenced not later than five years from the date of this permission.

Reason: To accord with the provisions of Section 91 (1) of The Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

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

#### Block A:

- TA(20)P01
- TA(20)P02
- TA(20)P03
- TA(20)P04-P23
- TA(20)P24-P30
- TA(20)P31-P34

#### Block B:

- TB(20)P01
- TB(20)P02
- TB(20)P03
- TB(20)P04
- TB(20)P05-P20
- TB(20)P21-P25

#### Block C:

- TC(20)P03
- TC(20)P04-P12
- TC(20)P13-P17

#### Cladding:

- T(21)D01
- T(21)D02
- T(21)D03
- T(21)D04
- T(21)D05
- T(21)D06

#### Existing:

- T(90)P100 rev A
- T(10)P100 rev A
- T10P00 rev A

#### External Works:

- T90P00
- T(90)100
- T(10)P200

#### GAs Proposed:

- T(20)E01
- T(20)E02 Rev A
- T(20)E03 Rev A
- T(20)E04 Rev A
- T(20)E05 Rev A
  
- T(20)P00 Rev C

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- T(20)P0M Rev A
  - T(20)P01 Rev A
  - T(20)P-1 Rev C
  - T(20)P02 Rev A
  - T(20)P03 Rev A
  - T(20)P04 Rev A
  - T(20)P05-P08 Rev A
  - T(20)P09-P10 Rev A
  - T(20)P11 Rev A
  - T(20)P12 Rev A
  - T(20)P13-P17 Rev A
  - T(20)P18 Rev A
  - T(20)P19-P20 Rev A
  - T(20)P21-P23 Rev A
  - T(20)P24-P25 Rev A
  - T(20)P26 Rev A
  - T(20)P27-P30 Rev A
  - T(20)P31-P34 Rev A
  - T(20)P35 Rev A
  - T(20)P36 Rev A
- 
- T(20)S01 Rev A
  - T(20)S02 Rev A
  - T(20)S03 Rev A
  - T(20)S05 Rev A
  - T(20)S06 Rev A
  - T(20)S08 Rev A
- 
- 70002248-SK-19 Rev G
- 
- Planning Statement – Rolfe Judd Planning
  - Design & Access Statement – Rolfe Judd Architecture
  - Heritage, Townscape and Visual Impact Assessment – RPS CgMs
  - Noise and Vibration Report – PBA
  - Air Quality Report – PBA
  - Energy and Sustainability Assessment – Waterstone Design
  - Ecology Report – PBA
  - Arboricultural Impact Assessment – Treework Environmental Practice
  - Bat Surveys Technical Note - PBA
  - Transport Assessment – WSP | Parsons Brinckerhoff
  - Sunlight and Daylight Assessment – Point2 Surveyors
  - Landscape Strategy – Standerwick Land Design
  - Pedestrian Level Wind Microclimate Assessment – RWDI
  - Flood Risk and Surface Water Drainage Strategy – Price & Myers
  - Affordable Housing Viability – BNP Paribas
  - Ground Investigation Report – GEA
  - Statement of Community Involvement – Curtin & Co
  - Utilities Strategy – Waterstone Design
  - Waste Management Strategy – WSP | Parsons Brinckerhoff

Reason: For the avoidance of doubt and to ensure that the development is completed in accordance with the approved plans.

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3. Prior to the commencement of any part of the development hereby permitted, including site clearance, 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 shall be complied with throughout the construction period unless otherwise agreed in writing by the Local Planning Authority.

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.

4. Notwithstanding the material details outlined on the approved plans, prior to their installation, details and/or samples and a written specification of the materials to be used in the external elevations, hard surfaced areas and boundary walls 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: 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.

5. 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.  
The above scheme shall include :-

- (a) a contaminated land desk study and suggested site assessment methodology;
- (b) a site investigation report based upon (a);
- (c) a remediation action plan based upon (a) and (b);
- (d) a "discovery strategy" dealing with unforeseen contamination discovered during construction;

The development shall not be occupied until a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d) and with a verification report appended with substantiating evidence demonstrating the agreed remediation has been carried out.

Unless otherwise agreed in writing by the Local Planning Authority, the development shall be carried out and completed wholly in accordance with such details as may be agreed

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policies CS9 and CS21 of the Woking Core Strategy 2012.

6. Excluding the lighting shown in the Lighting Enhancement Strategies in the Landscape Strategy, 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 prior to its installation. The lighting as approved shall be installed and

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maintained in accordance with the approved thereafter unless otherwise agreed in writing by the Local Planning Authority.

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.

7. Each phase of the development hereby approved shall not be first occupied unless and until the proposed accesses to Goldsworth Road relevant to that phase have been constructed in accordance with the approved plans.

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

8. Each phase of the development hereby approved shall not be first occupied unless and until existing redundant vehicle access relevant to that phase from the site to Goldsworth Road has been permanently closed and the road kerbs and footway fully reinstated.

