

22 MARCH 2022 PLANNING COMMITTEE

6a PLAN/2020/1196

WARD: Canalside

LOCATION: Former Gas Works Site, Boundary Road, Woking GU21 5EN

PROPOSAL: Erection of a building to provide offices and maintenance facilities, together with parking, fencing and landscaping for Woking Community Transport (Bustler).

APPLICANT Mr Marc Riggs, Rutland (Woking) Ltd

OFFICER: Joanne Hollingdale

REASON FOR REFERRAL TO COMMITTEE

This application falls outside the Scheme of Delegation as the applicant relates to a company or entity 50% or more owned by Woking Borough Council.

SUMMARY OF PROPOSED DEVELOPMENT

This application seeks full planning permission for the creation of a bus depot, the erection of a two storey building to provide offices and maintenance facilities, together with parking, fencing and landscaping for Woking Community Transport (WCT) (Bustler).

PLANNING STATUS

- Employment Area: Monument Way West
- Adjacent to High density residential area
- Urban area
- High pressure Gas main
- Priority Places (Maybury and Sheerwater)
- Surface Water Flood risk (Medium)

RECOMMENDATION

It is recommended that planning permission be **GRANTED** subject to planning conditions as set out in this report.

SITE DESCRIPTION

The application site extends to around 0.5 hectares in area, within the Monument Way West Industrial Estate.

The site is the redundant part of the former gas works, which previously hosted two gas holders, long since removed. The site has been redundant for over 30 years and has areas of self-sown shrubs and ground level plants. There is concrete panel fencing along the southern boundary (along Boundary Road) and one brick building remains on the site adjacent to this wall.

An area of the original gas works is being retained by Scotia Gas Networks (SGN) as a gas distribution site, which has its own access to Boundary road.

Vehicular access to the application site is currently off Boundary Road, which is to the south of the site. To the south of Boundary Road is a residential area of mainly Victorian and Edwardian terrace houses, with a line of semi-detached houses directly opposite the site. To the north, east and west are commercial and industrial units of the industrial estate.

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PLANNING HISTORY

There is a long planning history for this site, some of the most recent applications (since 1988) are given below:

Planning ref.	Description	Decision	Date
PLAN/2002/1262	Erection of Class B1 (c) light industrial (457sqm) and Class B2 general industrial (1,370sqm) floorspace, associated car parking, servicing and upgraded access.	Permitted	23.12.2002
PLAN/2002/0790	Proposed installation of a temporary 20m high slimline telecommunications mast and associated development, for a period not exceeding 12 months.(Amended plans and amended proposal)	Permitted	13.12.2002
PLAN/2001/0682	Application for screening opinion as to whether Environmental Impact Assessment is required for redevelopment of land at former gas holder site as Class B1 (Business) or B2 (General Industrial) buildings	No Objection	16.07.2001
PLAN/1988/1566	Erection of 48,858sq.ft. of small industrial units for uses within Class B1(b) and (c) and B2 together with associated parking and new access road.	Permitted	16.05.1989

PROPOSED DEVELOPMENT

The application seeks planning permission for the creation of a bus depot, erection of a building to provide offices and maintenance facilities, together with parking, fencing and landscaping for Woking Community Transport (Bustler).

A two storey building (999sqm GEFA) would be located in the south-western part of the site. The building would provide office and vehicle maintenance facilities, including the provision of an MOT testing bay. The building would be faced with a brick plinth up to ground floor window cill level with wall cladding panels above. The roof would be faced with cladding panels.

To the Boundary Road side of the proposed building would be an area of staff car parking providing 16no. car parking spaces (including 2no. accessible spaces) and a further delivery bay space. 7no. of these spaces and the delivery bay space would be directly accessed off Boundary Road. Apart from the delivery bay space, these spaces are annotated as staff car parking. 10no. cycle parking spaces are also shown.

Associated with the proposed building would be a parking area which would be laid out to provide 63no. bus parking spaces (35no. large bus spaces (2no. spaces are MOT spaces) and 28no. standard bus spaces). A vehicle wash bay would also be provided. Vehicular

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access to the site for bus vehicles would be from Monument Way West to the north of the site, where a new vehicular access into the site would be created.

A new parking area would also be created outside of the site proposed for the WCT (Bustler site) and would provide 17no. car parking spaces. Access to this car park is not shown as being controlled and this parking areas would be accessible to users of the industrial estate.

To the Boudnary Road frontage, the site would be enclosed by 2.4metre high steel mesh security fencing with 5no. trees shown to be planted along this frontage. This fencing is also proposed to be used along other boundaries where new fencing is required to provide a secure site.

The facility is proposed to be used by Woking Community Transport (Bustler). The applicant has advised that the operating hours would be as follows:

- Staff begin to arrive on site from 6.45hr (Mon-Fri) with the majority arriving between 07.45 and 09.00hrs.
- At the end of the day vehicles will start to return to the depot from around 16.30hr with all vehicles back by 17.30hrs, when the office and maintenance centre will close.
- One vehicle is currently operated on a Saturday from 08.30hr to 13.00hr but no office staff or vehicle maintenance staff work on Saturdays, Sunday or Bank/Public Holidays.
- Vehicle maintenance staff work between the hours of 08.00hr and 17.30hr Monday to Friday.

In support of the application, the following documents have been submitted: Design and Access Statement, Transport Statement, Flood Risk Assessment, Contamination reports/information, ecology reports, archaeological report, energy assessment report and drainage strategy report.

CONSULTATIONS

County Highway Authority: (Following the submission of additional information and vehicle swept path plans) recommends conditions be imposed on any permission granted.

County Archaeologist: No objection subject to condition.

Surrey Lead Local Flood Authority: Refer to comments of local Flood Risk Engineer.

Environment Agency: No objection subject to conditions relating to contamination

Surrey Wildlife Trust: No comments received.

Southern Gas Network: There is a high pressure pipeline in the vicinity of these proposed works. Following consultation between the applicant and SGN, SGN has removed their objection to the proposal.

Health and Safety Executive (Landuse Planning unit): HSE does not advise, on safety grounds, against the granting of planning permission in this case.

WBC Drainage and Flood Risk Engineer: No objection subject to conditions.

WBC Contaminated Land Officer: No objection subject to condition.

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WBC Heritage Conservation Consultant: The proposal is well screened from the Basingstoke Canal by the existing large industrial buildings which are not part of the application and the setting of the conservation area will in no way be compromised.

WBC Environmental Health Officer: The proposed hours of operation for the MOT Centre are acceptable but we would ask for the operating hours of the MOT/Vehicle Maintenance workshop to be conditioned. With regard to the security fence it is accepted what has been proposed on the understanding that the bays nearest to the residential would be used for electric vehicles and office parking and that the site is moving towards a full electric fleet longer term, otherwise a concrete fence to the front of the site would have been a preferred option to reduce noise impact. *[Officer note: The comments also reference a Construction and Environmental Management Plan (CEMP) (relating to the construction period) but given the scale of the development, a condition requiring the approval of a CEMP is not considered justified in this particular case].*

Planning Policy Manager: Providing the contamination evidence submitted is adequate, no policy concerns as the proposal brings a long-derelict site back into a use that fits with the land's employment designation.

REPRESENTATIONS

2 letters of representation (objection) have been received. A summary of the main comments made is given below:

- Whilst I would like to see someone make use of this site I have some concerns with regard to the plan:
 - The exit points will be onto Boundary Road and there is a lot of traffic on Boundary Road, particularly at peak times. How much is traffic anticipated to increase and due to the pandemic any traffic studies will not show a picture of what normally occurs. There are a lot of parking spaces which could add to the traffic buses and buses would be caught up in traffic if they try to go anywhere and not sure the road will cope.
 - For 221A Boundary Road, we will be overlooked by the training room window in the main building. Could the window be obscured?
 - Noise - in addition to the traffic, there would be a workshop and buses close to the boundary opposite our property and there would be additional noise as we live across the road. As we are restricted to our homes (during COVID) even some limited site clearance was annoying.
- Garden of 221 Boundary Road would be overlooked by the first floor training room window – the window should be obscured.
- The proposal to fully clad the building would not be in keeping with similar units on Boundary Road, which is primarily a residential road and any new unit should be in keeping with similar units on Boundary Road.
- Local air quality will be impacted by a bus depot as the diesel fumes would have a significantly detrimental effect on the air quality of the local area on health of residents living opposite the site. Are there any air quality guarantees with the planning application?
- Boundary Road is an inappropriate location for a bus depot as the junction from Boundary Road into Walton Road is already a bottleneck and the existing junction cannot cope with current traffic volumes and it would come to a stand still with the addition of 53 buses. The existing on street parking makes most of Boundary Road single carriageway and thus unsuitable for regular bus traffic.

RELEVANT PLANNING POLICIES

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The relevant development plan policies are:

Woking Core Strategy 2012

CS1 – A spatial strategy for Woking
CS5 – Priority Places
CS7 – Biodiversity and nature conservation
CS9 – Flooding and water management
CS15 – Sustainable Economic Development
CS18 – Transport and accessibility
CS19 – Social and community infrastructure
CS20 – Heritage and conservation
CS21 – Design
CS22 – Sustainable construction
CS24 – Woking's landscape and townscape
CS25 – Presumption in favour of sustainable development

Development Management Policies DPD 2016

DM2 – Trees and landscaping
DM5 – Environmental Pollution
DM6 – Air and Water Quality
DM7 – Noise and light pollution
DM8 – Land contamination and hazards
DM20 – Heritage Assets and their settings

Site Allocations DPD 2021

UA27 - Monument Way West Industrial Estate

SPD

Parking Standards 2018
Climate Change 2013
Woking Design 2015
Outlook, Privacy, Amenity and Daylight 2022

Other material considerations

National Planning Policy Framework
Planning Practice Guidance

PLANNING ISSUES

1. The main issues to consider in the determination of this application are:

- the principle of the proposed use
- impact on visual amenity
- the impact on neighbouring amenity
- highway and parking issues
- contamination
- flood risk and surface water drainage
- impact on high pressure gas pipeline
- ecology
- local finance considerations (CIL)