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

9. Each phase of the development hereby approved shall not be first occupied unless and until space has been laid out within that phase site in accordance with the approved plans for vehicles and cycles to be parked and for vehicles to turn so that they may enter and leave the Goldsworth Road forwards. 5 per cent of all car parking spaces for each phase should have active charging points and 15 per cent passive charging points.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to reflect the Climate Change SPD..

10. The part(s) of the development hereby approved that occupy public highway land in Goldsworth Road shall not be commenced unless and until the affected part(s) of that public highway have been stopped-up to extinguish the highway rights existing on that public highway land.

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

11. The part(s) of the development hereby approved that occupy public highway land in Goldsworth Road and remove the existing vehicle turning head located at the eastern end of Goldsworth Road, shall not be commenced unless and until the highway works that provide a replacement Goldsworth Road vehicle turning head and associated highway works, as shown on planning application drawing number 70002248-SK-19 revision G and produced by WSP - Parsons Brinckerhoff, have been constructed in accordance with a detailed design scheme to be submitted to and approved in writing by the Local Planning Authority. Any remaining highway works, shown on planning application drawing number 70002248-SK-19 revision G and produced by WSP - Parsons Brinckerhoff, not constructed as aforesaid, shall be constructed prior to the first occupation of the development hereby approved.

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

12. Prior to the first occupation of the residential part(s) of the development hereby approved a Full Residential Travel Plan shall be produced from the planning application Framework Travel Plan titled "20-32 Goldsworth Road, Woking Travel Plan", dated, June 2016 reference 70002248 and produced by WSP - Parsons Brinckerhoff shall be submitted for the written approval of the Local Planning Authority. And then the approved Full Residential Travel Plan shall be implemented, retained, maintained and developed in accordance with the approved details and 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.

13. Prior to the first occupation of the Class B1(a) office part(s) of the development hereby approved, a Full Office Travel Plan shall be produced from the planning application Framework Travel Plan titled "20-32 Goldsworth Road, Woking Travel Plan", dated June 2016 (first issue) reference 70002248 and produced by WSP - Parsons Brinckerhoff shall be submitted for the written approval of the Local Planning Authority. And then the approved Full Office Travel Plan shall be implemented, retained, maintained and developed in accordance with the approved details and 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.

14. No development shall commence until a Construction Transport Management Plan, to include details of:
  - a.loading and unloading of plant and materials within the site and/or to/from the public highway
  - b.storage of plant and materials within the site and/or on the public highway
  - c.provision of any boundary hoarding on the public highway frontage(s) of the site
  - d.the routing of heavy goods vehicles to/from the site
  - e.measures to prevent the deposit of earth or other construction-related materials from the site onto the public highway
  - f.turning for heavy goods vehicles clear of the public highway
  - g.any proposed temporary occupation of the public highway, associated with the construction of the development together with proposals to temporarily divert public highway users during any such highway occupation

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

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

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15. Prior to the commencement of the above-ground superstructure for each phase of the development hereby approved details of the measures to be undertaken to provide an adequate acoustic performance of the party ceilings/floors and walls for the residential units within that phase shall be submitted to and approved by the Local Planning Authority in writing. The works shall be completed in accordance with the approved details prior to the first occupation of the development hereby permitted.

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

16. Prior to the first operation of the café element hereby approved, 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 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 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.

17. 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 .

18. 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.

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

19. Prior to the first operation of the café, A4 use and gym hereby approved details of the measures to be undertaken to acoustically insulate and ventilate the premises for the containment of internally generated noise shall be submitted to and approved 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

20. Notwithstanding Part 16 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), no microwave antenna, equipment for the support of microwave antennae or electronic communications apparatus shall be installed, sited or placed on the development hereby approved without the permission of the Local Planning Authority.

Reason: To ensure a form of development compatible with Policy CS21 of the Woking Core Strategy 2012.

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21. 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.

22. 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.

23. 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



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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.

24. (a) 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.
- (b) Within 3 months of the occupation of each relevant non-domestic 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

25. Prior to the commencement of any work above ground level for each building component hereby permitted, a fully detailed scheme based on the recommendations set out at Section 6 of the Peter Brett Associates Noise and Vibration Impact Assessment dated June 2016 for protecting the residential elements of 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.

26. The development hereby approved shall not commence until details have been submitted for the written approval of the Local Planning Authority demonstrating that the development will be constructed to achieve a water consumption standard of using not more than 105 litres per person per day maximum indoor water plus 5 litres external consumption and not less than a 19% CO2 improvement over the 2013 Building Regulations TER Baseline (Domestic). Such details as may be approved shall be installed prior to the first occupation of the development and maintained and operated in perpetuity, 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.

27. The development hereby permitted shall be implemented in accordance with the approved plans and the approved Energy Statement. The Combined Heat and Power (CHP) plant and photovoltaic arrays shall be installed in accordance with the application details and shall thereafter be retained and maintained as operational unless otherwise agreed in writing by the Local Planning Authority.

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Reason: To ensure that the development complies with Policies CS6, CS21 and CS22 of the Woking Core Strategy 2012.