Principle of the proposed use

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2. The application site falls within the Urban Area and within an existing Employment Area (Monument Way West Industrial Estate), as designated by the Proposals Map. The site also falls within the designated Priority Place area.
3. Policy CS15 seeks to safeguard land within the employment areas for B Class uses. Policy CS5 relating to the Priority Places also seeks to safeguard land within the existing employment areas in Maybury and Sheerwater for B uses and encourages proposals that create new opportunities for local employment within them. Policy UA27 of the Site Allocations DPD, allocates the whole of the Monument Way West Industrial Estate for redevelopment for 3,600sqm of industrial/warehousing uses (in addition to road improvements relating to the fourth arm of the Sheerwater Link Road). Policy UA27 is a criteria based policy relating to the whole industrial estate area and its individual elements will be considered under the headings below as relevant.
4. Following the recent (1 September 2020) changes to The Town and Country Planning (Use Classes) Order 1987 (as amended) former Class B1 (Business) uses have been subsumed into the new Class E (Commercial, Business and Service), although Class B2 (Industrial) and Class B8 (Storage and Distribution) uses remain in these previous classes.
5. The proposal would provide 999sqm (GEFA) of new built floorspace and also parking for buses. A bus depot/garage and an MOT place are classed as *sui generis* land uses whilst a motor vehicle repair and maintenance place (including coachworks) are classed as Class B2 (industrial uses). As this proposal includes elements of a variety of uses which also fall into more than one class, the proposed use would be a mixed use i.e. a *sui generis* use (as the proposed use contains uses which fall within different classes or are within a *sui generis* use). Therefore the proposed use does not technically comply with the requirements of Policies CS5 and CS15 as the proposed use is not a Class B use (some of which are now within Class E), although it is recognised that the proposal would create an opportunity for local employment as also referred to in Policy CS5.
6. Nonetheless it is understood that Woking Community Transport (WCT) (Bustler), is a door-to-door transport service for residents of Woking Borough who have reduced mobility or a disability which prevents the use of normal public bus services (whether as a result of permanent or temporary disability, age, accident or illness) and that the buses are specially adapted to cater for people with all disabilities, including those using wheelchairs. The application has been made on the basis of WCT (Bustler) occupying the proposed development. Therefore provided any planning permission was for the benefit of, and personal to, WCT (Bustler) there is a clear wider, community benefit to the proposal, which would also be supported in principle by Policy CS19 and which would outweigh the technical conflict with Policies CS5 and CS15. The proposal is supported by Policy CS19 because the service offered by WCT (Bustler) is a form of social and community infrastructure; it has a direct bearing on the well-being of the community, particularly more vulnerable members of the community and offers services that are essential for health and well-being and to benefit the general quality of life of residents. The proposal would also target resources to one of the Borough's Priority Places, and thus would be supported in principle, by other aspects of Policy CS5.
7. It is further understood that the site has been vacant for some time and the redundant gas holders have been removed from the site. The redevelopment of the site would also bring this long derelict and underused land back into active use.
8. Overall, subject to condition restricting the use of the site to WCT (Bustler), the redevelopment of the site for the proposed use is considered to be acceptable. The proposal is supported by Policy CS19 of the Woking Core Strategy and the

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recommended condition (relating to the occupier) outweighs the conflict of the scheme with Policies CS5 and CS15 Of the Woking Core Strategy and Policy UA27 of the Site Allocations DPD, subject to detailed considerations as set out below.

Impact on visual amenity

9. One of the core principles of the NPPF is to seek to secure high quality design. Furthermore Policy CS21 of the Woking Core Strategy states that buildings should respect and make a positive contribution to the street scene and the character of the area paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land. Policy UA27 also requires development to be of high design quality, whilst being of a scale and density that maximises the efficient use of the site whilst reflecting the grain of development in the locality.
10. Nearby and adjacent premises (to the north, east and west) within this area of industrial and commercial development are of fairly typical warehouse type construction, utilising sheet metal cladding and occasional brickwork/render areas. The industrial and commercial character on this northern side of Boundary Road is distinct from the residential character on the southern side.
11. The proposed building would be located in the south-western part of the site and would be two-storey. The building would be positioned around 3.4 metres from the western site boundary and would remain significantly away from the eastern site boundary and thus it would not appear cramped within the site. The proposed building would have an eaves height of 6.1 metres and a ridge height between 7.25 metres and 8.1 metres. The scale of the building and roof form are considered appropriate in this site specific context. The proposed building would be faced in brick up to ground floor window cill height, with metal cladding above and for the roof covering. It would be relatively typical in appearance and scale with the warehouse type construction apparent to the north, east and west of the application site. To the west of the application site large industrial style buildings are highly visible and located close to the back edge of the footway along the Boundary Road frontage. The proposed building would appear to be positioned adjacent to the industrial style building on the western boundary and would be viewed as part of this grouping of buildings forming the southern-most extent of the industrial estate.
12. The proposed building would be positioned between 7-17.5 metres from the back edge of the footway along Boundary Road. The positioning of the proposed building on the site, enables the provision of some parking to the front of the building, with the remainder of the application site laid out for bus parking and car parking. Along the remainder of the Boundary Road frontage the existing concrete panel fencing would be replaced with 2.4 metre high weldmesh fencing. The existing electricity sub-station is retained along the frontage and 5no. street trees would also be introduced along the Boundary Road frontage. Whilst some may consider a bus parking area to be unsightly, the site itself forms part of a long-standing industrial estate with a variety of industrial uses. The overall layout of the site and the introduction of passive surveillance to this section of Boundary Road and of activity along this presently 'dead' frontage, is considered to visually represent a positive aspect of the proposal which would be enhanced further by the provision of the 5no. street trees.
13. The remainder of the site would be utilised for parking and the vehicular access into the site would be from Monument Way West to the north and access to the newly created parking area for the wider industrial estate would also be from here too. The newly created car park area would provide replacement parking for those parking spaces displaced to provide vehicular access into the site (although existing parking in this

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location is rather informal). Whilst new views would be created into the application site from the north, by the provision of the new access and parking areas, the development is considered to appear as an acceptable part of the wider varied industrial estate townscape.

14. As this development relates to one site on the wider industrial estate, it is considered that the redevelopment of this site in the manner proposed would complement the existing industrial estate area and would not prejudice the future development of any other part of the estate (or the proposed link road – being too distant). It is also considered that the additional general parking to be provided would support the wider uses on the estate, where observations indicate that parking is in high demand.
15. The north-west corner of the site is located around 35 metres from the closest point of the Basingstoke Canal Conservation Area. Between the application site and the conservation area is the intervening industrial estate accommodating buildings and a concrete batching plant. The northern part of the application site would be utilised for parking and none of the development would be out of character with the existing wider industrial estate. On this basis the proposed development would not result in any adverse impacts to the setting of the nearby Basingstoke Canal Conservation Area. As the site is over 0.4 hectares, the County Archaeologist has recommended an archaeological condition to comply with Policy CS20 of the Woking Core Strategy.
16. In visual amenity terms it is considered that the proposal would be of an acceptable scale, design and appearance for this site and would improve the character and quality of the area. The proposed development, subject to conditions, would therefore result in a positive contribution to the character and appearance of the site and surrounding local area and would comply with Policies CS20, CS21 and CS24 of the Woking Core Strategy, Policies DM2 and DM20 of the DM Policies DPD, Policy UA27 of the Site Allocations DPD and the NPPF.

Impact on neighbouring amenity

17. Policy CS21 of the Woking Core Strategy 2012 advises that proposals for new development should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook. Further guidance is provided within SPDs Outlook, Amenity, Privacy and Daylight and Woking Design.
18. Because nearby and adjacent premises (to the north, east and west) are industrial and commercial in nature the key neighbouring amenity impacts to consider would be those of the occupiers of the dwellings on the opposite side of Boundary Road to the south.
19. Where directly opposite those dwellings fronting Boundary Road the proposed building is shown to be between circa 22 metres and 33 metres from the relevant front elevations of these dwellings and between circa 17 metres and 28 metres from the relevant boundaries of the curtilages of these dwellings. Between two storey front-to-front elevations, the Outlook, Amenity, Privacy and Daylight SPD, recommends a separation distance of 10 metres for achieving privacy. Whilst it is acknowledged that the site has been vacant for a number of years, the proposed separation is more than double the front-to-front recommended separation distance and also more than the 20 metre back-to-back recommended separation distance for achieving privacy. It is therefore considered that the proposed development would not result in a significant adverse impact to the privacy of the occupiers opposite the site and as the separation distance exceeds that in the adopted SPD there is no justification for requiring any first floor

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windows facing Boundary Road to be obscurely glazed, as requested in the letters of representation.

20. In addition given the separation distances noted above together with the two-storey scale, and the siting to the north of these dwellings, it is not considered that any other significant harmful impact, by reason of loss daylight (the proposed development passes the 25° splayline) or sunlight, or overbearing effect would result to the dwellings fronting Boundary Road as a result of the proposed building.
21. Policy CS21 also requires proposals for new development to be designed to avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, light or other releases and these requirements are also reiterated in Policies DM5, DM6 and DM7 and also Policy UA27.
22. The facility is proposed to be used by WCT (Bustler). The applicant has advised that the operating hours would be as follows:
 - Staff begin to arrive on site from 6.45hr (Mon-Fri) with the majority arriving between 07.45 and 09.00hrs.
 - At the end of the day vehicles will start to return to the depot from around 16.30hr with all vehicles back by 17.30hrs, when the office and maintenance centre will close.
 - One vehicle is currently operated on a Saturday from 08.30hr to 13.00hr but no office staff or vehicle maintenance staff work on Saturdays, Sunday or Bank/Public Holidays.
 - Vehicle maintenance staff work between the hours of 08.00hr and 17.30hr Monday to Friday.
23. Only staff parking (16 spaces) would be accessed from Boundary Road, with bus parking and parking for the industrial estate, accessed from Monument Way West (to the north) via Boundary Way. Given the relatively limited extent of parking (16 spaces) accessed from Boundary Road, it is not considered that any noise and disturbance which would result from these arrivals would have a significant adverse effect on the amenities of the occupiers of the dwellings opposite the site, given the wider mixed use character of Boundary Road.
24. With regard to the use of the site by the buses, it is acknowledged that the site has been vacant for some time and thus local residents would experience noise and disturbance from bringing this site back into active use. However this site is part of a long established industrial estate area and it is noted that only around 8no. bus parking spaces would be positioned directly opposite residential properties (No. 223 Boundary Road), with the nearest building in Walton Court being set back from the junction of Boundary Road and Courtenay Road. As noted previously, the use of the site would be restricted to WCT (Bustler) as the application has been assessed on the basis of the proposed use and any other bus operator (commercial or otherwise) could operate the site in a very different manner requiring the effects of this to be assessed further. However a condition restricting the use to WCT (Bustler) alone would not prevent this operator from operating the site in a way which could also result in significant adverse effects to neighbouring amenity. In this regard it is also considered reasonable and necessary to restrict the hours of use for some of the elements of the proposed use to safeguard neighbouring amenity.
25. With regard to bus departures and arrivals back at the depot the applicant has further advised that:

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- the first vehicles will leave the site circa 7am, this currently totals 15 vehicles, all on SEND children transport. There is then a steady departure of vehicles between 7am and 8:30am. Departure timings are dependent on customer needs i.e. early hospital appointments / SEND transport requirements.
 - The majority of vehicles will return from 4pm, with only a few vehicles returning between 5pm and 5:30pm. Depending on traffic conditions, one or two vehicles may arrive back to base after this time, circa 6pm – 6:30pm.
 - Due to the nature of our work regarding the transportation of disabled and SEND children, it is not possible to confirm the exact timings or number of vehicles departing early. SCC awards contracts on a year by year basis, and therefore the timings of vehicles departing/returning to the base can change. Operationally, it would be very restricting for WCT to be limited in this area and may adversely affect our viability as a not-for-profit Society
26. Given the above information it is considered reasonable that bus departures should be limited before 6.45am and should return no later than 7pm Monday-Friday. This accords to the information provided within the application details (with some leeway on the evening return) and is considered to provide an acceptable balance between the proposed operation as a community transport facility and the need to ensure no significant adverse impact to the amenities of nearby neighbouring occupiers. WCT (Bustler) has further advised that they are currently *“talking with SCC and WBC regarding social inclusion transportation for younger people living in Woking. If successful, this will include a limited number of vehicles being used in the evenings – we would aim to use the fully electric vehicles for this purpose.”* Whilst the recommended hours of use planning condition would restrict bus use after 7pm, this would just mean that the operator would have to apply for planning permission to alter the proposed hours of use and that this would be assessed in the basis of the potential impacts of the proposed operation in the evenings etc at the time of the application and based on the information provided. An hours of use condition means that any use outside of the stated hours would be required to be the subject of a further planning application. If no hours of use condition were imposed it would mean that bus departures and arrivals could occur 24/7 which would have a significant adverse impact on residential amenity.
27. The Environmental Health Officer has also commented that it would assist if some of the spaces closest to the residential dwellings could be used for the electric vehicles as these would be quieter than non-electric vehicle use. The condition relating to the provision of electric vehicle charging points would require details of the location of the charging points to be approved. Additionally given the number of bus parking spaces available on the site it may also be possible for those buses departing the site earlier (if they are diesel vehicles) to be parked on the northern side of the building or closest to the entrance on Monument Way West to minimise noise impacts to nearby residential occupiers. The applicant has advised that *“they will try to accommodate this; however, many of the vehicles due to depart early will be a mixture of diesel and electric. As previously stated, in partnership with Surrey County Council, WCT is moving towards a fully electric fleet (currently 10%), with the likelihood that 50% of our fleet will be electric before the completion of the new site.”* Nonetheless some of these matters would be management/operational matters which could not be subject to planning controls as they would not meet the tests of reasonableness but nonetheless do show that it is likely to be possible to operate the proposed use in accordance with the planning permission whilst seeking to further minimise impacts on this mixed character area.
28. It is also considered reasonable and necessary to control the hours of operation of the vehicle repair/maintenance/MOT workshop to those hours specified in the application, although it is considered reasonable to adjust the closing time until 6pm (or 7pm for any