28. Prior to the first occupation of each phase of the development hereby permitted, the refuse and recycling facilities for that phase as shown on the approved plans and supporting reports shall be made available and thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage and recycling of refuse and to protect the amenities of the area in accordance with Policy CS21 of the Woking Core Strategy 2012.

29. The Ecological mitigation proposals contained within the approved Ecology Report and Landscape Strategy shall be fully implemented and maintained in accordance with approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: to comply with the Natural Environment and Rural Communities Act 2006 and Policy CS7 of the Woking Strategy 2012.

30. Notwithstanding any indication in the Landscape Strategy hereby approved, prior to the commencement (excluding demolition and site clearance) of each phase of the development hereby permitted, a detailed landscaping scheme shall be submitted for that phase 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.

31. Notwithstanding any indications in the approved Design and Access Statement and Landscape Strategy, details of sculptures/public art proposed for the street-level public space shall be agreed in writing by the Local Planning Authority prior to their installation.

Reason: To reflect Policy CS21.

32. Notwithstanding any indications on the plans hereby approved, details of the rooting environments for the street level trees shall be provided for the written approval of the Local Planning Authority prior to the planting of the trees. Such details as may be agreed shall be implemented unless otherwise agreed in writing by the Local Planning Authority.

Reason: In view of the intrinsic importance of the street-level tree planting to the design of the scheme and to reflect Policy CS21 of the Woking Core Strategy 2012.

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33. No development shall commence (excluding demolition and site clearance) until construction drawings of the agreed surface water drainage network, associated sustainable drainage components, flow control mechanisms and a construction method statement have been submitted to and approved in writing by the Local Planning Authority. The scheme shall then be constructed in accordance with the approved drawings, method statement and micro drainage calculations prior to the first occupation of the development hereby approved. No alteration to the approved drainage scheme shall occur without prior written approval of the Local Planning Authority.

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

34. The development hereby approved shall not be first occupied until details of the maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:

- I. a timetable for its implementation,
- II. Details of SuDS features and connecting drainage structures and maintenance requirement for each aspect
- III. A table to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; and
- IV. a management and maintenance plan for the lifetime of the development which 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, continues to be maintained as agreed for the lifetime of the development and to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012 and policies in the NPPF.

35. No dwelling shall be first occupied until a verification report, (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme), has been submitted to and approved (in writing) by the Local Planning Authority. The verification report shall include photographs of excavations and soil profiles/horizons, any installation of any surface water structure and Control mechanism.

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

36. Any existing hard surface (and its associated sub-base) within any area of the site to be utilised as gardens or public open space shall be demolished and all debris removed from that area of the site prior to the first occupation of the development

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hereby permitted. A verification report, appended with substantiating evidence shall be submitted to the Local Planning Authority within 3 months of the first occupation of the development hereby by approved.

Reason: These areas are intended to be free-draining and to ensure the drainage strategy set out in the application is adhered to, to reduce flood risk and to comply with Policy CS9 of the Woking Core Strategy 2012 and the policies in the NPPF.

37. The development shall be carried out fully in accordance with the Arboricultural Impact Assessment dated 23 May 2016 by Treework Environmental Practice. The protection works shall adhere to the principles embodied in BS 5837 2012. Provision shall be made for the convening of a pre-commencement meeting between a suitably qualified and experienced Arboricultural Consultant and the Local Planning Authority's Arboricultural Officer.

Reason: To ensure the retention and protection of trees on and adjacent to the site in the interests of the visual amenities of the locality and the appearance of the development in accordance with Policy CS21 of the Woking Core Strategy 2012..

### **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. 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.
4. 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.
5. The applicant is advised that an area of land within the curtilage of the application site may be required for future highway purposes, details of which may be obtained from the Transportation Development Control Division of Surrey County Council.
6. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
7. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge.
8. When an access is to be closed as a condition of planning permission a licence issued by, the Highway Authority Local Highways Service will require that the redundant

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dropped kerb be raised and any verge or footway crossing be reinstated to conform to the existing adjoining surfaces at the developer's expense.

9. 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).
10. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
11. 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](http://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.

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](mailto:icgdge-aero@mod.uk). Additionally, short term aviation notification of any temporary aspect of the development (e.g. 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](mailto:ausops@caa.co.uk) / 0207 453 6599); they will need an accurate location, an accurate maximum height (including any cranes 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.

12. 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.
13. For the avoidance of doubt, the following definitions apply to the above condition relating

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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.

14. The applicant's attention is drawn to the information within Network Rail's consultation response of 4 August 2016 with regards to protection of Network Rail assets and train operation.

### **RECOMMENDATION (PART 2)**

In the event that the Development Management Policies Development Plan Document be adopted by the Council prior to the completion of the Legal Agreement, the Head of Planning Services (or authorised deputy) be delegated authority to determine whether the adoption materially alters the consideration of the application and consequently the recommendation and either issue the decision or refer the application back to the Planning Committee accordingly.