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emergency repair to any bus vehicle parked on the site) Monday to Fridays to ensure no significant adverse impacts to neighbouring amenity. The extended hours of use should also accommodate some time to undertake repairs on vehicles on their return to the depot before use the next day.

29. The proposed building is not considered to result in any adverse neighbour impacts in terms of loss of daylight/sunlight, loss of privacy and outlook or any overbearing impact. In addition given the recommended conditions relating to the user and hours of use, it is considered that the proposal would not result in any significant adverse noise and disturbance impacts to the amenities of the nearby residential occupiers. The proposed development is therefore considered to comply with Policy CS21 of the Woking Core Strategy, Policies DM5, DM6 and DM7 of the DM Policies DPD, Policy UA27 of the SA DPD and the NPPF.

Highways and parking issues

30. A Transport Assessment (TA) has been submitted with the application. The NPPF (para 111) states that development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
31. The submitted TA advises that WCT (Bustler) currently has around 50 vehicles which are parked in the vicinity of Moorcroft but not always within the site and around 100 members of staff across the Moorcroft site and the vehicle maintenance and MOT facility at Goldsworth Road Industrial Estate. Currently members of the maintenance team have to drive from Moorcroft to collect vehicles for routine maintenance, safety checks and repairs. The proposal would enable both elements to relocate to this site. Access for buses into the site would be via a new vehicular access from Monument Way West.
32. In terms of traffic generation for the proposal, as the existing site is vacant there is no trip rate data to assess the proposed use against the existing use. The TA therefore assesses the existing operation of the WCT (Bustler) service, the proposed operation of the WCT (Bustler) service and servicing and delivery frequency associated with the proposed use. As part of the assessment of traffic generation it is advised that staff arrive circa 30 minutes before they depart in their minibus which allows times for vehicle checks and routing information to be given and generally leave no more than 30 minutes after returning with their minibus. Information is also given on the current weekday usage. It is also stated that although WCT (Bustler) have around 100 staff, 50 are drivers with the remainder being assistants and office staff.
33. The TA also states that the proposed operation of the use would not vary significantly from that currently undertaken and already on the local road network, albeit there should be a reduction in vehicle movements associated with the garage use (approximately 15 daily vehicle movements) as this facility would be located on the same site as the bus parking. It is also stated that given the nature of the operation the majority of vehicles movements occurs outside of the 8-9am AM Peak and the 5-6pm PM Peak hour and concludes that the overall traffic impact on Boundary Road would be minimal. Even with delivery and servicing trips, the TA concludes that the proposed use of the site can be accommodated on the local highway network without severe impact.
34. For construction traffic a Construction Traffic Management Plan condition is recommended by the County Highway Authority to control a number of matters, including traffic routing. Other conditions are also recommended to ensure that all

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existing accesses into the site are closed and the footway re-instated except for those required to access the new parking spaces off Boundary Road.

35. 33no. large bus parking bays with 2no. large bus MOT parking bays, 28no. standard bus parking bays and 16no. staff car parking spaces would be provided within the site. An additional delivery bay would also be provided. The TA advises that it is envisaged that some staff could also park their cars in the bay their minibus is allocated to. A separate car park providing 17no. spaces is also proposed in the northern part of the site, accessed from Monument Way West to replace the 7no. spaces lost as a result of providing the vehicular access into the site and the access into the new car park area.
36. For non-residential uses the Parking Standards SPD 2018 specifies maximum parking standards and whilst the maximum number of parking spaces per sqm are given for office uses and vehicle repair garages etc, given the nature of the proposed use as a mixed use it is considered that individual assessment is justified. The TA advises that the facility needs to be sufficient to accommodate the anticipated fleet of buses for WCT (Bustler) (at least 50 minibuses) as well as parking for drivers and staff. The applicant considers that the proposed parking provision to generally accord to the policy position, whilst reflecting the needs of the organisation without encouraging the use of the private car.
37. The site is sustainably located to encourage modes of transport, for staff, other than the private vehicle, with footways, cycleways, bus provision and railway provision located within reasonable travel times of the site. Two of the staff parking bays are identified as accessible parking bays which accords to the Parking Standards SPD requirements. In respect of cycle parking provision, taking the requirement for office use (which is the highest requirement) the proposed total floorspace would require the provision of 8 cycle parking spaces. 10no. covered cycle parking spaces are shown to be provided on the site thus exceeding the requirement. A condition is recommended relating to cycle parking provision.
38. With regard to electric vehicle charging bays, the aim for WCT (Bustler) is that all of their community vehicles would be electric by 2030. The TA advises that they currently have two operational electric vehicles and have secured funding for the purchase of other electric vehicles in the coming years. The Climate Change SPD does not provide information for such specific uses but for most uses 5% of spaces should have active charging points and then a minimum of 10-15% spaces should have passive charging points. The County Highway Authority recommends a condition requiring 20% of the spaces be provided with a fast charge socket, but as this level of provision is not adopted by WBC, it is considered that the Climate Change SPD requirement should prevail. The TA advises that at least 5% of parking spaces would be equipped with active charging points with passive charging infrastructure installed to facilitate charging in all bays when demand necessitates which far exceeds the SPD requirements. Given current planning policy the recommended planning condition will secure the minimum amount to ensure compliance.
39. The County Highway Authority has assessed the application and have raised no objection subject to condition. As such, the proposed development would comply with Policy CS18 of the Woking Core Strategy, Policy UA27 of the SA DPD and the NPPF.

Contamination

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40. Paragraphs 183 and 184 of the NPPF relate to contamination and advise that the effects of pollution should be taken into account and that the responsibility for securing a safe development rests with the developer and/or landowner. Policy DM5 of the DM Policies DPD relates to environmental pollution and Policy DM8 relates to land contamination and seeks to remediate or minimise the risks from contamination.
41. The Council's Contaminated Land Officer has been consulted on the application and has advised that as the site is contaminated remediation is required and a series of conditions relating to contamination should be imposed on any permission granted (conditions 4, 5 and 6). The Environment Agency has also raised no objection to the application subject to the imposition of condition which is covered by the recommended contamination conditions. Subject to these conditions the proposed development, in relation to contamination, is considered acceptable and would comply with Policies DM5 and DM8 of the DM Policies DPD, Policy UA27 of the SA DPD and the NPPF.

Flood Risk and Surface Water Drainage

42. The site is located within Flood Zone 1 (low risk) with respect to fluvial flooding and part of the site is covered by the surface water flood risk (medium) designation. The proposal is for minor development. A drainage strategy and plan have been submitted with the application. However it has been noted that the area for sub-base water storage conflicts with the tree pits that will be needed for the new trees to ensure sufficient rooting environment is available. The drainage plan and details will therefore need to be updated in due course and as the application is for minor development this can be dealt with by planning conditions (to require the approval of updated drainage information/plan). The Council's Flood Risk and Drainage Engineer has reviewed the application and has recommended conditions be imposed on any permission granted. The proposal is therefore considered to accord with Policy CS9 of the Core Strategy, Policy UA27 of the SA DPD and the NPPF.

Impact on high pressure gas pipeline

43. The application is in the vicinity of a high-pressure gas pipeline. Southern Gas Network (SGN) originally objected to the application but has since engaged with the applicant to address potential concerns and SGN has subsequently determined that development may proceed without adversely affecting the pipeline. The Health and Safety Executive has also been consulted and has raised no objection to the scheme.

Ecology

44. The NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Circular 06/05 on 'Biodiversity and Geological Conservation' also requires the impact of a development on protected species to be established before planning permission is granted. This approach is reflected in Policy CS7 of the Core Strategy.
45. A Preliminary Ecological Appraisal (PEA) Bat Activity Survey, Reptile and Badger report and Badger mitigation letter have all been submitted with the application. Some of the reports are not available on the public access website as they relate to badger activity. The site is located around 66 metres from the Woodham Common SNCI and around 52 metres from the Basingstoke Canal SNCI and given the separation distance the proposed development is not considered to result in any adverse impacts to these sites.

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46. With regard to habitats, the site has been assessed as being of limited value to wildlife and features supported are common and widespread in the landscape. No invasive species were identified. However the habitat mosaic has the potential to support some species and further surveys were recommended in relation to bats, reptiles and badgers. It is also recommended that the demolition of buildings avoids the bird nesting season and where this is not possible the structure would need to be checked by an ecologist (condition 24). The further bat, reptile and badger surveys have been undertaken. The Bat activity survey concluded that the proposed demolition works were not anticipated to impact on any bat roosts and the low level of bat activity recorded in addition to the light spill serves to reduce the potential for bats. No further bat survey work is therefore required for the demolition of the existing buildings. The additional reptile survey confirmed that reptiles were absent from the site. A further badger survey was undertaken at the site and found that the excavations remain disused by badgers. Further to this and given the proximity of the disused badger sett adjacent to the below ground governor pit requiring remediation, it was recommended that the disused sett was removed. A further letter from the applicant's ecologist confirmed that the disused sett was undertaken in July 2020 under an ecological watching brief and no animals were encountered during the works.
47. Given the nature of the development and its location as part of an industrial estate, there is limited opportunity for biodiversity enhancements, but 5no. street trees are proposed along the Boundary Road frontage which would contribute to biodiversity enhancement of the site as well as the visual enhancement of this street frontage.
48. Subject to the recommended conditions the proposal is considered to be acceptable in terms of ecological impact and would comply with Policy CS7 of the Core Strategy, Policy UA27 of the SA DPD, the NPPF and guidance in Circular 06/05.

Other matters

49. As the gross external floor area of the proposed building is under 1000sqm, Policy CS22 is not engaged by the proposal and there is no planning policy requirement relating to BREEAM.
50. One letter of representation also refers to air quality and in this regard the scale of the proposal does not meet the thresholds in Policy DM6 of the DMP Policies DPD requiring the submission of an air quality assessment. In addition the site is not located in any air quality management area and although additional vehicles would result from the use of the site, no issues or requirements have been raised in this regard by the Environmental Health officer given the small scale of the proposed development. In addition electric vehicle charging points would be provided on site and the applicant has advised of their intention to move towards and fleet of electric vehicles.

Local Finance Considerations

51. The Council implemented the Community Infrastructure Levy (CIL) on 1st April 2015. As the proposal relates to a non-residential, non-retail use, the proposal is rated nil under the CIL Charging Schedule.

CONCLUSION

Overall the proposal would contribute to the provision of additional floorspace in the Borough on an established industrial estate and contribute to the provision of local community infrastructure given the use by the proposed occupier. Subject to conditions the proposal would not result in any adverse consequences to the visual amenity of the wider

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area including the nearby Basingstoke Canal Conservation Area, the amenities of neighbouring occupiers, highway safety and parking, contamination, flood risk and drainage, high pressure gas pipeline and ecology.

Having regard to the relevant policies of the Development Plan, other relevant material planning considerations and national planning policy and guidance, the proposal is considered an acceptable form of development and is recommended for approval subject to conditions.

BACKGROUND PAPERS

1. Planning File PLAN/2020/1196

RECOMMENDATION

It is recommended that planning permission be **GRANTED** subject to the following planning conditions:

1. The development hereby permitted shall be commenced not later than three 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 the following approved plans received with the application unless specified:

Site Location Plan 20179 [PL] 05 rec 24.12.2020
Site Sections 20179 [PL] 07 rec 24.12.2020
Topographical Survey Plan 27069cv-01 rec 19.11.2021
Proposed Site Layout Plan 20179 [PL] 01 Rev F rec 04.02.2022
Proposed Block Plan 20179 [PL] 06 Rev B rec 04.02.2022
Proposed Elevations 20179 [PL] 03 Rec C rec 04.02.2022
Proposed Flood Plans 20179 [PL] 02 Rev E rec 04.02.2022
Proposed Roof Plan 20179 [PL] 04 Rev A rec 04.02.2022

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

3. Prior to the application/installation of any external facing materials to the building hereby permitted or the hard surface finish materials, samples and a written specification of the external facing materials and the hard surface finish materials shall be submitted to and approved in writing by the Local Planning Authority. The development must be carried out and thereafter retained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority

Reason: To protect the visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy 2012 and the NPPF.

4. Prior to the commencement of the development a detailed remediation method statement shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The remediation method statement shall detail the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at

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the site and shall detail the information to be included in a validation report. The remediation method statement shall also provide information on a suitable discovery strategy to be utilised on site should contamination manifest itself during site works that was not anticipated. The Local Planning Authority shall be given a minimum of two weeks written prior notice of the commencement of the remediation works on site. The development shall then be undertaken in accordance with the approved details.

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. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

5. Prior to the first occupation of the development hereby permitted, a remediation validation report for the site shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems shall have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To 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.

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

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.

7. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved, in writing, by the Local Planning Authority. The development must then be undertaken in accordance with the approved details.

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Reason: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible and to accord to Policy CS20 of the Woking Core Strategy 2012 and the NPPF. This is required to be a pre-commencement condition to ensure heritage assets are assessed/taken into account before and as works commence on site.

8. No part of the development shall be first used/opened unless and until the proposed vehicular access into the site from Monument Way West has been constructed in accordance with the approved plans. Thereafter the accesses shall be kept permanently clear of any obstruction over 1.05m high

Reason: In order that suitable vehicular access is provided to the site and that the development does not prejudice highway safety nor cause inconvenience to other highway users and to comply with Policy CS18 of the Woking Core Strategy 2012 and the NPPF.

9. No part of the development shall be first used/opened unless and until the proposed vehicular accesses to Boundary Road for staff parking and delivery bay, have been constructed in accordance with the approved plan. Thereafter the accesses shall be kept permanently clear of any obstruction over 1.05m high.

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

10. The development hereby approved shall not be first occupied unless and until space has been laid out within the application site in accordance with the approved plans for vehicles to be parked. Thereafter the parking areas shall be retained and maintained for their designated purpose(s) and the parking spaces accessed off Boundary Road shall only be used for staff parking and delivery bay as annotated on the approved plans. The car park for 17no. spaces shall be retained, maintained and available for general parking for the industrial estate.

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

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

- (a) parking for vehicles of site personnel, operatives and visitors,
- (b) loading and unloading of plant and materials,
- (c) storage of plant and materials,
- (d) provision of boundary hoarding behind any visibility zones,
- (e) vehicle routing (construction traffic to access the site from the west of Boundary Road),
- (f) measures to prevent the deposit of materials on the highway,
- (g) no HGV movements to or from the site shall take place via Walton Terrace nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Boundary Road and Boundary Way at any time,
- (h) on-site turning for construction vehicles

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

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

12. The development hereby approved shall not be first used unless and until the following facilities have been provided in accordance with the approved plans for:

- (a) the secure parking of bicycles within the site,
- (b) facilities within the development for cyclists to change into and out of cyclist equipment/shower,
- (c) facilities within the development for cyclists to store cycle equipment,
- (d) information to be provided to staff regarding the availability of and whereabouts of local public transport/walking/cycling/car sharing clubs/car clubs.

Thereafter the said approved facilities shall be provided, retained and maintained and be available for use.

Reason: To promote sustainable modes of transport in accordance with Policy CS18 of the Woking Core Strategy 2012 and the NPPF.

13. The development hereby approved shall not be first occupied until at least 5% of the proposed parking spaces including (bus parking spaces) are provided with a fast charge socket (current minimum requirements – 7kw Mode 3 Type 2 connector -230v AC 32 Amp single phase dedicated supply) and 10% have been provided with passive electric charging infrastructure in accordance with a scheme, including a plan showing the position of the charging spaces, which has been first submitted to and approved in writing by the Local Planning Authority. The development must thereafter be retained and maintained in accordance with the approved details.

Reason: To promote sustainable modes of transport in accordance with Policy CS18 of the Woking Core Strategy 2012 and the NPPF.

14. Prior to the first use of the development hereby approved the existing dropped kerb serving the site from Boundary Road (adjacent to the existing electricity sub-station) shall be removed and the footway reinstated to match the adjacent footway.

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

15. No development shall commence, except for demolition and above ground site clearance works, until details of a scheme for disposing of surface water by means of a sustainable drainage system, including construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a detailed construction method statement have been submitted to and approved in writing by the Local Planning Authority. The scheme shall then be constructed in accordance with the approved drawings, method statement and calculations prior to the first use 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 NPPF.

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16. Prior to first use of the development hereby approved 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 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 the NPPF.

17. Prior to first use of the development hereby approved 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 NPPF.

18. No development shall commence except demolition and above ground site clearance works until details of the proposed tree planting along Boundary Road, including species, size at planting and details of underground structured cells to ensure sufficient rooting environment for each tree have been submitted to and approved in writing by the Local Planning Authority. All tree planting shall be carried out in accordance with the approved details in the first planting season (November-March) following the first occupation of the buildings or the completion of the development whichever is the sooner and maintained thereafter. Any newly planted tree which dies, 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, CS21 and CS24 of the Woking Core Strategy 2012.

19. Prior to the commencement of development, except demolition and above ground site clearance works, full details of the existing and proposed finished floor levels and existing and proposed site levels around the building shall be submitted to and

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approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

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

20. Prior to the first occupation of the development hereby permitted, the refuse and recycling facilities shown on the approved plans shall be made available and thereafter be retained for use at all times.

Reason: In the interests of amenity and to ensure the provision of satisfactory facilities for the storage and recycling of refuse in accordance with Policies CS20 and CS21 of the Woking Core Strategy 2012 and policies in the NPPF.

21. The development hereby permitted shall only be used/occupied by the organisation currently known as Woking Community Transport (Bustler) for the provision of a door-to-door community transport service only and by no other person, persons or organization. Upon the cessation of occupation by Woking Community Transport (Bustler), the use hereby permitted shall cease.

Reason: This permission is granted on the basis of the characteristics and impacts of the community bus transport service only, to avoid any significant adverse planning impacts on the locality and nearby residential occupiers and to address the conflict with Policies CS5 and CS15 of the Woking Core Strategy and Policy UA27 of the Site Allocations DPD.

22. The vehicle repair/maintenance and MOT facility approved as part of this development shall only operate between the hours of 8am and 6pm (or 7pm for any emergency repair to any bus vehicle parked on the site) Monday to Fridays and not at any time on Saturdays, Sundays or Public/Bank Holidays

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

23. No buses shall depart the site before 6.45am or arrive at the site after 7pm Mondays to Fridays. No buses shall depart the site before 8am or arrive at the site after 2pm on Saturdays and no buses shall depart the site or arrive at the site on Sundays.

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

24. Any demolition, scrub, hedgerow and tree clearance must be undertaken outside the bird breeding season (1st March to 30th August inclusive) unless the applicant has first carried out a survey of such vegetation (undertaken by an ecologist) which shows that there are no nesting species within relevant parts of the application site and any such survey results have been submitted to and approved in writing by the Local Planning Authority.

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

25. Prior to the first use of the site, the concrete panel fence along Boundary Road shall be removed and all resulting debris shall be removed from the site and the 2.4 metre high steel mesh fence shall be installed in accordance with design details and colour

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of the fence which shall have first been submitted to an approved in writing by the Local Planning Authority. Thereafter the fence shall be retained and maintained in accordance with the approved details.

Reason: To protect the visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy 2012 and the NPPF.

26. No fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed until details, including acoustic specifications have been submitted to and approved in writing by the Local Planning Authority. Any equipment shall be implemented and retained in accordance with the approved details.

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

27. No external lighting shall be installed anywhere on the site until full details of any proposed external lighting in accordance with the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK – Bats and the Built Environment Series" (and also ensuring 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) have been submitted to and approved in writing by the Local Planning Authority. Any lighting on the site shall thereafter be installed and maintained in accordance with the approved details.

Reason: In the interests of visual amenity and the ecology/biodiversity of the site and surrounding area and to comply with Policies CS6, CS7 and CS21 of the Woking Core Strategy 2012, Circular 06/05 Biodiversity and Geological Conservation and the NPPF.

Informatives

1. The Contaminated Land Officer would like to draw the applicants/agents/consultants attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'.

The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to the Contaminated Land Officer.

2. The applicant is advised that as part of the details to be submitted with the CTMP (Condition 10), the construction access will need to be specified as being from Monument Way West and thus this new access will need to be provided to sufficient standard to enable construction vehicles to access the site (which must be explicitly stated in the CTMP) as the existing Boundary Road access into the site is not sufficient to accommodate all construction traffic as advised by the applicant and the swept path plans provided with the application.
3. You are advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions

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are being complied with in full. Inspections may be undertaken both during and after construction.

4. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
5. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
6. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
7. 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.
8. 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 and 149).
9. **Noise Control** The applicant's attention is drawn to Sections 60 and 61 of the Control of Pollution Act 1974 and the associated British Standard Code of Practice BS 5228: 1984 "Noise Control on Construction and Open Sites" (with respect to the statutory provision relating to the control of noise on construction and demolition sites. If work is to be carried out outside normal working hours, (i.e. 8 am to 6 p.m. Monday to Friday, 8 am to 1 p.m. Saturday and not at all on Sundays or Bank Holidays) prior consent should be obtained from the Environmental Health Manager prior to commencement of works.
10. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework.