

21 MARCH 2023 PLANNING COMMITTEE

6A PLAN/2022/0694

WARD: HE

LOCATION: Land On the West Side Of Egley Road, Egley Road, Woking, Surrey

PROPOSAL: Planning permission for the redevelopment of Land West of Egley Road, Woking to include 86 dwellings (43 market dwellings and 43 affordable dwellings) (C3 Use Class), the erection of a 62-bed care home building (Use Class C2), new vehicular access point off Egley Road with improved pedestrian and cycle links, open and recreational space as well as hard and soft landscaping throughout the site, SUDs, car parking, biodiversity features and other associated infrastructure (Amended Description) (Amended Plans).

APPLICANT: Cala Homes (Thames) Ltd

OFFICER: Barry Curran

REASON FOR REFERRAL TO COMMITTEE

The application is for major development and is therefore outside the Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

This is a full application for the development of the 4.19 hectare greenfield site at Egley Road in line with the provisions of the NPPF and the Woking Development Plan. The development includes:

- The erection of 86 dwellings (including 43 affordable dwellings (50%)) in the form of detached, semi-detached, terraced dwellings and apartments with associated hard and soft landscaping and car parking
- Erection of a 62-bed care home along with associated parking and hard and soft landscaping towards the north-eastern corner of the site
- New access point off Egley Road with new and improved pedestrian and cycle links
- Enhancement of existing vegetation on site in the form of bolstered vegetated boundaries around the site with SuDS designed as a Rain Meadow towards the south-eastern corner of the site.

Off-Site Highway Works:

The improvement of the bus stops located at on the western and eastern side of Egley Road with a new cantilever shelter on the East and relocated shelter and realignment of the layby on the West

The provision of pedestrian/cycleway refuge Island to assist safe crossing of Egley Road north of the Bus lay-by as shown on drawing ITB14061-GA-004

The provision of an informal crossing point comprising dropped kerbs and tactile paving at the emergency access point south of the main access

The provision of a new footway from the emergency access to the Hoe Valley School

PLANNING STATUS

- Urban Area
- Adjacent to Green Belt

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- Allocated Site (Part of GB7)
- Flood Zone 1
- Surface Water Flood Risk (Medium, High and Very High)
- Tree Preservation Order Area (Ref: 626/0154/1973)
- Hook Heath Escarpment of Landscape Importance
- Thames Basin Heaths SPA Zone B

RECOMMENDATION

GRANT planning permission subject to conditions and S.106 Legal Agreement.

SITE DESCRIPTION

The application site relates to the northern section of allocated Site GB7 located on the western side of Egley Road (A320) to the North of the existing Hoe Valley School and Woking Athletic Club. Extending to 4.19 hectares, the site forms the northern section of GB7 which covers a total of 18.65 hectares and has been allocated for mixed use development to include residential as part of the Site Allocations Development Plan Document 2021. Sited on previously allocated Green Belt land, the site would extend off the defined Woking Urban Area around 2km from the Woking Town Centre and to the North of Mayford Village.

The site comprises of open grassland with an escarpment which slopes from the north-western corner to the south-eastern corner. There is varying topography across the site with a predominant slope from south to north. The lowest point of the site is on the south-eastern corner where the level is approximately 27m AOD which rises to 35.7m AOD towards the north-western corner. Robust, mature trees and hedgerows of varying heights enclose the site to the east, west and south with some less extensive tree coverage along the northern boundary.

Outside of the site, Egley Road runs along the eastern boundary with a wide verge accommodating the robust band of deciduous trees, telecoms mast, pedestrian highway and inset for public buses. The railway line runs along the western boundary and, similar to the eastern boundary, is strengthened by a strong band of Oak Trees protected by way of Tree Preservation Order (TPO) Area. The railway line runs on a low artificial embankment that cuts through the natural slope of the Escarpment. Beyond the western boundary are rising open fields with dense mature trees. Adjacent to the north of the site are the residential gardens of Hillside which back onto it and are sited on slightly elevated land compared to the site. The southern boundary is bound by the recreational facilities associated with the Hoe Valley School comprising of playing fields, sports facilities, leisure centre and the school itself. This school site along with the site to the south of it, form the other section of allocated site GB7.

PLANNING HISTORY

The site forms an open grassland site and previously formed part of the defined Green Belt prior to the adoption of the Site Allocations DPD in October 2021. Relevant site history relates solely to the section of the site to the South and includes:

- PLAN/2019/1177 - Redevelopment of site following demolition of existing building to provide health club building (Class D2) also incorporating external swimming pool, spa garden, terrace and tennis courts (including tennis court airdomes), provision of 36 dwelling houses (Class C3) up to a maximum of 3 storeys in height, vehicle parking, hard and soft landscaping, ancillary works including ancillary structures and

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fencing/gates and new vehicular access from existing road serving Hoe Valley School (Environmental Statement submitted) – Refused 02.07.2022 –

Reason 01: The proposed development constitutes inappropriate development in the Green Belt, which is by definition harmful, would result in loss of Green Belt openness and cause harm to one of the purposes of the Green Belt, by reason of encroachment into the countryside. Very special circumstances do not exist which would clearly outweigh these Green Belt harms. The proposed development is therefore contrary to Policy CS6 of the Woking Core Strategy (2012), Policy DM13 of the Development Management Policies DPD (2016) and Section 13 of the National Planning Policy Framework (NPPF).

Reason 02: The proposed development would result in the loss of protected trees, including part of the woodland on the application site, causing harm to the visual and environmental amenity of the area, the effects of which would not be outweighed by other considerations. The proposed development is therefore contrary to Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016) and Section 12 of the National Planning Policy Framework (NPPF).

Reason 03: In the absence of an Executive Undertaking no mechanism exists to secure the requirements set out in the Planning Committee report. The proposed development is therefore contrary to Policies CS8, CS12 and CS18 of the Woking Core Strategy (2012), SPD Affordable Housing Delivery (2014), Saved Policy NRM6 of the South East Plan 2009, the Thames Basin Heaths Special Protection Area Avoidance Strategy, the Conservation of Habitats and Species Regulations 2017 and the National Planning Policy Framework (NPPF)

Dismissed at Appeal (in combination with PLAN/2019/1176 for development at Land South of Kingfield Road and East of Kingfield Avenue, Woking, Surrey, GU22 9PF) (APP/A3655/W/20/3265969 & APP/A3655/W/20/3265974) 14.12.2021

- PLAN/2015/0703 - Demolition of existing barn and erection of replacement barn (including temporary provision of three storage containers); engineering works to alter site levels; formation of new access to Egley Road and improvement of existing field access to provide emergency vehicle access; erection of three storey building for use as school and leisure centre; formation of 8-lane athletics track; formation of 2 x grass football pitches, 3 x 5-a-side football pitches and 2 x multi-use games areas (MUGAs); formation of car park including bus / coach drop-off area; erection of sports amenity lighting; hard and soft landscaping and ancillary works including ancillary structures and fencing/gates (additional information and additional/amended plans submitted) – Permitted 22.12.2015

PROPOSED DEVELOPMENT

The layout of the proposed development has been directly informed by the detailed landscape and character evaluations carried out by the applicant. Following a series of pre-application submissions and design reviews, the scheme has evolved into the current layout of residential dwellings, care home, variety of open spaces, SuDS integrated throughout the site, retention of quality mature trees, provision of cycle and pedestrian access throughout the site, secure cycle facilities as well as EV charging points for the residential and care home accommodation.

-C3 Residential Dwellings

It is proposed to provide 86 dwellings, alongside car parking, sustainable drainage, internal road network, public open space and associated landscaping. The dwellings would include 50% affordable housing and would be provided as mix of First Homes and affordable/social rent across a mix of one-, two-, three- and four-bedroom properties distributed across a mix of detached, semi-detached, terraced as well as flatted dwellings. The number of flats amounts to 32no with the rest of the units provided as two-storey detached, semi-detached or terraced dwellings. With the exception of the flatted dwellings, all of the residential dwellings are proposed to have their own private gardens and parking is proposed through a combination of detached garages, carports and on-site and off-site bays. 32no of the affordable units are proposed within 3no x 3-storey apartment buildings comprising 18no x 1-bedroom apartments and 14no x 2-bedroom apartments. A number of parking spaces are proposed to serve these apartments along with integral cycle and bin stores.

The overall housing mix of the proposed development is set out in Table 1 below:

Tenure	Accommodation Type	No. of Bedrooms	Number
Market	Detached House	3-bedroom	6
	Detached House	4-bedroom	15
	Semi-Detached House	2-bedroom	8
	Semi-Detached House	3-bedroom	8
	Terraced House	2-bedroom	6
Sub-Total			43 (50%)
Affordable	Apartment	1-bedroom	18
	Apartment	2-bedroom	14
	Semi-Detached House	3-bedroom	2
	Terraced House	2-bedroom	4
	Terraced House	3-bedroom	4
	Terraced House	4-bedroom	1
Sub-Total			43 (50%)
	Total		86 units

Table 1: Schedule of Housing Mix

-C2 (Care Home)

Towards the north-eastern corner of the site a care home building containing 62no x 1-bedroom ensuite units for elderly care provision including personal and dementia care is proposed with boundary treatments enclosing the site comprising of 1.8-metre-high railings. The building would be two-storey in height designed to reflect the residential characteristics of the area with accommodation arranged across the ground and first floors with some facilities provided within the roof space served by way of rooflights. Accommodation and facilities within the building are designed to be flexible in terms of layout to allow for a range of communal areas including lounges, dining rooms, café, cinema and other facilities including offices, kitchen and laundry facilities.

A South facing central courtyard is proposed off the main access route into the wider site with the parking facilities proposed towards the 'rear' (northern) elevation for 24no 24-hour spaces 5% of which will be fitted with fast-charging EV sockets and an additional 10% provide with passive supply for fast-charging sockets in the future. This carpark is also intended to accommodate delivery and refuse vehicles to be able to enter and leave in a forward direction.

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A communal garden area for residents is proposed to the north of the building amongst the vegetated boundary along with the central courtyard providing amenity space for the prospective residents.

A community green is to be provided within the centre of the development which would host a Local Equipped Area for Play (LEAP) along with a variety of trees and hedging which intently although not directly links to the proposed green links and avenues throughout the site. This 'green link' avenue runs along the eastern and southern boundaries and includes the SuDS rain meadow and a mix of natural, semi-natural, amenity space and play areas along route. Enhancement of the existing band of trees along the boundaries along with additional infill planting is proposed to address the extent of development with a mix of species and types of trees peppered throughout the site.

-Access Arrangements and Other Site Works

New vehicular and pedestrian access points along the eastern boundary off Egley Road are proposed to the north and south of the inset for the bus service which would be in the form of priority junction. New Pedestrian and cycle access are also proposed towards the northern and southern ends of the eastern boundary and would link directly from the existing and new pedestrian paths along Egley Road. These accesses and pathways will provide access to the bus stop and onwards footpaths and cycleways already in existence.

Several other off-site highways improvements are proposed as part of the development proposals as agreed through pre-application engagement with Surrey County Council (SCC). To the north of the site a pedestrian/cycle crossing on Egley Road will be provided, comprising a refuge island to allow users (pedestrians and cyclists) to cross the road safely including those that will access Barnsbury Primary School. To deliver the refuge island the northbound bus stop lay-by will be relocated approximately 17 metres south of the existing location. The bus shelter will also be relocated. For the southbound bus stop on Egley Road a new cantilever bus shelter will be provided at the southern end of the existing bus layby to enhance waiting facilities and encourage bus use for existing and future residents. From the southern pedestrian/cycle connection, an uncontrolled crossing in the form of dropped kerbs and tactile paving will also be provided to enhance access to the eastern side of Egley Road. In addition, a footway connection will be provided to the south from the site to connect the site to Hoe Valley School.

SUMMARY INFORMATION

Total Site Area	4.19 hectares
Open Space	0.77 hectares
Residential Units	86 units
- Market	43 units
- Affordable	43 units
- Storeys	2 and 3 storeys (3 storey apartment buildings)
- Parking Spaces	125 + 15 visitor + 19 'Unassigned'
Care Home	
- No. of bed spaces	62
- Storeys	2 (With internal accommodation within the roof-space)
- Max Height	10.8 metres
- Parking Spaces	24

Table 2: Summary information

CONSULTATIONS

WBC Arboricultural Officer: The proposed development will require the removal of two trees of potential high potential which is unacceptable from an Arboricultural perspective. Aside from that, the Tree protection information provided is acceptable and should be complied with in full, a pre commencement meeting should take place prior to any works on site and should include the project manager, project Arboriculturalist and the LA tree officer to agree monitoring frequency, supervision for all works within RPA's and to ensure the Tree protection is correctly situated.

The Landscaping proposed is acceptable and any changes should be agreed in writing, instillation of structured cells should be monitored by the Arboricultural consultant. A five-year retention and replacement condition should be applied (02.03.2023)

WBC Scientific Officer: Based on the reports submitted (RSK report (Ref. 1922184 R01 (02) - appendix C LEAP phase 1 and 2 site investigation LP01641) (taken at face value and assumed to have been completed using professional diligence and care), no evidence of contamination has been found on this greenfield site, including checking of impact from historical use of pesticides. No remedial work required. Based on this information no conditions are requested (26.07.2022) and (13.12.2022)

WBC Environmental Health Team: The Environmental Health Team are satisfied that the pitch noise has been carefully assessed and that mitigation options have now been fully considered. Therefore, with the proposed 2.4m high barrier and a new predicted internal noise level 'in the region of 28dB in the most affected properties' we are satisfied that noise from the pitches has been mitigated as far as possible. Recommend a number of other conditions (06.02.2023) and (27.02.2023)

WBC Housing Team: Housing Services welcomes and supports this proposal and the proposed tenure mix. It is acknowledged that CALA Homes agree to the principle of providing the larger rented homes with maximum rent level set at less than 80%. The Council should seek to restrict the Affordable Rent on properties with 3 or more bedrooms to a maximum of 60% of market rent in line with the Council's Tenancy Policy.

It is further required that, through a future s106 Agreement, a Nominations Agreement to be in place with Cala Homes that ensures access to the 32 affordable and social rent units for eligible persons from the Council's Housing Register. Likewise, a future s106 will also detail the requirement for a local connection test to be applied to the 11 First Homes included in the development, to be effective for the first three months from when a home is first marketed. If a suitable buyer has not reserved a home after three months, the eligibility criteria will revert to those in the Planning Practice Guidance (30.01.2023)

County Highway Authority: The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds, recommends a number of conditions be imposed in any grant of permission (14.02.2023)

Surrey Wildlife Trust: Recommend a number of condition and informatives in the event of an approval (01.03.2023)

Natural England: Confirm that as long as the applicant is complying with the requirements of Woking's Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA (through a legal agreement securing contributions to Suitable Alternative Natural Greenspace (SANG)

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and Strategic Access Management and Monitoring (SAMM)), Natural England has no objection to this application (04.08.2022) and (05.01.2023)

SuDS Team Surrey County Council: Satisfied that the proposed drainage scheme meets the requirements set out in the supporting documents and are content with the development proposed, subject to advice that SuDS elements such as permeable surfacing with attenuating sub-base should be utilised throughout the development within parking areas and access roads as this will offer some groundwater recharge (however limited) and help improve water quality.

It is further advised that, should planning permission be granted, suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development (03.10.2022) and (23.12.2022)

Waste Services: Make a number of recommendations relating to waste collection schedule and number of bins and associated costings (30.12.2022)

SCC Archaeologist: The developer's archaeological consultant previously consulted this office regarding the Desk Based Assessment submitted in support of this development application.

The assessment clearly demonstrates that part of the site is covered by the remains of a ridge and furrow field which, in Surrey, is a less common and rapidly disappearing landscape feature that will require a recording strategy. The Desk Based Assessment has demonstrated that there is potential at the site for further heritage assets to survive in the form of archaeological remains. Therefore, the application site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance for the proposed development.

It is therefore recommended that a condition is applied should permission be granted in order to mitigate the impacts of development in accordance with Paragraph 205 of the NPPF which states that local planning authorities should 'require developers 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' (01.08.2022) and (15.12.2022)

Surrey Police: In an attempt to reduce the opportunity for crime and the fear of crime and in the interest of creating safer, sustainable communities, a planning condition demonstrating the following is attached to any permission:

1. That the applicant applies for and achieves the Secured by Design Gold Award.
2. That the parking area to achieves 'Park Mark' Accreditation.
3. That the Public Realm areas are developed in consultation with the Surrey Police Design Out Crime Officers and the Counter Terrorism Security Advisor.
4. We would welcome an early engagement with the developers to facilitate the application process (16.12.2022)

Network Rail: Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway (19.08.2022)

Thames Water: With the information provided, Thames Water has been unable to determine the Foul water infrastructure needs of this application. Thames Water has

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contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that a condition relating to foul water and potential upgrades or addition infrastructure be added to any planning permission (19.08.2022)

Environmental Agency: No comments raised

Affinity Water: No comment raised

PUBLIC CONSULTATIONS

The Localism Act 2011 introduced a requirement for developers to consult local communities before submitting planning applications for certain types of developments. The requirement gives local people a chance to comment when there is still genuine scope to make changes to proposals. The Council's Statement of Community 2022 encourages applicants to liaise early with infrastructure providers for new developments through a range of methods of consultation including letters or leaflets distributed to neighbouring properties, posters, a drop-in session or exhibition event to discuss proposals or a public meeting. Various electronic means may also be used, including websites showing information about a proposal, and email communication.

The application has been supported by a Statement of Community Involvement (dated June 2022). It notes that the initial scheme has been the subject of an in-person consultation event held at Mayford Village Hall on 24th March 2022 and supplemented by a virtual public exhibition between 21st March and 14th April 2022 via the projects dedicated website egleyroad.consultationonline.co.uk. The applicant sent an invitation newsletter to 469 residential and commercial addresses in the neighbouring area at the beginning of March 2022, providing information about the plans, the consultation process and how to provide feedback. Key local stakeholders were notified of the public consultation.

Further awareness of the public consultation involved the publication of a press release issued to Woking News & Mail, Woking Advertiser, Surrey Advertiser, SurreyLive, Surrey Comet, InYourArea and The Villager at the beginning of March 2022 while digital adverts were published via Facebook to encourage those living locally to take part in the consultation and provide feedback.

Prior to this online public consultation, early online meetings were offered to interested stakeholders on 19th January 2022. These included:

- Councillor Ayesha Azad – Leader of Council,
- Councillor Simon Ashall – Deputy Leader of the Council
- Councillor Gary Elson – Portfolio Holder for Planning
- Councillor Debbie Harlow – Portfolio Holder for Housing
- Councillor Will Forster – Hoe Valley ward councillor and Woking South electoral councillor
- Councillor Deborah Hughes – Hoe Valley ward councillor
- Councillor Kevin Davis – Heathlands ward councillor
- Councillor Louise Morales – Chair of the Planning Committee and Hoe Valley ward councillor

Following response from the initial outreach, a meeting was set up between The Applicant and the following stakeholders on Tuesday 22nd February 2022:

- Councillor Debbie Harlow (Councillor for 'Knaphill' and Portfolio Holder for Housing)
- Councillor Saj Hussain (Councillor for 'Knaphill')
- Councillor Melanie Whitehand (Councillor for 'Knaphill')

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- Katherine Waters (Drainage & Flood Risk Engineer at Woking Borough Council)

The Applicant also contacted the following stakeholders on Tuesday 15th March 2022 to inform them of the launch of the public consultation and to invite them to attend a 30-minute stakeholder preview session ahead of the in-person consultation event:

- Councillor Ayesha Azad – Leader of Council
- Councillor Simon Ashall – Deputy Leader of the Council
- Councillor Gary Elson – Portfolio Holder for Planning
- Councillor Colin Kemp – Portfolio Holder for Infrastructure
- Councillor Debbie Harlow – Portfolio Holder for Housing
- Councillor Will Forster – Hoe Valley ward councillor and Woking South electoral councillor
- Councillor Deborah Hughes – Hoe Valley ward councillor
- Councillor Louise Morales – Chair of the Planning Committee and Hoe Valley ward councillor
- Councillor Tahir Aziz – Vice-Chair of the Planning Committee
- Councillor Amanda Boote – Member of the Planning Committee
- Councillor Josh Brown – Member of the Planning Committee
- Councillor Steve Dorsett – Member of the Planning Committee
- Councillor Nancy Martin – Member of the Planning Committee
- Councillor Chitra Rana – Member of the Planning Committee
- Statement of Community Involvement 9
- Councillor Dale Roberts – Member of the Planning Committee
- Jonathan Lord MP – MP for Woking
- Elaine Evans – Chair of Mayford Village Society

The applicant received 33no GDPR-compliant responses including 32no feedback forms and 1no email. key concern identified related to the potential increase in traffic congestion on the surrounding road network. Concerns were also raised regarding the following the loss of Green Belt land and the density of proposed development. Many residents were not supportive of development in this location with 78% of them 'strongly opposing' the scheme with 7% supportive of it.

The applicant identified 19no top-line breakdown areas of all written comments received during the consultation comments, the main issue include:

- Green Belt Development
- Separation between Mayford Village and Woking
- Highway Impacts
- Local Infrastructure capacity

Feedback was offered at the consultation events and a review of all the concerns have been noted and addressed, where possible, by way of amendments. Many of the concerns raised are addressed or partly addressed in the application documents which accompany the application.

REPRESENTATIONS

269 local properties were sent neighbour notification letters of the application, in addition to the application being advertised on the Council's website and by statutory press and site notices for a major development.

-First Consultation

For the first consultation a total of 70 third party letters of objection were received in relation to the proposed development. A number of households have responded more than once as

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have a number of individuals, but this number is de minimis. The concerns raised in these letters are summarised as follows;

- Character

- The proposed development is out-of-character given the significantly higher density of the scheme than that of surrounding properties
- Loss of the vegetation and trees would be detrimental to the character of the area and in particular the properties at Hillside
- Urban sprawl of the defined Woking urban area and reduction in the separation between Woking and Mayford village. This separation needs to be maintained to protect identity. The development would result in coalescence between Mayford and Woking contrary to Policy GB7.
- Dwellings along Egley Road are spacious, detached, single storey or two storey dwellings. The proposal does not respect this character
- Three storey apartments do not form part of the character of the area and are too high for this site
- Inclusion of a care home in the development significantly reduces the provision of open space within the development
- At 10 metres in height the care home would appear visually dominant
- Inclusion of acoustic barriers (noise mitigation measure) would result in an incongruous and visually dominant feature between the site and rest of the allocated site.

- Residential Amenity

- The proposed development would result in an unacceptable relationship with the gardens of Hillside to the North given the inadequate gardens depths which could lead to overlooking and loss of privacy
- Constriction of picnic benches and footpath behind the gardens of Hillside would lead to detrimental harm to amenities of these neighbouring properties
- Loss of privacy to surrounding properties, in particular properties on Hillside
- Light pollution from the proposed streetlights within the development
- Request have been made for appropriate boundary treatments along the northern boundary (*Officer Note: amended plans have been submitted which proposes a new 1.8-metre-high Larch Lap Fence along with proposed hedging along this northern boundary*)

- Ecology

- Development of the site would lead to significant harm to the wildlife and fauna on this site
- Loss of a greenfield site and a number of trees and hedging
- Loss of the biodiversity and greenspace would lead to personal health issues associated with the loss of such spaces

- Highway Safety

- Erection of this number of dwellings and care home would increase the noise pollution and traffic pollution
- The increased number of users of the A320 would lead to potential highway safety issues
- Inadequate public transport services to service the site
- Increase congestion on the surrounding highways and associated safety issues for school children. Road network not capable of handling increased traffic levels
- Site is too far from local services to realistically influence sustainable modes of transport

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- A single vehicular access point to serve the entire site would pose significant traffic concerns and lead to congestion along Egley Road
- Other issues
- Loss of Green Belt land (Officer Note: *as this site was adopted within the Site Allocations Development Management Plan in October 2021. Policy SA1 of the Site Allocations DPD states that sites in the Green Belt allocated for housing will be released for development between 2022 and 2027 as this site has come forward for its allocated use, it is excluded from the Green Belt*)
- No need for another care home in the Borough as there is no demand to justify its erection
- The proposed layout and greenspaces within the proposed development could lead to anti-social behaviour
- Development does not meet the need for affordable housing (Officer Note: *the Council's SPD Affordable Housing 2012 calls for all new residential development on greenfield land to provide 50% of the dwellings as affordable housing, irrespective of the site size or number of dwellings proposed. 50% of the residential units proposed are affordable and therefore addressed this policy*)
- Affordable housing does not include enough 'houses' with the need for houses greater than the need for flats (Officer Note: *the proposed scheme offers a mix of houses and apartments as part of the affordable housing allocation. There is no distinction between either of these in the Affordable Housing SPD and the Council's Housing Services Team have commented on the scheme and raise no concern*)
- The developer has not taken notice of the objections of residents at pre-application meetings
- No need for this development given the number of residential units being built in the town centre and amount of empty units
- The development would negatively impact the value of existing residential properties
- Increased level of flood risk to surrounding areas due to overdevelopment of the site
- Development rushed through in order to avoid the provision of the Town Centre Masterplan (Officer Note: *this site is outside of the Woking Town Centre and would, therefore, not be subjected to the provision of any masterplan if there was a masterplan adopted*)
- Plans do not accurately reflect the positioning of trees along the northern boundary.
- The inclusion of a care home as part of the development is inappropriate and contrary to the ore Strategy

Other concerns have been raised but these relate to submitted documentation and queries about the process of particular tests. The concerns have been noted but do not strictly relate to material planning issues.

Amended plans submission representations

Following submission of amended plans there has been 16no further third party letters of objection received in relation to the amended scheme development. Many of the objectors on the second consultation were notified as part of the first consultation and the concerns raised are broadly similar. However, there remained concerns which are summarised as follows;

Where concerns raised are material planning considerations, they are addressed below.

APPLICANT'S POINTS

The application is supported by the following documents:

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- Planning Statement (including Planning Obligations and Affordable Housing Statement) - Boyer
- Climate Neutral Checklist - Boyer
- Design and Access Statement - Define
- Archaeology Desk Based Assessment - Wessex Archaeology
- Arboriculture Survey and Method Statement - RPS
- LVIA - Define
- Geotechnical Site Investigation - RSK Geoscience
- Flood Risk Assessment and Drainage (including Foul Sewage) (Part 1 – 4) - RCP
- Transport Assessment (Part 1 – 7) - i-Transport
- Residential Travel Plan (Part 1 – 4) - i-Transport
- Care Home Travel Plan - i-Transport
- Energy and Sustainability Statement (Care Home) - Harniss Consulting
- Statement of Community Involvement - BECG
- Care Need Assessment - Carterwood
- Energy Statement (Housing) - Briary Energy
- BREEAM Assessment - Scott White and Hookins
- Air Quality Assessment - Air Quality Consultants
- Ecological Survey Report - RPS
- Preliminary Ecological Appraisal - RPS
- Biodiversity Net Gain Report - RPS
- Noise and Vibration Assessment - 24 Acoustics
- Internal Daylight & Sunlight Report – MES Building Solutions

RELEVANT PLANNING POLICIES

National Planning Policy Framework 2021

Section 2 - Achieving sustainable development

Section 4 - Decision-making

Section 5 - Delivering a sufficient supply of homes

Section 6 - Building a strong, competitive economy

Section 8 - Promoting healthy and safe communities

Section 9 - Promoting sustainable transport

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 15 - Conserving and enhancing the natural environment

Section 16 - Conserving and enhancing the historic environment

South East Plan (Saved policy)

NRM6 - Thames Basin Heaths Special Protection Area

Core Strategy Publication Document 2012

CS1 - Spatial strategy for Woking Borough

CS6 - Green Belt

CS7 - Biodiversity and nature conservation

CS8 - Thames Basin Heaths Special Protection Areas

CS9 - Flooding and Water Management

CS10 - Housing provision and distribution

CS11 - Housing mix

CS12 - Affordable housing

CS13 - Older people and vulnerable groups

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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

Development Management Policies DPD 2015

DM1 – Green Infrastructure Opportunities
DM2 – Trees and Landscaping
DM3 – Outdoor Recreation and Sport Facilities
DM5 – Environmental Pollution
DM6 – Air and Water Quality
DM7 – Noise and Light Pollution
DM8 – Land Contamination and Hazards
DM13 – Buildings in and adjacent to the Green Belt
DM16 - Servicing Development
DM17 – Public Realm
DM20 - Heritage Assets and their Settings

Site Allocations Development Plan Document (DPD) 2021

Policy SA1 – Overall Policy Framework for Land Released from the Green Belt for Development
Policy GB7 – Nursery land adjacent to Egley Road, Mayford, GU22 0PL

Supplementary Planning Documents

Supplementary Planning Document 'Parking Standards' 2018
Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2022
Supplementary Planning Document 'Design' 2015
Supplementary Planning Document 'Affordable Housing Delivery' 2014
Supplementary Planning Document 'Climate Change' 2013

Strategic Housing Market Assessment 2015

Thames Basin Heaths Special Protection Area Avoidance Strategy 2022

Community Infrastructure Levy (CIL) Charging Schedule (2015)

Waste and Recycling Provisions for New Residential Developments

Sustainability Appraisal Report (incorporating Strategic Environmental Assessment) to accompany the Regulation 19 Version of the Site Allocations Development Plan Document October 2018

Five Year Housing Land Supply Position Statement April 2019

Woking Character Study 2010

Woking Statement of Community Involvement February 2022

Other Material Considerations

Planning Practice Guidance

Commissioning Statement Accommodation with care, residential & nursing care for older people - Woking Borough Council April 2019 onwards

Written Ministerial Statement (Affordable Housing Update) (24.05.2021)

PLANNING ISSUES

1. Where determining applications for planning permission the Local Planning Authority is required to have regard to (a) the Development Plan, so far as is material, (b) any local finance considerations, so far as is material, and (c) to any other material considerations. Local finance considerations means the Community Infrastructure Levy. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that *“if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”*.
2. The main issues for consideration in the determination of this application are;
 - Principle of Development;
 - Housing Provision;
 - Housing Density;
 - Housing Mix;
 - Character;
 - Impact on Neighbouring Residential Amenities;
 - Amenities of Future Occupiers of the scheme;
 - Noise Impact;
 - Air Quality;
 - External Lighting;
 - Transport, Access, Servicing and highways;
 - Parking Provision;
 - Contamination;
 - Archaeology;
 - Trees and Landscaping;
 - Ecology and Biodiversity;
 - Flood Risk and Drainage;
 - Sustainability;
 - Local Finance Considerations: and
 - Conclusion – Planning balance

Principle of Development

3. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that *“if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”*.
4. The Development Plan for Woking comprises the Woking Core Strategy 2012, Development Management Policies DPD 2016, Site Allocations Development Plan Documents 2021 and Policy NRM6 of the South East Plan 2009 (which is only relevant to residential development). A number of other Supplementary Planning Documents are also relevant to the consideration of this application, and these generally provide more detailed information on topic-based matters. The National Planning Policy Framework (NPPF) and PPG are also relevant material considerations.
5. The application site forms part of a mixed-use allocation GB7 in the Site Allocations DPD 2021 which notes that the site as a whole *“is excluded from the Green Belt and allocated for a mixed use development to include residential including affordable housing and recreational/open space between 2022 and 2027”*. Part of the allocated GB7 has already been developed for a school, which opened in 2018. The design,

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layout and landscaping of the residential development of the rest of the site will be required to take into account the desirability of maintaining a sense of visual separation between Mayford and the rest of the urban area.

6. As such, the site is no longer within the Green Belt and has been allocated for mixed-use development. The principles of residential development on this site, therefore, are supported and are considered to align with the Development Plan's spatial strategy and strategic objectives. This allows for flexibility in the delivery of development across the site, although there are anticipated yields established as well as the requirements mentioned above of maintaining a sense of visual separation between Mayford and the rest of the urban area. A number of other key requirements are set out in GB7 which sets out the parameters of what is required of development on this site. These will be explored in each relevant section of this report.
7. The NPPF comprises an overarching set of planning policies and details how the Government expects them to be applied. The fundamental aim of the NPPF is to deliver sustainable development and the document sets a strong presumption in favour of development which is economically, socially and environmentally sustainable. The NPPF provides policy guidance on a variety of planning topics and, where relevant, reference to the NPPF is given in the relevant section of the planning considerations for this application in the sections below. The NPPF is a material consideration in the determination of planning applications.

- Sustainability

8. Sustainability is the central theme running through the NPPF and with that, development proposals for sustainable development should be viewed favourably and approved without delay. Paragraph 8 of the NPPF explains that there are three dimensions to sustainable development:

“an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”

9. Policy guidance is provided on a variety of planning topics and, where relevant, reference to the NPPF is given in the relevant section of the planning considerations for this application in the sections below. The NPPF is a material consideration in the determination of planning applications.

Economic Objective

10. Future occupiers of the proposed scheme would make a contribution to the social vitality of Woking, as they would use the settlement for some services. Any economic benefits during the construction of 86 dwellings and care home and other subsidiary

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works would be short-term, and therefore would carry little weight. Although there would be a valuable contribution to the economic vitality of Woking and Mayford from the use of shops, services etc. by the new residents and workers. The proposal would also secure financial contributions by way of Community Infrastructure Levy which would assist towards infrastructure projects in the borough. Funds raised might go towards new or safer road schemes, park improvements or a new health provisions. Further to this, and as part of the proposed developments, there are improvements proposed to the public highway around the site by way of pedestrian and cycle routes, pedestrian refuge island and a new cantilever bus shelter serving the public bus route along Egley Road.

11. Employment opportunities are always encouraged and this could provide further stimulus to the economic vitality of the wider area. Train services are located at Woking (approximately 2.5km to the North) and would allow commuting to London and other urban areas. The development also includes a new 'Employment and Skills Plan' (or equivalent contributions) to make provision for new employment and training opportunities. This ensures that the developer achieves a positive outcome for local people through this development.

Social Objective

12. Although located outside of the defined Woking Urban Area and Mayford Village, the site provides good connectivity to existing built development. This is through the arterial A320 providing direct access to Woking Town Centre and Guildford as well as access to the A3 to the South. Improvements to the surrounding public highway, in terms of pedestrian and cycle links, assist in the connectivity of the site to surrounding amenities and school such as the Hoe Valley School and Barnsbury Primary School. Sited along a public bus route also contributes to the connectivity of the site to urban hubs around the site. As such, it would be possible to walk/cycle or use public transport to get to the centre of Woking or other urban hubs which promotes sustainable modes of travel for short trips.
13. The proposed design aims to work with the constraint posed by the change in land levels. The units proposed are also positioned to respond to the characteristics of the site and allow active frontages whilst also retaining open soft landscaped areas where this would be important (in particular along the eastern and south-eastern edge where a sense of visual separation is sought to be achieved). Whilst the application site is a greenfield site outside of the defined Woking Urban Area, the design of the scheme seeks to reflect the residential character of the prevailing Hillside and other residential areas to the north and north-east. This point is discussed in more detail later in the report.
14. In terms of the housing contribution and the mix of units, the smallest market housing units would comprise 2-bedroom terraced dwellings with the remainder comprising 3, 4 and 5-bedroom dwellings amounting to 43no market units in total. The affordable units would range from 1-bedroom apartments to 4-bedroom terraced dwellings which seeks to meet local needs with 43no in total. Discussions have also taken place with the Council's Housing Team in an attempt to ensure current needs are best catered for. The affordable housing would be secured through S.106 legal agreement.
15. The proposed development would also make an important contribution towards the Woking Core Strategy 2012 requirement to provide at least 4,964 dwellings within the Borough between 2010 and 2027, providing 86no net dwellings and a new care home providing 62no single occupancy units. The provision of specialist care

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accommodation and a building of a high standard of design is considered to go some way in meeting the social objective of Paragraph 8 of the NPPF.

16. It has to be noted that this site forms part of the wider GB7 which, as noted earlier, has already been partly developed for the Hoe Valley School which currently sits to the South of the application site. This leaves the southern section of the site for further mixed-use development in the future which would go some way in further addressing the provisions of the development plan.
17. GB7 calls for an unspecified quantity of recreational/open space to be provided as part of the sites' delivery. A total of 0.77 hectares is proposed as public open space as part of the development which is to include a LEAP to help create and provide a sense of community. As such, it is evident that the proposal would comprise a meaningful and significant contribution to the Council's Housing Land Supply, including affordable provision and therefore, is considered to be sustainable from a social perspective.

Environmental Objective

18. It is acknowledged that the site is open greenfield land and the buffer between Woking Urban Area and Mayford on this side of Egley Road. Whilst the loss of this open space would leave it difficult to provide a commensurate biodiversity level, it is an allocated site where development for residential as well as other uses is anticipated. To mitigate against this loss, and to address the provisions of SA1 and GB7 of the Site Allocations DPD 2021, the allocation of open space including a community green, green corridors and SuDS as well as the enhancement of mature landscaped boundaries is proposed. Off-site biodiversity improvements are also proposed as part of the scheme which can be secured by way of S.106 agreement. This open space area would be central to the development and would provide some ecological value to this part of the site. Planting of new hedgerows and trees throughout the scheme and installing a range of ecological features including bat boxes goes some way in addressing the loss of existing environmental values on site.
19. The applicant also proposes a range of measures which will help with community facilities in the area including playspace, green walks and protection of the mature boundary trees which surround the site and provide a natural concealment. While it is acknowledged that these contributions are required to mitigate the impacts of the development, nonetheless they will result in public benefits.

Summary of Sustainable Development

20. It has to be acknowledged that the introduction of a significant amount of built development as proposed within this site would result in some harm, in terms of the loss of an open greenfield site. Although, as outlined above, the site forms part of GB7 and therefore forms an allocated site for mixed-use development and its development is therefore supported by way of the Development Plan. Submissions have demonstrated that a quality design rational through delivered of a positive site layout and levels of retained and bolstered landscape features surrounding the site and indeed within it. The development would provide a care home, family dwellings and a valuable contribution towards the Council's five-year supply as well as delivering 50% affordable housing (in line with the requirements of the Policy CS12 of the Core Strategy 2012) which is a key benefit alone and also good connectivity and relationship to the existing settlements.

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21. The key issues for consideration are, therefore, not about whether or not the site should be developed for mixed-use (not a closed list but it must include residential including affordable housing and recreational/open space), in accordance with the Development Plan in this respect, but rather whether the requirements of the development management policies of the DPD, Core Strategy and Site Allocations are met by the proposal.

Housing Provision

22. Policy CS1 of the Core Strategy makes provision for 4,964 net additional dwellings within the Borough between 2010 and 2027. This policy goes on to note that “*a Site Allocations Development Plan Document will be prepared to allocate specific deliverable sites for proposed development*”. In October 2021 the Site Allocations DPD was adopted.
23. Policy CS10 re-iterates the housing provision and distribution figures for local centres and Green Belt (Site(s) to be released from 2022) and also provides indicative density ranges for the respective areas.
24. In terms of housing provision, the site forms part of an allocated site (Policy GB7) in the Site Allocations DPD 2021 and the application proposes to provide 86no Class C3 dwellings in the form of detached, semi-detached, terraced and flatted units along with a 62-bed C2 care home. Policy SA1 of the Site Allocations DPD states that sites in the Green Belt allocated for housing will be released for development between 2022 and 2027. As this site has been released from the Green Belt, and result in the delivery of residential development including affordable housing and recreational/open space, it is considered to meet these requirements.
25. It is, therefore, clear that the principle of housing on the site has been established within the Local Development Framework and the timing of the application is reasonable to enable the Council’s housing objectives set out in the Core Strategy to be met. The proposed development is therefore considered to accord with Policy CS10.

Housing Density

26. The NPPF requires planning decisions to promote the effective use of land in meeting the need for homes and other uses whilst safeguarding and improving the environment and ensuring safe and healthy living conditions. Policy CS10 of the Core Strategy 2012 provides indicative density ranges for Green Belt sites to be released. These sites have a density range of 30-50 dwellings per hectare (dph). The policy also notes that density levels will be influenced by design, with the aim to achieve the most efficient use of land and density levels less than 30dph will only be justified where higher densities cannot be integrated into the urban form.
27. Policy GB7 calls for an anticipated residential yield of 118no units which is neither a maximum nor minimum figure. It has to be acknowledged that the application site forms only one part of the site allocated under Policy GB7 with the Hoe Valley School occupying the majority and the southern section covering a broadly similar area to the application site (albeit a large minority of the southern section is protected woodland). As such, it should be taken that the anticipated yield of 118no applies to both the northern and southern sections of site covered by Policy GB7.
28. Hillside to the north of the application site has a relatively low density of approximately 10dph, the area to the north-east of has a density of approximately

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24dph and the area on the eastern side of Egley road has a density of approximately 30dph which, although varied, responds to the site context. In comparison, the proposed development includes a site-wide 20dph but this excludes the proposed care home and allocated recreational/open space. If these areas were to be excluded in the calculation, then the density would amount to 31dph which is in line with the density ranges set out in Policy CS10 and is not unjustifiably above the density ranges of a number of post-war developments in the area.

29. Further to the above, the southern section of GB7 was the subject of an application in 2019 (Ref: PLAN/2019/1177) for 36no dwellings and a health club building. Development of this site was intrinsically linked to that of land south of Kingfield Road and east of Westfield Avenue, Westfield, Woking, GU22 9PF (Ref: PLAN/2019/1176) to provide a new football stadium and 1,048no dwellings within a sustainable location within the built-up Urban Area. This appeal along with the appeal on Westfield Avenue (APP/A3655/W/20/3265969 & APP/A3655/W/20/3265974) were dismissed in December 2021.
30. Whilst the Inspector for the appeal does not directly address the quantum of development in isolation, of particular relevance was that, whilst the appeal was dismissed due to the principal linked appeal failed (APP/A3655/W/20/3265969), the Inspector's concerns did not directly raise issue with the 36no dwellings proposed. It can be taken, therefore, considering the quantum of development proposed as part of PLAN/2019/1177 that the proposed 86no dwellings and care home is not considered an inappropriate quantum of development for the northern section. The proposed number of units for the application site and that proposed under PLAN/2019/1177 would have amounted to 122no units which is broadly in line with the anticipated yield with the addition of the care home and other associated works. Reference to 'mixed-use' in the wording of Policy GB7 is plainly openly worded to allow other uses.
31. Overall, given the requirements of this site to accommodate an anticipated yield of residential units (which includes the southern section of GB7) along with recreational/open space and other 'mixed-uses', it is considered that the density proposed is justified and the proposed development would result in the efficient use of land. It is therefore considered that the requirements of Policy CS10 are met.

Housing Mix – Market Housing

32. Policy CS11 of the Core Strategy requires new development to reflect the latest evidence of need (subject to density and character considerations). The mix of dwelling sizes in Policy CS11 was informed by the 2009 Strategic Housing Market Assessment (SHMA) and the information in the more recently published SHMA 2015 is broadly similar. The table below shows the comparison between the need for different sizes of market homes within the Borough as per the West Surrey SHMA 2015 and the number and percentage of this housing by bedrooms size as proposed in the application.

Unit Size	2015 SHMA split of all dwellings by size	Proposal – Total number of dwellings by size	% of dwellings proposed by size
1-bed	10%	0	0%
2-bed	30%	14	32.6%
3-bed	40%	14	32.6%
4-bed	20%	15	34.9%

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Total	100%	43 Market Homes	100%
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Table 3: Market Housing Mix by Dwelling Size

33. It is acknowledged that the percentages proposed are not exactly the same as the need but Policy CS11 explains that the percentages should depend upon the established character and density of the neighbourhood and the viability of the scheme. Paragraph 5.73 of the Core Strategy explains that lower proportions of smaller units will be acceptable in areas of existing low density where the character of the area will not be compromised. The application site is an allocated site on the urban/rural fringe and is made up of larger units so it is considered that the reduction in the mix of smaller units would not compromise the character of the area in this respect. Policy CS6 is clear that the Green Belt is identified as a direction of growth to meet housing need, in particular, the need for family homes. The release of Green Belt sites for residential development has been justified on both quantitative and qualitative terms, and the Council would expect a high proportion of family-sized homes to be delivered on this site accordingly.
34. It is therefore considered that the proposed market housing mix can be considered acceptable in accordance with Policy CS11 of the Core Strategy.

Housing Mix – Affordable Housing/First Homes

35. Policy GB7 calls for an appropriate level of affordable housing to be provided as part of the development, and Policy CS12 of the Core Strategy states that 50% of the dwellings on Greenfield sites should be affordable housing. Table 37 of the Strategic Housing Market Assessment (SHMA) 2015 demonstrates a need for an additional 437no new affordable homes in the Borough every year. As such, the evidence dictates a substantial need for affordable housing within the Borough.
36. The application proposes 50% affordable housing which meets the requirements of both Policy CS12 of the Core Strategy 2012 as well as one of the criterion of Policy GB7. In the context of the strategic need within the Borough, the proposed level of affordable housing on the site is therefore supported. The Council would expect in the region of 25% of the affordable dwellings as First Homes (a form of intermediate housing), 71% to be social or affordable rented, and the remaining 4% other intermediate housing. In this instance, it is worth noting that the Affordable Housing SPD sets out how, subject to proposed specialist housing provision meeting identified local need, the Council may, in some circumstances, agree a revised affordable housing requirement to reflect the generally higher costs of providing such housing. It is proposed to split this requirement with 30no Affordable/Social Rented Units (70%), 2no intermediate units (5%) and 11no First Homes (25%). Policy CS12 of the Core Strategy was adopted in 2012 and Policy GB7 was adopted towards the end of 2021. Neither of these policies refer to First Homes.
 - First Homes
37. First Homes were introduced as part of a Written Ministerial Statement (WMS) issued on 24 May 2021 and came into effect on 28 June 2021. As confirmed in the PPG, First Homes are the Government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations (in this case 25% of the proposed 43no affordable units). The WMS and the wording of the Site Allocations DPD states (with regard to this site): *"Development of the site will also be required to... Contribute towards affordable housing provision in accordance with Policy CS12: Affordable Housing of the Core Strategy."* Policy CS12 of the Core Strategy was adopted and reviewed

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before the introduction of the national First Homes policy. The transitional arrangements for First Homes set out in PPG do not apply to Policy CS12 therefore. As such, the national requirements for First Homes (with regard to decision-taking) apply across the borough, including this site.

38. The introduction of First Homes means that at least 25% of all affordable housing units should be First Homes. Once a minimum of 25% First Homes has been accounted for, the PPG sets out that social rent should be delivered in the same percentage as set out in the Development Plan and the remainder of the affordable housing tenures (75% of the total affordable units) should be delivered in line with the proportions set out in the SHMA 2015.
39. In respect of First Homes, these are discounted market sale units which Paragraph: 001 Reference ID: 70-001-20210524 of the PPG states:
 - a) Must be discounted by a minimum of 30% against the market value;
 - b) Are sold to a person or persons meeting the First Homes eligibility criteria;
 - c) On their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount and certain other restrictions are passed on at each subsequent title transfer; and
 - d) After the discount has been applied, the first sale must be at a price no higher than £250,000.
40. As part of any Section 106 Agreement, the Local Planning Authority can apply eligibility criteria in addition to the national criteria (Paragraph: 008 Reference ID: 70-008-20210524 of the PPG).
41. The table below shows the comparison between the need for different sizes of affordable homes within the Borough as per the West Surrey SHMA 2015 and the number and percentage of this housing by bedrooms size as proposed in the application.

Unit Size	2015 SHMA split of all dwellings by size	Proposal – Total number of dwellings by size	% of dwellings proposed by size
1-bed (including First Homes)	40%	18	41.9%
2-bed	30%	18	41.9%
3-bed	25%	6	13.9%
4-bed	5%	1	2.3%
Total	100%	43 Affordable Homes	100%

Table 4: Affordable Housing Mix by Dwelling Size (including First Homes)

42. Whilst the overall targets for total affordable housing provision on development schemes in Woking will remain unaffected by First Homes, First Homes will now account for 25% of the affordable housing provision and the proportions of affordable housing tenures will make up the remaining 75% with priority given to the delivery of social/affordable rent or other forms of intermediate housing.

Unit Size	2015 SHMA split of all dwellings by size	Proposal – Total number of dwellings by size	% of dwellings proposed by size
1-bed (excluding First Homes)	40%	7	21.9%

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2-bed	30%	18	56.2%
3-bed	25%	6	18.7%
4-bed	5%	1	3.2%
Total	100%	32 Affordable Homes (excluding First Homes)	100%

Table 5: Affordable Housing Mix by Dwelling Size (excluding First Homes)

43. Policy CS11 seeks to secure an appropriate housing mix to meet the needs of local residents. The Core Strategy identifies a significant need for new affordable family (2-bedrooms +) homes and the Council's Housing Register indicates that the demand is highest for small-sized affordable units including a strong need/ demand for 1- and 2-bedroom units across the Borough which is further evidenced in the 2015 SHMA. The proposal would deliver over 83% of the total affordable units as 1- and 2-bedroom units. Whilst the inclusion of First Homes has somewhat skewed the affordable housing mix from the figures identified in the SHMA 2015, the Council's Housing Team have commented on the scheme and makes comment with regards to the housing register figure in the Borough and notes that the proposed number of affordable dwellings by size are appropriate taking into account the provision for First Homes. This is broadly in line with the required tenure mix. The Council's Housing Team raise no objection to the proposed mix.
44. The majority of proposed affordable units across the site would be 1- and 2-bedroom units (approx.78% (including First Homes)) which would attract an affordable rent of no more than 80% of market rent (including service charges where applicable). As part of the proposal, 8no of the affordable units would be 3 or more bedrooms (Plots 13 and 14 and 64-69). The Council's Supplementary Planning Document 'Affordable Housing Delivery' 2014 calls for the Council *"to ensure that Affordable Rent levels in Woking remain affordable. It will therefore expect housing providers to avoid setting rent levels that risk households being unable to afford to rent. To help to achieve this, the Council recommends that rent levels for properties of 3 or more bedrooms are no higher than 60% of the equivalent market rent level"*. It is, therefore, expected that the proposed affordable units at the plots listed above have restricted Affordable Rent of around 60% of market rent in line with the Council's Tenancy Policy and Affordable Housing SPD. This can be secured through the Section 106 Legal Agreement.
45. In terms of the location of the affordable units within the development, they are largely located within the proposed apartment blocks with the affordable semi-detached and terraced dwellings distributed along the southern side of the entrance trunk road and to the north-west of the proposed community green. This is considered good practice in that they are distributed amongst the market dwellings even within this low-density layout. In light of the above, it is considered that the proposed location of the affordable units would be optimal regarding the proposed mix of 1- and 2- bedroom apartments, much of which are First Homes, with the terraced and semi-detached units having their own individual amenity space contributing to the integration of tenures which ensures the best method of ensuring mixed communities.
 - Conclusion on Housing Mix
46. Mindful of the above considerations relating to housing mix by dwelling size, it is considered that the proposed development would, overall, provide an acceptable mix of units by size and would also deliver a policy compliant number of affordable dwellings including First Home provision of 25%. In addition, the proposed housing

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mix has also been guided by the scale and density parameters for the different character areas across the proposal site and overall, the proposal is considered to comply with the requirements of Policy CS11 of the Core Strategy.

Specialist Accommodation

47. The proposed development includes a 62-bed care home in the north-eastern corner of the site (C2 Use Class) which is to offer full time care to those who need it. This specialist accommodation is supported by Policy CS13 of the Core Strategy which seeks new specialist accommodation in suitable locations. The proposed accommodation should be of high-quality design and include generous space standards and generous amenity space to serve the proposed building.
48. Section 4.4 of the submitted 'Planning need assessment: Elderly care home' states that *"the proposed care home will be capable of providing care for residents of all dependency levels, including those who require residential or dementia care within a specialist unit specifically designed to cater to higher dependency needs. It will also be flexible in terms of layout, to enable the provision of areas where residents can be isolated, should this be necessary."*
49. The National Planning Practice Guidance states that:

"It is for a local planning authority to consider into which use class a particular development may fall. When determining whether a development for specialist housing for older people falls within C2 (Residential Institutions) or C3 (Dwellinghouse) of the Use Classes Order, consideration could, for example, be given to the level of care and scale of communal facilities provided" (Paragraph: 014 Reference ID: 63-014-20190626 Revision date: 26 June 2019)
50. Use Class C2 (residential institutions) is defined by the Use Classes Order (1987) (as amended) as *"Use for the provision of residential accommodation and care to people in need of care (other than a use within class C3 (dwelling houses)). Use as a hospital or nursing home. Use as a residential school, college or training centre"*.
51. It is noted that Article 2 of the Order defines 'care' as *"personal care for people in need of such care by reason of old age, disablement, past or present dependence on alcohol or drugs or past or present mental disorder..."*. It is accepted that the proposal would involve the provision of care as so defined to persons in need of such care.
52. The development is, therefore, considered to be acceptable in principle subject to detailed considerations.
53. Policy CS13, relating to older people's housing, *"supports the development of specialist accommodation for older people and vulnerable groups in suitable locations. The level of need will be that reflected in the latest Strategic Housing Market Assessment. This will include the provision of new schemes and remodelling of older, poorer quality sheltered housing which is no longer fit for purpose"*. These detailed matters will be assessed as part of this report.
54. The level of need, therefore, will be that reflected in the latest SHMA. The latest Strategic Housing Market Assessment (SHMA), which is from 2015 has identified a need for 918no specialist homes for older persons from 2013-2033. Whilst the Council has allocated one site (Broadoaks) in the Site Allocations DPD to help fulfil this objective, currently, the Council's main approach is to meet need through in-

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principle support of schemes such as this as and when they come forward in suitable locations.

55. From 2013- December 2022, 141no units for older people were completed, including both C3 and C2 units. A further 566no have outstanding planning permission (completions expected by 2027), which would give 707no units in total. It is worth noting that the first two years the period (i.e, 2013-15) saw only 25no older people's housing units granted planning permission in total, while the years since have seen an average of 80 units granted permission per year. If the latter rate continues up until 2033, 1440no units would be granted permission in total over the period. This demonstrates a healthy supply of specialist accommodation.
56. The application is supported by a 'Planning Need Assessment – Elderly Care Home' (PNA), undertaken by Carterwood June 2022. This concluded there would be a total market shortfall of 548 and 231 en-suite wet room bedrooms and shortfalls of 271no and 189no dedicated dementia en-suite wet room beds in the market and local authority catchments, respectively by 2025. It is considered appropriate that the applicant considers care needs in the medium to long term, simply because of the lead-in time to delivering a new purpose-built care home. The earliest the scheme could be operational would be 2025.
57. The building would be wheelchair accessible, and a lift is proposed to serve all floors with communal facilities with all corridors, communal areas and living accommodation fully wheelchair accessible and therefore, by necessity larger, in order to meet with wheelchair rather than mobility standard. In this regard local and national planning policies positively support the provision of additional development on this site which contributes to the increased provision of specialist housing in the Borough.
58. It is, therefore, considered that the proposed specialist accommodation (C2 use class) can be considered acceptable and in accordance with Policy CS13 of the Core Strategy 2012 as well as Policy GB7 of the Site Allocations DPD 2021.

Character

59. Paragraph 124 of the NPPF sets out that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve, and that good design is a key aspect of sustainable development. Paragraph 127 of the NPPF sets out that planning decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, including the surrounding built environment and landscape setting. They should achieve this whilst not preventing or discouraging appropriate innovation or change (such as increased densities), establish or maintain a strong sense of place, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks and create places that are safe, inclusive and accessible. The National Design Guide (NDG) is also a material consideration in planning decisions.
60. Policy CS21 of the Core Strategy states that proposals for new development should create buildings and places that are attractive with their own distinct identity, respect and make a positive contribution to the street scene and the character of the area in which they are situated. It ensures this by calling for developments to pay due regard to the scale, height, proportions, building lines, layout, materials and other

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characteristics of adjoining buildings and land, ensuring schemes provide appropriate levels of private and public amenity space and incorporate provision for the storage of waste and recyclable materials. The Council's Supplementary Planning Document 'Design' 2015 provides more detailed guidance as to how Policy CS21 could be applied.

61. Policy GB7 of the Site Allocations DPD 2021 calls for the development of the site to *"Be of a high design quality and visually attractive as a result of good architecture, and with development footprints, scale and densities that maximise the use of the site whilst reflecting the grain of nearby development in a way that is sympathetic to local character"*. Identified as part of a site which previously served as the 'break' between the urban area of Woking and Mayford Village, Policy GB7 also requires the development of both the southern and northern sections of the site to take into account the desirability of maintaining a sense of visual separation between these two areas.

- Landscape and Visual Impact: Visual Separation

62. As the application site is currently an agricultural field defined by established mature trees and hedgerows around the perimeter, it is fully acknowledged that the provision of 86no dwellings, a care home and subsidiary works will materially alter the character and appearance of the area. It has to be borne in mind, however, that the site is allocated for mixed-use including housing as part of the adopted 'Site Allocations DPD' 2021 so a significant change in the character of this site is to be expected. To manage this impact, however, the layout and design of the scheme must be of high quality, creating a development which will contribute to the existing built form in a positive manner.
63. Policy CS24 of the Woking Core Strategy 2012 calls for all development proposals to provide a positive benefit in terms of landscape and townscape character, and local distinctiveness and will have regard to landscape character areas:

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

- Conserve, and where possible enhance existing character, especially key landscapes such as heathlands, escarpments and the canal/river network and settlement characteristics; maintain locally valued features, and enhance or restore deteriorating features.*
- Respect the setting of, and relationship between, settlements and individual buildings in the landscape"*

64. The NPPF goes some way in supporting this at Paragraph 130 where it calls for policies and decisions to ensure that developments:

"c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks"

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65. As per the Report on the Examination of the Site Allocations Development Plan Document in July 2019 (PINS/A3655/429/10), the site, subject to this application, falls within the Woking - Mayford Gap and was scrutinised as part of the examination. The Inspector made a number of modifications to the DPD presented which includes the modification of Policy GB7.
66. The Green Belt Review (GBR) 2014 was carried out prior to the development of the Hoe Valley School in the centre of the site and recognised a significant component of the site at Para 4.3.14;

“One of the sites in parcel 20 was considered to be suitable for the delivery of a secondary school. Parcel 20 is a sensitive location for delivery of development in Green Belt terms, and there is a risk that the integrity of the gap between Woking and Mayford will be compromised. This is particularly the case in relation to development at site WGB020a, which bridges the gap between the main urban area of Woking, and Mayford along the A320 Egley Road. It is considered that built development can be accommodated on this site, provided that this is located to the north, adjacent to the main urban area of Woking, leaving a wide landscaped verge along Egley Road, and retaining open fields to the south, closer to Mayford. Locating a school here is considered to be an efficient way to achieve these aims. School buildings and an element of housing development could be located on the northern part of the site, allowing the southern part to be used as school playing fields, thus maintaining their openness.”

67. Since the publication of the GBR, the Hoe Valley School has been developed towards the central/southern part of the GB7 site. It was, therefore, sought to designate the northern part of this site (the current application site) as an ‘area of local separation’ and not for development. The Inspector did not agree with this restriction and implemented modifications which removed the area of local separation designation. In doing so, the Inspector deemed it necessary to ensure that any proposals to develop the GB7 site take into account and maintain the importance of the visual separation between Woking and Mayford and would have to have particular regard to the topography of the site, incorporate new or improved open space and appropriate landscaping. Policy GB7 of the adopted Site Allocations DPD, therefore, calls for development of the site (be it either the remaining northern or southern part) and the need to take into account the desirability of maintaining ‘a sense of visual separation between Mayford and the rest of the urban area’.
68. Para 9.45 of Policy GB7 notes that *“the integrity of both the ‘Escarpment and Rising Ground of Landscape Importance’ and the sense of separation between the two settlements should be retained whilst accommodating development to assist in meeting identified needs.”* It is clear that the site, as an open space, does form a discernible gap between the groups of buildings along Egley Road. As such, this gap may help some people segregate Mayford from Woking and is considered to play an important role in providing physical and visual separation between these two urban areas, therefore retaining their distinct characteristics and settings. It is considered that this route is a key vehicular route between the settlements of Mayford/Guildford and Woking from which the organic gap is experienced and previously protected by way of Green Belt designation. Whilst the development would be screened by existing band of trees and proposed landscaping to the site and the mitigation area, there would still be glimpses of built form particularly in the winter months given the deciduous nature of the trees.
69. The introduction of up to 86no dwellings and a care home to the site would represent a substantial character change, mostly associated with the resulting presence of

buildings and the wider urbanisation of the site, including the provision of a vehicular access onto Egley Road. At 20 dwellings per hectare (site wide), it is accepted that the proposal does not represent a particularly dense form of development. A character change is also an expected consequence of most greenfield development and a reduction in the physical separation between the urban area of Woking and Mayford Village is also to be expected. The physical separation, however, is not subject to any protection in the adopted development plan. The Site Allocations DPD 2021 calls for *“the desirability of maintaining a sense of visual separation”*. The policy goes on to note that the extent of which this is achieved will be assessed through the development management process. When travelling along Egley Road, the development of the application site would give the perception that it is an extended urban area and that the separation between the two settlements had accordingly been reduced. To the traveller along this route, glimpses of the development would become apparent. This is due to the fact that the section of Egley Road screening the site consists of deciduous trees which, whilst lush and verdant during the spring and summer months, become less so during the autumn and winter months. Similarly glimpses from surrounding properties and fleeting views from the passing trains along the western boundaries will be obtainable although largely skewed or obscured.

70. Policy GB7 requires the following:
- *Part xiii (a) states that trees and groups of trees of amenity and/or environmental value, should be retained and where possible strengthened.*
 - *Part xiii (b) of the policy states that valuable landscape features, including the ‘Escarpment and Rising Ground Landscape Importance’ need to be identified and their integrity preserved.*
 - *Part xiii (c) requires that the design and layout sensitively handles site topography and incorporates new or improved open space for leisure and recreation, green infrastructure and appropriate landscaping which i. maintains the sense of visual separation between Mayford and the rest of the urban area, including through a wide landscape frontage along Egley Road and any other measures necessary to achieve this; and ii. effectively buffers the development from Egley Road, the railway lines, and from existing residential areas to the north and south of the site”*
71. As part of the application, it is proposed to preserve the 'buffer' along the eastern side of the application site between Egley Road and the boundary. The Landscape and Visual Appraisal carried out by Define June 2022 and submitted in support of this application identified a number of key characteristics of the site and surrounding area and ways in which to protect and enhance these in line with the requirements of Policy GB7. The retention of the existing band of trees along this eastern boundary coupled with the enhancement through additional planting together with the setback of the dwellings along the south-eastern edge of the application site, would provide an approximate 45 to 65 metre wide 'green' gap between the front elevations of the dwellings along the eastern and south-eastern boundary and the highway. A significant verge measuring 40-45 metres as well as a designated open SuDS area designed as a rain meadow assists in achieving a 'separation between the dwellings in this corner of the development and eastern extent of the protected band of trees on this boundary. Retention of the existing vegetation, or planting replacements, would also provide the 'soft edge'. Officers consider that the extent and function of the green buffer would not be materially affected even if a footpath is constructed along the south-eastern side of Egley Road.
72. As noted above, the central/southern section of the site has been developed with the Hoe Valley School occupying a significant portion. The playing fields associated with this development would form along the southern boundary of the application site and

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by their very nature are relatively open and devoid of built development (buildings). Whilst this does not represent an absence of development with fencing enclosing some of the playing fields, they do offer visual relief between the school and leisure centre and the northern section of this site. When taking into account with the development of the application site, it could be argued that this space in itself offers a sense of visual separation between sites. This was the view expressed in the GBR as set out in Paragraph 65 above.

73. Although, as a matter of fact, the physical separation would be reduced, it is considered that these arrangements coupled with the fact that the playing fields associated with the Hoe Valley School are sited towards the northern end of the school site offering some visual relief. Holistically these would strike a reasonable balance between preventing the perceived coalescence of Mayford and Woking, whilst still allowing the site to be developed to meet the allocation requirements of the Development Plan and Policy GB7.

- Landscape and Visual Impact: Escarpment

74. The application site is included within the Core Strategy designation of 'escarpment and rising ground of landscape importance' of Hook Heath. Policy CS24 of the Woking Core Strategy relates to Woking's landscape and townscape and states that all development proposals are required to provide a positive benefit in terms of landscape and townscape character and local distinctiveness and have regard to landscape character areas. Development is also expected to conserve and where possible enhance existing character especially key landscapes such as escarpments. The reasoned justification for this policy also states that *"development will not normally be permitted on the slopes of the escarpments, or which would result in a significant reduction in the amount of tree cover"*.
75. A Landscape Visual Assessment (LVA) has been submitted in support of the application and identifies the key characteristics of the site which include the mature trees and resultant wooded character as valued landscape elements. Much of these trees are protected by way of TPO with much of the surrounding area characterised by several urbanising features such as the properties on Hillside, the railway and indeed the Hoe Valley School. The LVA finds that being on the lower slopes, the escarpment is not readily perceptible, but the elevation change contributes to the local landscape character. As such, the escarpment landscape is designated at the local level and judged to have a Medium-High value. It is further judged that the landscape elements of the local area, being relatively urban, are such that built form can be accommodated, and it is judged to have a Medium-Low susceptibility. Combining the value and susceptibility of this receptor, the sensitivity is considered to be 'Medium'.
76. The LVA goes on to establish that the extent of existing visibility of the site, identifying a visual envelope and key viewpoint locations with the potential of distance, glimpsed and partial views to be experienced. Given the surrounding context of the urbanising features listed above, it is considered that the addition of such views would not notably alter the visual context. A number of visual receptors are identified; residents/users of Hillside, residents/users of Almond Avenue, motorists, pedestrians and cyclists on Egley Road, users of open space and paths to the East, people travelling by train past the site and users of Hook Hill Lane. It is reasonable to conclude that the site is visible from a number of close and mid-range positions. Overall, however, it is noted that in these close range and mid-range views, the site can be perceived in the context of the urban development in the vicinity that surrounds it.

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77. Given the low-level nature of the escarpment, views from and of the escarpment are relatively shallow. It is difficult to appreciate it in its entirety from mid-longer-range views given the substantial mature vegetated boundaries which enclose the site. Notwithstanding this, although the site is clearly seen as an element of green pastoral land, it is a small part of a much wider panorama that includes areas of built-up development. The summary table of the landscape effect of the development finds that the effects would be neutral. This is primarily down to the topography of the site and how it forms part of the lower slopes of the escarpment. The screening proposed to be retained and enhanced coupled with the changing topography and aspiration to reflect this in the proposed development has remained a driver of the design. Changes in the elevational levels within the site is reflected in design elements such as the central green where this change in elevation is highlighted.
78. In terms of visual effects, submitted plans shows the upper part of the site would host two storey dwellings with the larger apartment buildings sited towards the north-western sides which experience less of an elevational change from Egley Road. The rationale is that the north-eastern part of the site is more sensitive to development than the lower portion given the rise in ground level. According, the dense belt of trees along the eastern, southern and western boundaries would be retained and indeed supplemented with additional planting to further conceal the development with additional planting along the northern edge. Tree planting throughout the site would also contribute to a sense of separation between parts of the site, the purpose of which would be to screen and soften the residential development.
79. Notwithstanding the additional planting, the visual effects on the receptors are deemed to be minor as a result of the development of the site. The LVA find that short-range visual effects on the residents/users of Hillside would be moderate (adverse), residents/users of Almond Avenue minor (adverse), motorists, pedestrians and cyclists on Egley Road would be moderate-minor (adverse), users of open space and prows to the East (negligible), people travelling by train past the site would be minor (adverse) and users of Hook Hill Lane would be minor (low).
80. Whilst a number of the viewpoints would experience minor-moderate impact, the site is identified as a site for development per GB7 and this policy recognises the need to preserve the integrity of valuable landscape features such as the escarpment and rising grounds of landscape importance. Mitigation measures to address this during the construction phase would include site hoarding to reduce views of the site, tree protection for trees to be retained and soil management to minimise damage to soils and their structure. During the operational phase the 'designed-in' mitigation includes areas of tree enhancement along the boundaries, hedgerow and shrub planting, use of mounding to areas including the central green and appropriate use of material on the proposed buildings. This proposed mitigation would reduce the significance of the identified visual effects from many of the viewpoints.
81. It is difficult to differentiate between the impact on the landscape and the visual impact on the development given their inherent link. It is clear, however, that the development would result in a permanent change to the site, and thus in the views towards it, with the site changing from an area of open land to a contained development, including the addition of built form where currently none exists. It is inevitable that when built development is proposed on land which is currently open and largely free from built structure, it will significantly change the character and views of that land. Although tree planting and landscaping is proposed, the existing open field would be lost.

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82. Conversely, the site is surrounded on three sides by residential development, educational/sports facility and a train track. Even the fourth side includes an arterial routeway, the A320 with residential properties on the adjacent side. In most of the closer and mid-range views, the site is very much perceived in the context of built development that surrounds it. It is considered that the sense of consolidated and urbanised development around the application site has increased in recent years, with the development of Hoe Valley School and a likely commensurately greater impact. These changes mean that any new development on the mid and lower slopes of the site would be more easily assimilated. The adverse effects of the development would be seen within the context of the existing residential and education/sports developments that now surrounds the site. These factors would help diminish the overall impact of any development and the general scale, form and density of the development would not appear discordant in the immediate context of the adjacent Hoe Valley School/Woking Sportsbox and properties on Hillside. In addition, the site layout would retain the vast majority of the existing vegetated boundaries and would enhance them on all sides, assisting in integrating the development into the wider landscape and limiting visual impact. The visual effects of the proposed development would reduce over time with the mitigation and as these trees mature.

- Design and Layout

83. Paragraph 126 of the NPPF states that *“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”*. Policy CS21 of the Core Strategy states that new development should respect and make a positive contribution to the street scene and the character of the area within which it is located with Policy CS24 noting that all development proposals are required to provide a positive benefit in terms of landscape and townscape character and local distinctiveness. Policy DM17 of the Development Management Policies DPD 2016 states that development should create or contribute to a safe, attractive, high quality, inclusive and legible public realm which positively contributes to local character and encourages social interaction. The Woking Character Study and the SPD ‘Design’ 2015 also provide design considerations.
84. The scheme proposes a landscape-led layout and this, along with the appearance of the proposal, follows extensive pre-application advice and a number of design reviews. This includes discussions around how the proposed layout could cater for the typography of the site and how the quantum of development could be accommodated successfully on site amongst other elements. It is acknowledged that given the allocation and proposed development of the site, a change in the character of this area is inevitable and expected. To manage the impact, however, the layout and design of the scheme must be of high quality, creating a development which will contribute to the area in a positive manner.
85. Historically the site served as a nursery which itself served to influence the character of the scheme as well as use of some of the areas within the proposed development. The overall layout for the proposed development has been informed by a tree survey on the site and its immediate surroundings. The trees located within the site are covered by an area TPO with the existing trees playing an important role in the design rationale in ensuring that the proposal can be achieved whilst still retaining a key natural feature of the site. This is evidenced by way of the preservation of the vast majority of trees, particularly around the boundaries and the incorporation of planting throughout the scheme to correlate with this underlying character as well as provided mitigation measures against spread of hard landscaping.

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86. An existing section of trees including Oak, Willow and Hazel Trees along Egley Road are required to be removed to facilitate the new vehicular entrance as well as the pedestrian and cycle path towards the south-eastern corner. To address the loss of these trees, as well as addressing the requirements of GB7 in maintaining a sense of visual separation, additional planting of new hedgerows and trees along this boundary would bolster this vegetated band and close off the existing site access which is via shared entrance with the school to the south-east. It is acknowledged that the proposed dwellings would become more prominent in views from Egley Road given this vehicular gap, but it is considered that over time the planting would assist in providing a screen which would further contribute to the mildly verdant character.
87. As outlined in the sections above, the design rational for the site has been carefully considered to reflect the spatial context of the site, its landscape character as well as the wider character and typology of the area. This has resulted in a scheme containing various character areas to enable a targeted response to the requirements of the development plan. A new public open space has been located at the centre of the site allowing for easy access to future residents of the site. It has been designed as a focal point marking the space as one of the key communal nodes and linked to the pedestrian walk and play areas throughout the site. The central green will also include a dedicated Local Equipped Area for Play (LEAP) with the SuDS feature along the south-western corner providing a functionally designed shallow rain meadow. A series of additional walk and play areas are located along the southern and south-eastern boundaries which feed into the provision of maintaining a good separation between Egley Road, the southern boundary and development within the site.
88. The vehicular access point onto Egley Road would be via priority junction. The creation of an additional cycle and pedestrian access point also provides a link to the existing site and will help to improve the sense of place for the new proposal providing links to the adjacent school and leisure facilities. Key landscape spaces form the basis of the wider development including the rain meadows, community green and green perimeter walk and play routes along the south-eastern and southern edges. These provides a valuable amenity for future residents of the scheme, helps to soften the edges of the development and assists in preserving a sense of visual separation between Mayford and Woking as sought by Policy GB7.
89. Policy CS17 of the Core Strategy requires all residential development to contribute towards the provision of open space and green infrastructure including children's play area and outdoor recreational facilities for teenagers and outdoor sports facilities. The proposed development includes a LEAP within the central green. All the development would be within walking distances for play provision on this section of the site as its acts as a focal point within the site with pedestrian links.
90. The proposed layout sees a central road branch-off providing access to enclosed 'mews' at points which help dilute the linearity of the streets and set the residential components outs in 'block-like' network. At the apex of this entrance route, the central green provides an attractive focal point in the middle of the development. The area immediate to the entrance is spacious with the rain meadow SuDS to the South and retained trees to the North and with large verges helping to minimise an urbanising effect. Dwellings on the southern side and the care home on the northern side flank the main street but maintain a residential scale of two storeys with the care home acting as a 'civic' building within the street-scene assisted by central courtyard opening out onto this street. Soft verges and planting along both sides assist in

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mitigating potential harshness associated with the on-street parking and boundaries around the care home deemed necessary.

91. All of the dwellings are set back from the spine road, which allows most of the plots to have elements of front lawns, some of which act as a defensive barrier from the highways be it pedestrian or vehicular. A number of new street trees would also be planted along the parking bays allowing for breaks in an otherwise lengthy expanse of hardstanding. Dwellings would have generous breaks or good gaps between them and as such, the proposal would provide an attractive frontage to the spine road as well as the other secondary routes. Given the layout of dwellings, it became inevitable, in some instances, to retain frontages onto each of these routes, in particular the pedestrian route along the southern boundary. Dwellings at Plots 38, 75, 79 and 84 are unique in that they include a side elevation fronting onto this pedestrian link. It has been proposed to finish these side elevations with brick detailing and additional fenestration to help integrate these elevations and mitigate inert built elements on an active route.
92. Set along the northern, southern and western boundaries, the proposed houses and apartment buildings are arranged along the vehicular routes looping around the site and provides access to all parts of the development. The dwelling types include terraces, semi-detached and detached houses at two storeys in height with the apartment buildings set at three storeys in height. The Design and Access Statement notes that the use of smaller 'block' parcels enables the creation of perimeter development, where the homes along these boundaries front out onto the highway or pedestrian routeway with regards to the southern boundary creating visual interest and variation. The row of dwellings along the southern boundary will face the semi-natural play and SuDS areas along this side, thus providing the rear facing rooms and private gardens away from the neighbouring sports pitches and maximum protection from associated noises. The rows of dwellings and apartments located along the northern and western boundaries will face the spine road and 'mews', providing natural surveillance.
93. In terms of the dwellings themselves, the elevations proposed are appropriately articulated and relate well to their street positioning. Following submission of amended plans, the design of the dwellings has been altered meaningfully with elements such as rendered gables and brick detailing offering articulation on dwellings which adopt typical proportions. These design features allow the buildings to work well within the street frontages and include several different house types with largely similar forms but varying intricacies. The proportions vary to respond to the house type characteristics and the individual character areas which is considered an appropriate design solution whilst adopting traditional materials such as red brick, render and clay and tiled roofs. Conditions will be imposed to ensure particular features of the buildings are appropriate, again to ensure the quality of the scheme is realised. This includes but not limited to materials, depth of window recess and brick detailing.
94. Concern has been raised with regards to the design of the scheme and in particular the proposed three storey apartment blocks. Policy CS21 requires new development to pay due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land; to achieve a satisfactory relationship to adjoining properties. This policy calls for Local Planning Authorities to take account of the *"the desirability of new development making a positive contribution to local character and distinctiveness"*. The surrounding residential areas can be congregated in four distinct areas of Hillside, Allen House Park of Hook Heath Road and properties between Hawthorn Road and the eastern side of Egley Road.

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These areas are largely residential in character with a mix of Arcadian and post-war single storey and two storey detached, semi-detached and terraced dwellings evident. It is acknowledged that there is an absence of three storey apartment blocks, but it is also noted that a number of the two storey properties in this area make use of the roof space and include accommodation across three floors served by roof dormers.

95. The 3no proposed apartment buildings would be three storeys high at a maximum height of 13-14 metres. Whilst this would be taller than the surrounding built form, given their positioning towards the south-western corner and just off the central green, this height is considered to be acceptable and somewhat alleviated, in terms of its overall impact, given the positioning so close to the vegetated boundaries. Whilst it is noted that each block would adopt a significant bulk, when compared to the two storey dwellings, use of gables of varying heights and widths, recessed balconies and generous amounts of fenestration offer interest to the elevations and break up the potentially monotonous or lengthy elevations. These design features ensure that they would not be unacceptably bulky or out of character with the wider area given that the proposed development would create a self-contained estate which would be clearly separate from nearby existing residential properties. Overall, the design of the proposed blocks would consist of a high level of detailing with well-balanced proportions throughout.
96. Furthermore, the NPPF calls for an efficient use of land at Paragraph 124 with Policy GB7 of the Site Allocations DPD 2021 calling for a density *“that maximises the use of the site whilst reflecting the grain of nearby developments in a way that is sympathetic to local character”*. In order to meet the anticipated yield of 118no residential dwellings, whilst respecting the grain of nearby developments, it is considered that the inclusion of apartments is necessary in achieving this. Whilst the apartment buildings are atypical in that they stand at three storeys, by combination of their positioning towards the south-western corner of the site, design which adopts a built forms that help break up the massing along with a maximum height of 13-14 metres combine to help lessen the visual prominence of these buildings. Nestled amongst the more domestically scaled detached and terraced dwellings, these building would not contribute to a detrimental impact on the wider area given concealed individual nature of the development.
97. The Police Designing Out Crime Officer has been consulted on this scheme and comments that there is insufficient information contained in the application to allow for full security assessment of the development. It is, however, recommended that to reduce the opportunity for crime and in the interest of safer communities, that a planning condition is attached. It is recommended that this condition seeks:
 - That the applicant applies for and achieves the Secured by Design Gold Award.
 - That the parking area to achieves ‘Park Mark’ Accreditation.
 - That the Public Realm areas are developed in consultation with the Surrey Police Design Out Crime Officers and the Counter Terrorism Security Advisor.
98. A suitably worded condition (Condition 14) can be attached to ensure the development achieves the required crime prevention elements and in the interests of the safety and amenities of occupants of the development and neighbouring properties.

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- Design and Layout (Care Home)

99. To the north, properties within Hillside vary between dormer bungalows and two storey dwellings. Positioned on elevated land, compared to that of the application site, these properties overlook the site with Nos. 2, 4 and 6 located opposite the north-eastern corner of the site proposed to accommodate the care home. These dwellings adopt a mixed yet traditional design and are set on largely rectangular plots with vegetation within the rear amenity space and along the rear boundary. As part of the development, it is proposed to erect a two-storey care home in this north-eastern corner. This part of the site would appear to be partly segregated from the residential element of the site given the proposed 1.8-metre-high railings which surround this portion of the site along the southern, eastern and western boundaries and the vegetation along the northern end. Whilst appearing to detach this element from the wider site, it is understood that such enclosure is necessary for the proposed use of the care home for safety. Nevertheless, such boundary treatments will result in a detached character.
100. The site will occupy the north-eastern corner and is to include dedicated parking towards the north of the proposed building and amenity space to serve the facility proposed within the wooded area to the north of the car park. A courtyard along the southern section which is flanked by the two arms of the building would also serve as amenity provision to the care facility. Location of the courtyard towards the southern section of this site is deliberate to allow for a sense of connection between the care home and the wider site acting as a focal/arrival point to the building. This is partially undermined by the railings but given the diaphanous nature of railings a connection can still be maintained. Vegetation in the way of trees are proposed around the eastern, western and southern boundaries which tie in with the heavily vegetated character evident on the existing northern and eastern boundaries and additionally provide a softening concealment to the massing of the building. Additional planting is also proposed towards the northern end of this site which goes some way in reducing the impact of the removal of several trees in this section. Planting in this section also serves to help reduce the overall impact of the level of hardstanding needed for parking associated with the care home as well as supplementing the proposed woodland walk for use by the residents of the facility.
101. In terms of design, the underlying vernacular has been adopted as part of the proposal which would adopt a 'U-shaped' layout with the two arms stemming down along the eastern and western elevations. Stretching for a maximum depth of approximately 43 metres and a maximum width of approximately 55 metres, the building does form a substantial structure. The proposal's principal southern and western elevations along the trunk road are broken up by way of projections, gable ends and bookending balconies which serve the lounges at first floor level and offer articulation and interest reflecting aspects of Surrey style. The proposal would stand at 2 storeys in height, with facilities for the care home located within the roof space and served by roof lights in the crown pitched roof which hides and softens the extent of flat roof proposed. This gabled corner element would be accentuated with the inverted balconies offering a symmetrical appearance on the southern elevation which hosts the central courtyard and portico. The proposed western elevation also adopts a symmetrical balance with a central rendered flat roofed portico and two single flanking gables offering articulation along this elevation. The overall appearance and scale of the building would give its civic status in the street scene.
102. Similarly, the northern and eastern elevations would adopt elevational variations in the form of varying height gables and use of rendered material which offers interest to the extensive elevation and marking the main entrance for vehicular users on the

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northern elevation. The proposed eastern elevation, which spans a length of approximately 43 metres, would be set off the boundary by approximately 9 metres and 11.5 metres to the proposed pedestrian link between the heavy band of protected trees forming the wider sites boundary. Whilst this elevation may not give an impression of spaciousness, it has to be borne in mind that the development should be seen in the round, considering the massing and setting of the building in the whole plot, this elevation would not be so cramped and imperious as to indicate unacceptable design.

103. In discussions and developing the design, particular attention has been paid to and amendments carried out to the overall layout of the building and its connection with the wider site. The proposal would provide a courtyard, communal gardens spanning approximately 1,650 sq.m and retention or creation of defensible landscape buffers along each of the boundaries. The application has been submitted with hard landscape and soft landscaping information in order to enhance and soften the appearance of the development. The set-back of the building from the southern and western boundaries and location of parking towards the 'rear' or northern end would allow for landscaping to the front including trees, which would soften the interface between the proposed development and entrance truck road. This factor also has to be considered in line with the building itself and the overall contribution the development makes to the wider character.
104. The result would be a contemporary style building with elements of symmetry and articulation on the principal elevations, through the provision of projecting gables, bays and balconies. Revisions to the design allow for active frontages onto the main trunk road and communal green within the wider site whilst providing a pleasing and sheltered central courtyard for use by potential occupiers of the facility. Series of gabled ended bays break up the massing of the building into smaller more distinct residential forms and materials such as red brick and render assist in connecting the building with the proposed dwellings in the wider site. The proposed crown pitched roof and generous fenestration openings also assist in establishing a domestic form of the building whilst concealing the extent of flat roof from the public domain. Through amendments and evolution of the scheme, following Design Review Panel meetings and discussions between agents and the LPA, it is considered that the current proposed care home building, coupled with the wider site improvement, including landscaping, would amount to a high standard of design and successful integration into the street scene and would contribute positively to the character of the site.

- Scale, Massing and Materials

105. In terms of scale and massing, the development will consist of two-storey dwelling houses (detached, semi-detached and terraced) of varying designs, and three-storey apartment blocks, all set within a landscaped setting. A traditional design is proposed which references Arts and Crafts detailing with pitched roofs with gabled features on larger buildings.
106. External materials are to reflect those seen locally, with soft red facing bricks with tonal variations and roofs finished in red or grey roof tiles. A condition securing appropriate mix of materials can be attached to ensure a high-quality finish to the buildings.
107. The scheme demonstrates that the site can accommodate the quantum of developments in a mid-to-low density. It is considered that the proposal would not be seen or perceived to be overwhelming and would not undermine the form of the

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settlement or Woking to which is closely relates. It is considered that the height, mass and proposed materials of the buildings have been carefully considered taking into account their location and the prevailing character of the area and makes the best use of this allocated housing site in accordance with the National Planning Policy Framework, whilst respecting the surrounding context and the development accords with adopted policies in this regard.

- Recreational and Open Space

108. Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Policy CS17 sets out the requirements for open space, green infrastructure and sport and recreation (formal and informal). Policy GB7 applies to the entire site including the southern undeveloped section and school to the south of the application site. It calls for *“a mixed use development to include residential including affordable housing and recreational/open space between 2022 and 2027”*. It is acknowledged that the school site provides provision of recreational grounds in the form of playing fields to the immediate south of the application site as well as the running track but it is also acknowledged that the current application proposes a range of open spaces including gardens, amenity green space and natural and semi-natural green space. These spaces are identified on the ‘Open Space Typologies’ Drawing No. DE429-12C and at Section 5.2 of the Design and Access Statement. The quantities of these different types of open public spaces are set out in the table below:

Open Space Typology	Required Quantities (Hectares per 1000 population) based on Policy CS17	Site Requirements based on 86 Units or 211 people (hectares)	Provision within Masterplan
Fields in Trust (FiT) guidance for quantities of informal POS			
Parks and gardens	0.8	0.17	0.17
Amenity Green Space	0.6	0.12	0.14
Natural & Semi-Natural Green Space	1.8	0.37	0.40
FiT guidance for quantities of Formal POS			
Equipped/Designated Play	0.25	0.05	0.05
Total Public Open Space Needed	0.73		
Total Public Open Space Provided by the Masterplan	0.77		

Table 6: Open Public Space

109. The majority of the parks and gardens space would be located at the centre of the site in the form of the central green spreading to the south-west to the side of Apartment Building 3. The community green forms the focal point of the development and is to include a tiered space. This space would be able to accommodate a range of different forms of passive and active recreation with formal play areas, including a

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LEAP. The position of the central park would maximise its accessibility to residents and would benefit from significantly improved levels of natural surveillance. Surrounding pedestrian and vehicular streets link the southern/south-western sections of the site to the central park to create a pleasing network. The whole of the community green classed as 'parks and gardens' would extend to some 0.17ha which is in line with Fields in Trust guidance and would form the largest informal open space resource within the application site.

110. The community green would also host a range of different forms of passive and active recreation including the equipped play area (LEAP) (formal amenity space) covering 0.05ha which again is in line with FiT guidance for formal public open space.
111. Outside of the community green there would be smaller areas for informal amenity use including 'amenity green space' and 'natural and semi-natural' green space. These would spread around the southern and eastern boundaries and accessed primarily by pedestrian routeways and perimeter walk and play routes. Rain meadows in the south-eastern corner of the site provide a functional amenity space which contributes to the sustainable drainage strategy which acting as an attractive rain meadow for the wider site utilising swales, dropped kerbs and channels. The perimeter walk and play route would also contribute to this open space with boundary trees retained contributing to a wooded context and play equipment subtly integrated along this route. Additional planting and equipment would supplement this walk providing a variety of play opportunities. Housing around the south-eastern corner and southern edge will overlook this space providing a natural surveillance to this space.

- Conclusion on Character

112. The potential loss of the gap between the Woking and Mayford urban areas by reason of loss of openness has been addressed and found that, whilst there would be some loss to this spacious gap, the effect would be localised. There would be benefits of new tree planting and the low density of the proposal would allow the opportunity to create characterful spaces, retain and reinforce the boundary trees whilst meeting the requirements of Policy GB7. Further rationale could be argued in that the site is surrounded on all sides by urban development which form the context of the surrounding area. The development of the site and the proposed layout too, assist in minimising the overall effect of the development with significant buffers along key arterial routes and retention of significant landscape features such as the boundary trees assist in limiting harm to the character and appearance of the area.
113. Policy GB7 as well as Policies CS21, CS24 and CS25 of the Core Strategy 2012 seek protection of the landscape and character of the area. Paragraph 126 of the NPPF seeks the creation of high quality, beautiful and sustainable buildings and places and Paragraph 130 requires developments to be visually attractive with reference made to layout and appropriate and effective landscaping. It also seeks a strong sense of place. The scheme has undergone extensive design reviews and a number of changes which are considered to have improved the scheme with emphasis placed on the communal layout of the development and how a balance between quantum of development and successful placemaking can be achieved. Whilst the overall development of the site would transform it from an open field to a contained new community, the provision of retained open space, layout of buildings as well as designs are considered to meet the threshold of effective landscaping with a sense of place.

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Impact on Neighbour Amenities

114. As indicated within the submitted Transport Assessment (i-Transport Ref: TW/RS/MSe/ITB14061-004c) off-site highway works are proposed along Egley Road including the creation of a new access point to the site, a pedestrian / cycle crossing of Egley Road will be provided to the north of the site comprising a refuge island to allow users (pedestrians and cyclists) to cross the road safely including those that will access Barnsbury Primary School. It is also proposed to deliver the refuge island with the northbound bus stop lay-by will be relocated approximately 17 metres south of the existing location. The bus shelter will also be relocated. A new cantilever bus shelter will be provided for the southbound bus stop along Egley road at the southern end of the existing bus layby to enhance waiting facilities and encourage bus use for existing and future residents. In addition, from the southern pedestrian / cycle connection an uncontrolled crossing in the form of dropped kerbs and tactile paving will be provided to access the eastern side of Egley Road. This is in connection with, a footway connection will be provided to the south from the site to connect the site to Hoe Valley School. This will initially be provided as a 2-metre-wide footway tapering to 1.5 metres due to the constraints along this frontage of the drainage ditch.
115. It is recognised that increased traffic along Egley Road would impact the residential amenity of the existing properties. It is noted however that the principle of a vehicular access to the site is established given the adoption of this site in the Site Allocations DPD 2021. The impact on this additional traffic will be addressed in the '*Transport, Access, Servicing and Highways Assessment*' section of the report.
116. 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 loss of outlook. Further guidance as to how Policy CS21 could be implemented is provided within Supplementary Planning Documents (SPD) 'Outlook, Amenity, Privacy and Daylight' 2022 and 'Design' 2015.
117. The SPD on 'Outlook, Amenity, Privacy and Daylight' 2022 contains minimum recommended separation distances for achieving privacy, with the maximum in the case of three storey buildings being 30 metres (i.e. back to back elevation), and the maximum in the case of two storey buildings being 20 metres (i.e. back to back elevation). The potential loss of enjoyment of a view is not a ground on which planning permission can be refused. However, the impact of a development on outlook is a material planning consideration and stems on whether the development would give rise to an undue sense of enclosure or overbearing effect to neighbouring/nearby residential properties. There are no established guidelines for what is acceptable or unacceptable in this regard, with any assessment subjective as opposed to empirical, with key factors in this assessment being the existing local context and arrangement of buildings and uses.
118. As identified earlier in the report, the application site is located on the western side of Egley Road (A320) to the north of the existing Hoe Valley School and Woking Athletic Club. The railway lines runs along the western boundary and properties within Hillside are positioned on slightly elevated land to the north which back onto the northern boundary. In terms of neighbouring properties which will experience a marked difference in outlook, these properties on Hillside are the considered the most affected.
119. A mix of two storey, chalet bungalow and detached bungalow dwellings form along the southern side of Hillside which back onto the northern boundary of the application

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site. A heavy band of trees characterise the north-eastern corner which are proposed to be retained as part of the development. These trees provide a natural concealment to the first four properties along Hillside (Nos. 2, 4, 6 and 8 Hillside) and would, to a degree, limit views of the development from these properties.

120. Part of the development includes a care home in the north-eastern corner of the site with car parking associated with this facility positioned to the north of the building with an amenity space provided within the wooded area along the boundary. Concern has been raised with regards to the use of this space in connection with the care home given its proximity to the shared boundaries with Nos. 2, 4 and 6 Hillside. It has to be noted that whilst use of this wooded space is proposed as part of the facilities of the care home, the site is an allocated site where development is to be expected. Submitted plans show a woodland path and a pair of picnic benches sited within this wooded area approximately 4-6 metres off the shared boundary. Whilst this pathway and benches will bring a level of activity to this section of the site which is current absent, this does not automatically mean that such activity will lead to a significant level of harm. The health and mobility of many of the residents will be impaired given the nature of the care provided; therefore, this area would not be suitable for general uncontrolled use but will provide the benefit of adding to the variety of outdoor stimulus to enjoy, given the wooded setting afforded by the retained trees.
121. Furthermore, the area is heavily wooded (majority of trees proposed to be retained) with additional supplementary planting proposed as part of the landscape masterplan (Drawing No. DE429-21). These points coupled with the distance of at least 30 metres between the rear elevation of the properties within Hillside and the proposed amenity space is considered to mitigate any significant harm which may arise from use of this space.
122. A row of 12no two storey detached and semi-detached properties is proposed along the northern edge of the application site which is on land set at a lower ground level compared to the dwellings within Hillside. Each of these properties are two storey and include a rear amenity space which measure between 12.8 and 18.8 metres in depth. The SPD on Outlook calls for a minimum distance of 10 metres between two storey dwellings and the rear boundary to ensure privacy is not materially harmed on neighbouring properties. As such, it is demonstrated that the proposed dwellings along the northern edge of the proposal would achieve separation distances in line with the guidance set out in this SPD.
123. Furthermore, the separation distance between the proposed rear elevations and the rear elevations on the Hillside properties is at least 40 metres which meets the recommended separation distance of 20 metres from rear elevation to rear elevation. The relative siting of the dwellings and the separation distance is such that it is not considered that the dwellings along this northern edge would result in demonstrable harm through overshadowing or loss of light. Similarly, given the separation distances and proposed relationships, it is not considered that an unacceptable level of overlooking would be facilitated
124. The proposed two storey care home would be sited at least 40 metres from the northern boundary. Notwithstanding these separation distances it must also be noted that retained woodland (and replacement planting) would intervene between Nos. 2, 4, 6 and 8 Hillside and the built development proposed
125. In a westerly/north-westerly direction, on the opposite side of the railway line, the nearest property is located within Allen House Park and its rear boundary is approximately 45 metres from the nearest proposed dwelling (Plot 12) and

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approximately 65 metres to its rear elevation. This separation distance coupled with the protected band on trees to be retained along the western boundary with the railway line is considered sufficient to mitigate significantly harmful impact on this neighbour's property in terms of loss of privacy or overbearing impact. Aside from these properties within Allen House Park there are no properties to the west for at least 180 metres.

126. To the south, the proposed dwellings along this edge would be positioned approximately 22 metres off the boundary consisting of a band of protected trees on the common boundary with the Hoe Valley School. Playing fields associated with the school forms to the south of this boundary. The existing pitches are positioned at least 13 metres off this shared boundary with the athletic track in excess of 150 metres from this common boundary.
127. Whilst a number of dwellings proposed may be apparent from Egley Drive and surrounding vantage the new dwellings would be located in excess of 45 metres, at the closest, from the eastern boundary with Egley Road and the retained woodland (and supplementary planting) also intervening in this direction.
128. In summary, subject to conditions regarding obscure glazing and the removal of relevant permitted development rights, it is not considered that the proposed development would result in demonstrable harm to neighbouring amenity.

Amenity of Future Occupiers and Provision of Amenity Space

129. In addition to considering the impact on the amenities of existing neighbouring occupiers, it is necessary to consider the impact on the amenities of future occupiers. The layout involves dwellings fronting the roads/'mews' with spacing between. Where there are back-to-back or back-to-side relationships eg. between Plots 38-41 and Apartment Building 3, Plots 64-77 and Plots 82-86, which together form the south-eastern 'block' of development there are varying separations.
130. Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2022 recommends minimum separation distance for achieving privacy. Plots 64-84, which relate to the detached, semi-detached and terraced dwellings in the south-western corner, have been laid out in such a way which allows appropriate separation and where this separation fails includes a layout where overlooking would be alleviated or mitigated. The relevant part of the Table as set out in Appendix 1 of the Outlook SPD is included below:

Two Storeys	Front to Front Elevation	10 m
	Back to Back Elevation	20 m
	Front or Back to Boundary Flank	10 m
	Side to Boundary	1 m

Table 7: Recommendation Separation Distances

131. Where the 10-metre separation is not met (Plots 64, 67, 77, 78, 79, 81, 84, 86) these plots include such a layout whereas they primarily back onto a shared space in the form of communal passageway or onto the garages associated with that particular site. Plot 67 fail to meet the separation distance with an 8.3-10 metre gap to the shared boundary with Plot 70. In this instance 'House Type 8' is to be constructed on this plot which includes two first floor rear elevation windows. The window on the northern side of this rear elevation is to serve a bathroom which would be the window

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which falls short of the separation distance. Such windows would be conditioned to be obscurely glazed and therefore the issue of overlooking would be largely addressed.

132. 'Apartment Building 3' is proposed to be sited close to the centre of the development fronting onto the proposed central green space. This 'T-shaped' building would back onto the vehicular route which runs along the western and south-western side of the site providing access to Plots 13-63 including the apartment blocks. Plots 39-41 include detached two storey dwellings with also back onto a section of this vehicular route and forms a back-to-back relationship with 'Apartment Building 3'. Plot 38 is north-west facing with its north-eastern flank facing the rear elevation of this apartment block. The apartment block would be three storey and would be located approximately 14 metres from the amenity space of Plot 38 and 27 metres from the two-storey flank. The SPD on Outlook calls for a minimum separation distance of 15 metres between three storeys + and boundary/flank. Whilst this relationship fails, it does so by a marginal amount. This relationship is similar for Plots 39 and 40 also but given the proposed layout and marginal shortfall in the 15-metre separation, a significant level of harm is not envisaged.
133. Given the 'T-shaped' layout of 'Apartment Building 3', one of the gables extends closer to Plots 40 and 41. This gable includes two-bedroom flats at first and second floor level with recessed balconies and fenestration serving the kitchen and bedroom located on the south-western gable. The distance between these windows and balconies and rear boundary of Plots 40 and 41 is approximately 6.5 metres with a gap of approximately 17 metres between rear elevations. It is acknowledged that these separations fall short of the recommended distances, but it has to be acknowledged that in order to achieve efficient use of land in the urban area, generous separation distances are not met in some instances. Further to this, the positioning of the three-storey gable and its orientation is pertinent. Views of the rear amenity spaces and elevation of Plots 40 and 41 would be slightly skewed from these balconies and windows are directly overlooking the linked garage and parking spaces associated with these plots. As such, whilst the relationship between 'Apartment Building 3' and Plots 38-41 does not strictly meet the recommended separation distances set out in the Outlook SPD, these standards are for advice only and compatibility of development on this site and achieving an appropriate density in an urban area needs to be taken into account.
134. Whilst there are no space standards specified within the Local Plan, it is noted that internal room configurations have been designed to both meet Building Regulations and comply with and usually significantly exceed the National Described Space Standards (NDSS), to ensure adequate room areas with space for furniture and storage requirements. Out of the 86no units proposed 5no of these (3no House Type 1 Plots 70-72 and 2no House Type 3 Plots 38 and 57) fails to meet these standards. The dwellings on Plots 70-72 measure 68.9 (GIA) which is 10.1 sq.m below the standard of 79 sq.m. House Type 3 on Plots 38 and 57 measure 100.8 sq.m fall 1.2 sq.m short of the standard of 102 sq.m which represents a *de-minimus* fail. Whilst these 5no units represents a shortfall in the NDSS and only approximately 6% of the proposed units, these standards are not adopted as part of the Development Plan and thus the lack of compliance on these 5no units is not considered to be objectionable in this case.
 - Amenity Space
135. Each new home has been designed to maximise the amount of useable private and communal amenity space and will have access to either a private balcony or

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communal amenity space where applicable. In terms of the apartments, each unit would have access to a private balcony which act as private amenity space to these units given their recessed nature. All of the flats fall within the definition of 'non family accommodation' as set out in Paragraph 3.12 of the Outlook SPD is *"taken to mean studio and one bedroom flats and any other form of dwellings of less than 61 sqm"*. There is no specific requirement to provide private amenity space for such units but such spaces are encouraged where feasible. Sufficient space around all dwellings will be required for shared amenity, however, which would also serve as an appropriate setting.

136. Paragraph 3.18 of the Outlook SPD states that *"All forms of dwelling need to have sufficient space around them for general amenity purposes, which should also meet the requirements of outlook, privacy and daylight and integrate the building within its context. It is expected that an area of approximately 30 sqm. for dwellings up to two storeys high and 15 sqm. for each storey thereafter up to four storeys high, and additional amenity space as proportionate for any tall buildings, would be sufficient for this purpose."* Apartment buildings 1 and 2 would each be served by a small pocket of communal amenity space to the rear of the buildings in the south-western corner of the site. Whilst these spaces are heavily treed, there is sufficient space to the rear of these buildings to provide a commensurate communal space. 'Apartment Building 3' differs from these 2 apartment blocks in that there is no specific amenity space provided for this building. Soft landscaping is provided around much of this building providing a protective barrier from the communal areas which surrounds the building. Whilst no specific amenity space is provided, it does benefit from direct access to the community green to the north and does include recessed balconies serving each flat providing an element of private amenity space. Further to this, residents would also have access to the public open space across the site including the open space provision listed in Table 6. The arrangement of communal amenity space for the proposed apartment buildings is considered to provide an acceptable standard of amenity for the proposed occupiers.
137. For the detached, semi-detached and terraced dwellings, given the layout and separation distances between dwellings no significant overbearing impacts between units are considered to result. Aside from the units mentioned in the above paragraphs, there would be no dwellings positioned immediately back-to-back due to the proposed layout. Any side elevation windows at first floor level or above and which face a neighbouring garden would be subject to a condition requiring these windows to be obscurely glazed and non-opening below 1.7 metres above internal floor level (Condition 40). Private amenity spaces (rear/side gardens) would exceed the footprint of the proposed dwelling and are considered to provide a suitable area of private garden amenity in scale with the building. This is in addition to public space discussed above. Thus, the proposal would comply with the SPD requirements.
138. Criterion xiv of Policy GB7 of the Site Allocations DPD 2021 calls for development on site to *"incorporate 'optional requirement M4(2): Category 2 – Accessible and adaptable dwellings' where practical and viable in accordance with Policy CS21"*. 40 homes (46%) of the proposed dwellings being enhanced to achieve the M4(2) Accessible and Adaptable Dwellings standard. Policy GB7 does not indicate a figure of how many homes need to achieve this standard or indicate that all of the homes to be designed to this standard. The scheme does incorporate this where possible and in line with the guidance and where step free access is not viable on apartments up to four storeys, these are still designed to M4 (1) requirements, above ground level. Therefore, with the addition of these 22 first floor / second floor apartments, 61% of the homes across the site are capable of accommodating visitable, accessible and adaptable requirements.

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139. Overall, it is considered that the amenities of existing occupiers outside of the application site will be safeguarded and that the proposed development will also achieve acceptable levels of amenity for the proposed occupiers. The proposed development would therefore comply with Policy CS21 of the Woking Core Strategy, the Outlook, Amenity, Privacy and Daylight SPD and the NPPF.
- Sunlight and Daylight
140. An 'Internal Daylight & Sunlight Report' carried out by MES Building Solutions dated 7 December 2022 has been provided in support of this application. The application proposes retention of the robust boundary trees which enclose the site on all boundaries along with additional planting to supplement these boundaries. Dwellings within the site are proposed around all and in close proximity to all boundaries but particularly on the western and southern boundaries which demonstrate mature Oak Trees with significant canopies. The report uses Spatial Daylight Autonomy (SDA) and Sunlight Exposure (SE) as the assessment parameters with guidance from the 'Site Layout Planning for Daylight & Sunlight' and BS EN 17037-2018 Daylight in Buildings publications. The proposed residential units towards the western and southern boundaries (Plots 13-41 including apartment Buildings 1 and 2 and Plots 75-78) are the focus of this report given their location, orientation and proximity to the tree lined boundaries.
141. SDA involves using climatic data for the location of the site (via the use of an appropriate typical or average year, weather file within the software) to calculate the illuminance from daylight at each point on an assessment grid on the reference plane at an at least hourly interval for a typical year. For SE, the BRE guidance states that access to sunlight can be quantified. BS EN 17037[1] recommends that a space should receive a minimum of 1.5 hours of direct sunlight on a selected date between 1st February and 21st March with cloudless conditions. It is suggested that 21st March (equinox) be used. The medium level of recommendation is three hours and the high level of recommendation four hours. For dwellings, at least one habitable room, preferably a main living room, should meet at least the minimum criterion. In respect of new development it should, however, be noted that the NPPF states (Paragraph 125) that *"when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)"*.
142. In terms of sunlight exposure each unit assessed achieves sunlight values comfortably above the BRE guidelines with all relevant rooms achieving at least the minimum recommended sunlight exposure. Daylight provision results are set out on Appendix 2 of the submitted Internal Daylight & Sunlight Report and demonstrates that that most of the rooms assessed achieve daylight values comfortably above the BRE guidelines. Indeed, many of the rooms would be regarded as being well lit. It was found that 92% of rooms the rooms assessed meet the BRE daylight guidance in summer and 98% meeting the guidance in winter. Of the dwelling which has failures (Plot 16) the fails occur in the living room area and during the summer period. Such failures can be expected particularly where dwellings are positioned close to tree lined boundaries. Furthermore, it can be expected that daylight provision during summer months will serve the wider dwelling with all other rooms in this dwelling meeting the guidance.
143. Three of the apartments within Apartment Building 1 fail to meet the standards for daylighting for both summer and winter periods as set out with the BRE guidance.

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The affected rooms relate to the living/kitchen/dining areas which are served by recessed balconies. It has to be noted, however, that the guidance is clear that it must be used flexibly, and it is recognised that trees (in this case along the southern boundary) provide a more pleasant form of dappled shade than would be produced by a solid obstruction, such as a neighbouring building. It is also worth noting that just 2% of the rooms assessed fall short of the guidance in winter when, it could be argued, daylight provision is most important. As the assessment demonstrates, in the majority of instances, the assessed rooms would meet the BRE guidelines for adequate daylight provision and the number of instances where the BRE guidelines are not met is minimal. Overall and on balance, therefore, it is considered that the proposals would ensure a good quality of residential amenity for future occupiers in terms of daylight and sunlight.

Noise Impact

144. The NPPF states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development. Policy DM7 of the Development Management Policies DPD 2016 sets out that *“development will only be permitted where mitigation can be provided to an appropriate standard with acceptable design, particularly in proximity to sensitive existing uses or sites”*. It states that in assessing schemes for mitigation for noise-sensitive development will take account of:
 - the location, design and layout of the proposed development; and
 - measures to reduce noise within the development to acceptable levels, including external areas where possible; and
 - the need to maintain adequate levels of natural light and ventilation to habitable areas of the development.
145. The application is accompanied by a Noise and Vibration Assessment prepared by 24 Acoustics dated January 2023 (Ref: R9254-1 Rev 4) which assesses the suitability of the site for the proposed development with regard to noise. The report includes environmental noise and vibration monitoring, taking account of:
 - Noise arising from rail movements and road traffic;
 - Vibration arising from rail movements;
 - Noise associated with the sport pitches;
 - Internal noise levels within the dwellings
146. On top of the noises associated with outside sources, it has to be acknowledged that elevated noise levels are inherent during all types of construction operations and can never be completely eliminated. Mitigation measures would be used to minimise the noise impact from construction activities. The mitigation measures would be encompassed within a CEMP to control the construction activities on the site. It is advised that by adopting Best Practice Means and suitable hours of working it would reduce the overall construction noise levels such that the proposed demolition/construction activities would not have a significant adverse impact on residential amenities (Condition 13).
147. As an allocated site identified for residential development within the Site Allocations DPD 2021, and positioned two defined urban areas, such development operations is to be expected. Surrounded on three sides by a railway track, arterial vehicular route and sports playing fields to the south, there are numerous potential sources of external noise sources. For the purposes of the assessment, the baseline assessment took place along the western and southern boundaries given the sports field and rail track along these sides.

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148. The assessment indicates that noise measurement results indicate that external noise levels would be comfortably below 55 dB LAeq, 16 hour and therefore acceptable with regards to the railway impact. A 1.8-metre-high timber fence is recommended on the west garden boundary of Zone A near the railway as set out in the report as mitigation against adverse noise impacts.
149. The assessment also indicated that mitigation would be required to ensure that future residents will not be adversely impacted by the noise levels associated with the adjacent sports fields to the south. The report recommends that the installation of 2.4-metre-high close boarded timber barrier fencing along the southern boundary as set out in Section 7 of the Noise Report which is considered will minimise farm noise emissions as far as reasonably practicable.
150. The Council's Environmental Health Team have been consulted on this application and have conducted meetings with the team at 24 Acoustics and are reasonably satisfied that the pitch noise has been carefully assessed and that mitigation options have now been fully considered. The proposed mitigation measures and new predicted internal noise level 'in the region of 28dB in the most affected properties' can be considered satisfies that noise from the pitches has been mitigated as far as possible.

Air Quality

151. One of the core principles of the NPPF is to seek to reduce pollution. Policy DM6 of the Development Management Policies DPD 2016 states that development which has the potential for significant emissions to the detriment of air quality, should include an appropriate scheme of mitigation which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures.
152. The application is supported by an Air Quality Assessment (ref: J10/13397A/10/1/F3) carried out by Air Quality Consultants. The assessment provides a review of existing air quality at and in proximity to the proposed development site. The assessment considers the increase in traffic on local roads.
153. In respect of the future residents of the development and surrounding properties, regard has been paid to the impact of increased traffic levels during the operational stage of the proposed development and other permitted developments in terms of nitrogen dioxide and particulate matter which concludes that the predicted levels would be well within air quality objectives and as such the impact would be negligible and no mitigation is required. Nonetheless, a Travel Plan will be utilised for the proposed development which will assist with encouraging a modal shift from the private car to minimise traffic generation (Condition 9).
154. Whilst the assessment has considered the impact of the additional traffic associated with the development on local roads, it has not taken into account the potential impact on air quality during the construction process. The construction works will give rise to a risk of dust impacts during earthworks and construction, as well as from track-out of dust and dirt by vehicles onto the public highway. Mitigation measures, however, will be included in the CEMP (as a Dust Management Plan) (Condition 13). It is considered that any residual effects which may result would not be significantly adverse to receptors. No significant adverse impacts are therefore considered to arise from construction works given these measures.
155. The Council's Environmental Health Team accepts the conclusions of the report and raises no objection on these grounds. The proposal is therefore considered to accord

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with Policy CS21 of the Core Strategy, Policy DM6 of the Development Management Policies DPD and the NPPF.

External Lighting

156. The NPPF at Paragraph 186 of the NPPF advises that, by encouraging good design, planning decisions should limit the impact of light pollution on local amenity, intrinsically dark landscapes and nature conservation. Artificial lighting can have potential impacts during the demolition/construction phase and/or the operational phase. In this case the potential impacts relate to residential receptors and ecological aspects such as species sensitive to lighting changes e.g. bat roosts/bat corridors.
157. During the demolition/construction phase a Construction and Environmental Management Plan (Condition 13) will be implemented to reduce potential lighting impacts on the site and surrounding area, including ecological receptors. These impacts are therefore not considered to be significant and in any event the effects will be temporary i.e. for the duration of the construction period in darker hours.
158. It is anticipated that the development will include new artificial lighting by way of new street lighting to facilitate the safe and secure operation of the site during longer term operation. Given the allocation of the site as well as the surrounding area which is largely urbanised by existing residential areas, the Hoe Valley School with flood lighting and the need for new street lighting to the new residential areas this is not considered to be detrimental to the existing or proposed new residents or ecological considerations. The applicant has also advised that external lighting will be designed to minimise light spill and sky glow. A condition is recommended to control the design and appearance of the proposed street lighting (Condition 3).
159. In these circumstances, it is not considered that the proposed artificial lighting would be detrimental to the amenities of nearby residential occupiers and the proposed development would comply with Policy CS21 of the Woking Core Strategy, Policy DM7 of the DM Policies DPD and the NPPF.

Transport, Access, Servicing and Highways Assessment

160. The NPPF, at Paragraph 113 states that *“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”* These requirements are echoed in Policy CS18 of the Woking Core Strategy. The applicant has submitted a Transport Assessment (TA) as well as Travel Plans (TP) for the residential and Care Home elements of the proposal.

- Access and Layout

161. Policy GB7 calls for effective access arrangements to the A320 (Egley Road) that are safe for all users. This policy calls for *“provision of pedestrian and cycle facilities and measures to improve linkages, particularly east to Barnsbury Primary School and beyond to services in Westfield (potentially via a pedestrian crossing on Egley Road); south of the site to Mayford Neighbourhood Centre, and to new and existing recreation space beyond”*. In terms of vehicular access, it is proposed to introduce a priority junction off Egley Road at 5.5 metres in width. The proposal also includes pedestrian and cycle access points towards the north-east and south-east which provide a link to the existing site context and will help to improve the sense of place for the new proposal providing links to the adjacent school and leisure facilities. The

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two shared footways have been agreed with by Surrey County Council. A southern footway connection will be provided to the south within the site itself to connect with the Hoe Valley School, with an uncontrolled crossing opposite the southern access to connect to the existing footway provision on the eastern side of Egley Road.

162. Several off-site highways improvements are proposed as part of the development proposals as agreed through pre-application engagement with Surrey County Council (SCC). To the north of the site a pedestrian / cycle crossing on Egley Road will be provided, comprising a refuge island to allow users (pedestrians and cyclists) to cross the road safely including those that will access Barnsbury Primary School. To deliver the refuge island the northbound bus stop lay-by will be relocated approximately 17 metres south of the existing location. The bus shelter will also be relocated. Such off-site improvements can be secured by way of Section 278 agreement which 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.
163. The proposed layout sets out the strategic access and movement proposals for the site and identify the proposed hierarchy of vehicular routes within the site and the pedestrian only points. There is a clear hierarchy of streets being achieved with the central spine road leading to secondary vehicular routes and a clear identification of pedestrian routes around the site and in particular the east, southern and western edges.
164. The submitted Transport Assessment contains a number of swept path diagrams which demonstrate that a refuse vehicle, fire tender and cars can be accommodated to service the entire proposed development. Pulling distances have also been updated with the maximum pulling distance for houses and apartments now at 10 metres for both two-wheeled and four-wheeled bins. Arrangements must also be made for the designated collection point to be large enough to accommodate the quantity of bins. The swept path analysis demonstrates that this can be achieved across the site. Furthermore, Joint Waste Solutions (waste and recycling services for Woking) has raised no objection.
165. The proposed access points and road hierarchy/layout are logical and would connect the proposed new development to the existing surrounding area in a variety of ways. These arrangements are considered to be acceptable to ensure accessibility, connectivity and legibility into and out of the proposed development. The proposed junction, site layout and off-site highway improvements are considered to ensure that a safe and suitable access to site can be achieved for all people in accordance with the NPPF and Policy CS18 of the Core Strategy. These works can be secured via conditions and would be subject to a Section 278 Agreement with the CHA.
 - Highway Capacity
166. The application proposes an uplift in 86no residential units as well as a 62-bed care home. The applicant's Transport Assessment sets out the trip generation rates associated with the proposed development and states that the proposed development (residential units and care home). The applicant agreed with SCC that two years of assessment of the wider off-site traffic impacts should be carried out and these are the years of 2022 (baseline) and 2025 (Anticipated start/first occupation year). The TRICs database was used in the calculations based upon a series of forecasts using similar for of development in similar locations and found that the development is predicted to generate 568no private car trips across both the AM and PM peak hours. This is to include some 50no two-way vehicular trips in the morning

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and 45no two-way trips in the evening. This equates to less than one additional vehicle movement per minute across the network

167. The local road network has been modelled by the applicant using a model which has been agreed by SCC Highways Team. The TEMPro software was used in the approach in assessing traffic growth-based rates already included and ensures that a cumulative assessment is carried out. The modelling includes detailed junction assessments at the Hoe Valley School signal junction and the proposed site access. The assessments indicate that both junctions will operate comfortably within capacity in the future year without any material delay or queuing. Further assessments have been taken on the wider network at Turnoak and Mayford roundabouts. The impact of the total proposed development will have very limited impact at these two junctions with a less than 1% impact in the morning and evening peak hours, less than one vehicle every two minutes. This level of traffic change will be imperceptible to current conditions.
168. The Transport Assessment concludes that the traffic generated by the proposed development (with background growth) can be accommodated. It notes that the proposed development will generate a total of between 45-55 movements in the morning and evening peak hours. Junction capacity assessments have been undertaken of the proposed site access and the Hoe Valley School Signal junction. It has been demonstrated that the proposed development will have little impact and will work within capacity in future year scenarios. Impacts on the wider network are limited to less than 1%, adding one vehicle every 2 minutes to network flows, which will be imperceptible.
169. It is noted that a number of concerns have been raised regarding the new access off Egley Road and the potential of safety and congestion issues associated with the increased levels of traffic including construction traffic. The submitted TA assesses the proposed access arrangements and finds that the operational software used to determine junction capacity demonstrate the junction will operate comfortably within capacity in the future year without any material delay or queuing. This is applicable to the wider local network with assessments at Turnoak and Mayford roundabouts demonstrating comfortable capacity to accommodate the additional traffic. It is also noted that there will be construction vehicle movements during the construction period. Whilst there would be increased movement of construction vehicles on the site during the construction period, the effects of the construction traffic would be temporary and the Construction Management Transport Plan would detail the routing of vehicles to and from the site. It is considered that the existing highway network can accommodate the proposed construction vehicles and, therefore, considered that the existing highway network can accommodate the proposed construction vehicles.

- Alternative Modes of Transport

170. Policy GB7 identifies the site as having “*excellent accessibility to local services, both in the town centre and the nearby Mayford Neighbourhood Centre*”. The location of the site is in close proximity to a bus stop and therefore provides realistic options for travel by public transport. Paragraph 110 of the NPPF requires that development proposal ensure that “*appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*”. The requirements are echoed in the Core Strategy in that it seeks to deliver a sustainable transport system that enables people to access key services, facilities and jobs by encouraging public transport and creating a safe environment for people to walk and cycle to town and local centres.

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171. As noted above and in earlier sections of this report, part of the development measures are proposed to improve connectivity of the site for pedestrians and cyclists through the creation of a footpath link along the western side of Egley Road allowing for a connection between the site and the facilities at Hoe Valley School and the Sportsbox. Further improvements along this highway including an uncontrolled crossing opposite the southern access to connect to the existing provision on the eastern side of Egley Road. To the north, a refuge island will be provided with the relocation of the northbound bus stop to accommodate. The southbound bus stop will see the inclusion of a new bus shelter. These improvements and additions have been designed to provide a comprehensive and attractive network of routes to encourage walking and cycling.
172. As well as meeting the provisions of the NPPF, Policy CS18 of the Core Strategy 2012 and Policy GB7 of the Site Allocations DPD 2021, these improvements to the walking and cycling routes go some way in making modest, targeted improvements routes identified in the Local Cycling and Walking Infrastructure Plan for Woking 2020.
173. In terms of accessibility and other modes of transport, the TA sets out several key facilities at Table 5.2 noting that a number of these including those associated with education, retail, health and leisure are within a 19-minute walk or 7-minute cycle of the application site. Furthermore, the application site has good access to local amenities and public transport links through bus routes outside of the site along Egley Road. This bus stop serves the 35, 125 (Southbound only) and the 520. There is a further bus stop outside of Barnsbury School (Almond Avenue) some 210 metres from the site, which is served by the Services 73 and 81 which all provide a comprehensive service to key centres such as Woking, Mayford and nearby Guildford. As such, there is a choice of alternative means of transport other than the private car available in proximity of the site.
174. A Residential Travel Plan has been submitted as part of the application with an overarching objective of a Travel Plan is to influence behaviour change towards sustainable modes of travel and to ensure that the proposals are in accordance with local policies and the NPPF. The residential travel plan sets out a series of hard and soft measures, providing the infrastructure and connections to facilitate and encourage sustainable travel, and implementing travel planning techniques over a sustained period to time to promote the uptake of non-car travel. The County Highways Authority have been consulted on this and found that the measures proposed within it and the delivery of these measures are considered acceptable over the lifetime of the monitoring period which is expected to last 5 years. With regard to monitoring, the County Highways Authority calls for the applicant to do SAM monitoring through TRICS which is paid for directly to TRICs.
175. A separate travel plan for the care homes has been prepared which sets out a number of objectives:
- To manage car parking demand across the development;
 - To develop an awareness of the options for sustainable travel to and from the site amongst staff and visitors;
 - To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars using a range of promotional measures and highlight the health and environmental benefits of using sustainable travel modes; and
 - To minimise the impacts of car-based travel to the site on the local and strategic highway network and environment.

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- Monitor performance of the Travel Plan against its targets by collecting accurate travel information from staff through travel surveys.

176. This travel plan for the care homes sets out a clear plan in monitoring the targets over a 5-year period. The County Highways Authority have been consulted on this plan also and found that the measures proposed within it are considered acceptable over the lifetime of the monitoring period. The County Highways Authority have commented on this and suggest a condition to implement this plan on occupation of the care home and for each and every subsequent occupation of the development, thereafter, maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority (Condition 9).
177. Overall, it is considered that the proposed development has taken up the opportunities for sustainable transport modes, would provide a safe and suitable access layout for all people and that the proposed off-site improvements and promotion of alternative modes of sustainable transport go some way in meeting the aims and objectives of national and local policy. The proposed development would not, therefore, prejudice highway safety nor cause inconvenience to other highways users and no severe residual impacts would occur. The County Highway Authority has assessed the application and does not raise any objection subject to conditions. In terms of highways and movement the proposed development is therefore considered to comply with Policy CS5 and CS18 of the Core Strategy and the NPPF.

Parking Provision

178. Policy CS18 states that maximum car parking standards for all non-residential forms of development will be set and minimum standards will be set for residential development. The Council's Supplementary Planning Document 'Parking Standards' 2018 set minimum parking standards for residential development but retains maximum parking standards for all non-residential development. These standards are set out below:

	Flat, apartment or maisonette	House or bungalow
1-bedroom	0.5	1
2-bedroom	1	1
3-bedroom	1	2
4-bedroom +	1.5	3
5+-bedroom	2	3

Table 8: Parking Standards SPD (2018) minimum residential (C3) parking standards

179. In terms of the residential element of the scheme, it is proposed to erect 86no dwellings, 32no of which are apartments with 54no detached, semi-detached or terraced units. The tables below show the required breakdown of the proposed development to be accordance with the Council's Schedule of Standards in the Parking SPD:

Accommodation type	Number	WBC minimum standard
1-bedroom Flat	18 units	9
2-bedroom Flat	14 units	14
2-bedroom House	18 units	18
3-bedroom House	20 units	40
4-bedroom House	16 units	48

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Total	86 units	129
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Table 9: Minimum parking spaces required

180. Each proposed dwelling includes the minimum car parking provision with the proposed 4-bedroom dwellings containing the required third space within the proposed garages on these sites. The SPD on 'Parking Standards' 2018 states that garage only contribute 50% towards overall parking provision and the minimum size of a garage should be 6m x 3m. Garages also used as cycle storage must be a minimum of 6m x 4m or 7m x 3.3m. The proposed garages (and open car ports) meet these standards which as noted account for 50% of a parking space. However, for the purposes of this application, it can be taken that given the on-site allocation coupled with the garage space, the standards address the minimum parking provision.
181. The SPD adds that *"At the discretion of the Council and based on the merits of the proposal, extra car parking spaces for visitors parking will be provided at a minimum rate of 10% of the total number of car parking spaces provided for the development"*. There will be 15no visitor parking spaces provided throughout the scheme which meet the recommended provision of visitor spaces.
182. There are 19no on-street unallocated site dispersed throughout the site as well as 15no on-street visitor parking spaces. The on-site provision would result in a total requirement for assigned 129no car parking spaces to serve the residential element of the development. In total 159no parking spaces are proposed of which 125no would be assigned with 19no unassigned spaces primarily located around the three proposed apartments with 15no visitor spaces. The overall level of parking would comply with the adopted standards.
183. A range of parking options are proposed throughout the development including on-street, on frontage, garage and car port parking. Generally, all car parking areas are overlooked and, as such, are considered to offer attractive parking areas for residents providing a degree of natural surveillance. Issues such as measures for designing out crime, lighting and the hardstanding of the area could be secured via conditions and informative.
184. In terms of parking for the care home, the maximum parking standard outside the High Accessibility Zone as set out in the Parking Standards SPD 2018 requires a maximum of 1 car parking space per 1 or 2 bed self-contained unit, or individual assessment, in the case of sheltered accommodation, and a maximum of 1 car space per 2 residents or individual assessment justification in the case of care/nursing homes.
185. The total proposed parking provision would be 24no. spaces which amounts to a total of 0.4 spaces per unit. 22no of the spaces are unallocated, one is provided for disabled users and one for parking of a mini-bus. This is compliant with the maximum standards set out in the 'Parking Standards' SPD 2018. Although the total provision of car parking would be towards the minimum end of provision, the Transport Assessment outlines research based on information from the operator of an existing operations on other similar schemes, drawing particularly from an operational scheme in Horndean Hampshire. This considers the staffing patterns and parking requirements for an existing, operational care home of 62 beds, which demonstrates the maximum staff numbers on site at any one time would be 22, which would generate a parking demand of around 14 spaces (based on a 60% car mode share).

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186. Section 4.4.9 of the submitted Transport Assessment states that *“The parking accumulation demonstrates a maximum accumulation of 16 vehicles. Allowing for staff turnover, this provides confidence that the 23 spaces will be sufficient. Even with an additional two beds, it is unlikely this will generate any further members of staff however as set out, there is capacity for additional cars if required”*. The on-site provision for parking in association with the care home could accommodate the requirement sufficiently. The provision for on-site parking for staff members should be at least 1no parking space per 4 members of staff (as per the SPD on ‘Parking Standards’ 2018 which calls for 1 car space per 4 staff for hospitals). Whilst there is no allocation for these staff spaces, the 23no spaces provided would facilitate this need comfortably.
187. Further to this, it has to be noted that the intended provision of care within the proposed care home is for older dementia patients which are unlikely to require a car parking space. The application site is in a highly accessible location with a range of transport methods available with a local bus route located outside of the wider site. Taking this into account, as well as the proposed visitor parking proposed throughout the wider site, the provision is considered acceptable given the accessibility of the site by bus, cycling and walking. The County Highways Authority again raises no objection to the proposed provision of on-site parking subject to relevant conditions.
188. With regard to cycle parking, each residential dwelling will be provided with enough cycle parking to store 2 cycles. All dwellings would also benefit from private rear gardens with access provided to the rear of each property where storage will be provided. Each apartment is also provided with a secure cycle space located at ground floor level of the buildings (for bicycles and refuse storage) within Apartment Buildings 1 and 3. Apartment Building 2, to the west, will share this facility with Apartment Building 1. The Residential Travel Plan has been submitted with the application to encourage the use of alternative modes of transport and sets out objectives and measures to achieve this. The proposed care home will be provided with 12no cycle spaces within a secured and sheltered cycle storage located for the north of the car park. Two additional visitor spaces in the form of a Sheffield stand will be provided near the main entrance.
189. Policy CS22 of the Core Strategy states that new development in Woking Borough will be expected to contribute to charging infrastructure, through providing new charging points within car parking facilities of the development itself. The Council’s Supplementary Planning Document ‘Climate Change’ SPD 2013 sets out the minimum requirements for the provision of electric charging points as a proportion of total car parking at new developments with at least 1 passive charging point per dwelling and at least 5% active charging points and 15% passive points for flatted developments of 20 or more parking spaces.
190. It is apparent, however, that the drive towards more sustainable transport and sustainable use of private vehicles has been accelerated over the past number of years with many new developments incorporating much higher provisions of EV charging points.
191. Surrey County Council set out guidance for vehicular, electric vehicle and cycle parking guidance for new developments. The electric vehicle guidance recommends that new developments include one fast charge socket per house and 1 fast charge socket per apartment with specific requirements. Whilst there is no policy objective to secure this, the applicant has demonstrated a commitment to achieve its sustainability objectives and provide EV Charging in line with the SCC Guidance for the residential element of the scheme. In respect of electric vehicle charging for the

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care home, the development will provide at least 5% active charging points, with a further 10% of total parking spaces to be passive. Therefore, one space will have active charging and a further 2 will have passive electric vehicle charging infrastructure in line with the Climate Change SPD. A condition will secure the provision of electric vehicle charging points (Condition 10).

192. The application is accompanied by a Transport Assessment and Travel Plans which were amended during the application to address comments from the County Highway Authority. Furthermore, the Council's Waste Department offers no objection. In terms of highways, movement, parking, waste and recycling the development is therefore considered to comply with all relevant Core Strategy Policies as well Policy DM16 of the Development Management Policies DPD and the policies in the NPPF and Council's SPD on 'Parking Standards' 2018.

Contamination

193. The NPPF advises 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 Development Management Policies DPD 2016 relates to environmental pollution and Policy DM8 states that new development must demonstrate that any existing contamination of the land or groundwater will be addressed by appropriate mitigation measures and the proposed development will not cause the land or groundwater to become contaminated. The applicant has submitted a Geotechnical Site Investigation in support of the application undertaken by RSK Geosciences dated July 2022.
194. The Council's Contaminated Land Officer has been consulted on this geotechnical Site Investigation and finds that (taken at face value and assumed to have been completed using professional diligence and care), no evidence of contamination has been found on the application site (greenfield), including checking of impact from historical use of pesticides and does not recommend remedial works nor proposed any conditions based on the submitted information. The proposed development, therefore, is considered acceptable in relation to contamination and complies with Policies DM5 and DM8 of the Development Management Policies DPD 2016 and the NPPF relating to contamination.

Archaeology

195. In respect of archaeological impacts, the site lies within a locally designated area of high archaeological potential. This, coupled with the size of the site (over 0.4 hectares), means the site is around the threshold identified for archaeological assessment and evaluation within the Woking Core Strategy Policy CS20. Furthermore, Policy GB7 of the Site Allocations DPD 2021 calls for development of the site will be required to be supported by an Archaeological Assessment in accordance with Policy CS20.
196. Paragraph 205 of the NPPF which states that local planning authorities should *"require developers 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"*. The submitted Archaeological Desk-Based Assessment (Ref: 257350.01) demonstrates that part of the site is covered by the remains of a ridge and furrow field which, in Surrey, is a less common and rapidly disappearing landscape feature that will require a recording strategy. The assessment has also demonstrated that there is potential at the site for further heritage assets to survive in

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the form of archaeological remains. The application site, therefore, falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance for the proposed development.

197. The County Archaeologist has reviewed the submitted information and given the significance of the ridge and furrow landscape, a condition seeking the secure implementation of a programme of archaeological work, to be conducted in accordance with a written scheme of investigation (Condition 26). Subject to this condition, the proposed development would not have an adverse effect on archaeology and would comply with Policy CS20 of the Woking Core Strategy and the relevant policies in the NPPF.

Trees and Landscaping

198. In ensuring that all development contributes to the sustainability of the Borough, Policy CS21 of the Core Strategy 2012 advises that development proposals should *"incorporate landscaping to enhance the setting of the development, including the retention of any trees of amenity value, and other significant landscape features of merit, and provide for suitable boundary treatment/s"*. Policy GB7 of the Site Allocations DPD 2021 echoes this provision calling for developments to retain and, where possible, strengthen trees and groups of trees of amenity and environmental value.
199. The application site is covered by an area TPO (626/0154/1973) with heavily trees boundaries along the eastern, western and southern boundaries. The northern boundary includes pockets of trees which contribute to the verdant and enclosed character of the site but become more disparate as you progress westwards along this boundary. Mature trees and the resultant wooded character are recognised as valued landscape elements, as well as the 'rising escarpment' character and topography. As addressed in the 'Character' section of this report, Policy GB7 seeks to retain a sense of visual separation between the urban areas of Woking and Mayford. One way of achieving this is through the retention and bolstering of the vegetated boundaries, particularly along the eastern and southern boundaries. This is to assist in achieving and maintaining a sense of visual separation as set out in Policy GB7. This would ensure that the amenity provided by the trees along the boundaries is retained and not materially altered. On top of these tree lined boundaries, there are examples of individual and pockets of trees dispersed throughout the site.
200. The application is accompanied by an Arboricultural Survey Impact Assessment and Method Statement (prepared in accordance with BS 5837:2012), Landscape Master Plans for both the care home and residential elements of the development Plan.
201. The Arboricultural Survey identified approximately 100 trees, 9 groups of the trees and 1 hedge recorded on the site. It is recognised that the trees contribute positively to the character and appearance of the site and the local area. It has been identified within the Arboricultural Survey that 26 individual trees, 2 groups of trees, 1 area of hedgerow are to be removed to facilitate the proposed development. Of these trees and groups of trees to be removed, the majority of these are classified as Category C. A number of trees, however, are Category B trees but these relate to a pair of Oaks along the eastern boundary which are required to be removed to facilitate the vehicular and pedestrian access point to the site. In addition to trees which require felling, a pair of Oak trees along the close to the western boundary are to be removed due to poor health. Of the trees and groups of trees to be removed, the Council's Arboricultural Officers find the majority of these removals acceptable. There

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is, however, an objection raised with regards to the removal of T90 and T91 sited towards the north-western boundary. The submitted assessment identified these trees as Category B trees with a 10-year contribution value. It is considered that this classification is accurate with a life expectancy of 100+ years and their removal is considered unacceptable from an arboricultural perspective.

202. Development of this site is required to retain and where possible strengthen trees and groups of trees within and around the site. It is considered that this has been done, where possible but as with such greenfield site a number of trees are required to be removed in order to facilitate the anticipated level of development. The removal of T90 and T91, whilst considered unacceptable by the Council's Arboricultural Officer and indeed unfortunate, is necessary to accommodate the level and grain of development proposed. With the quantum of development proposed along with the quantum of existing trees on site, it is unavoidable that some conflict will occur. The loss of these two trees, which represent specimens of 'moderate quality', is necessary to allow for the construction of dwellings at Plots 8 and 10 and are, therefore, sited away from the boundary. On balance, this coupled with the enhanced landscaping proposed as part of the development which include additional planting along the northern boundary would help mitigate their loss which, although unfortunate, do not meaningfully contribute to the overarching quality of the tree lined boundaries and overall site.
203. The trees to be retained on the site will be protected by fencing during the construction works although there would be some works undertaken within the root protection areas of the retained trees. The works would comprise of the provision of new footpaths, accesses, foundations, provision of visibility splays, driveways, and utility services. Where these works occur within root protection areas they would be undertaken following either a no-dig construction technique or any necessary excavation being undertaken by hand with any roots encountered carefully pruned under the supervision of an arboriculturalist or with other specialist foundation methods. Conditions can adequately secure a compliance with the tree protection details including provision of on-site pre-commencement meetings and frequent monitoring.
204. As part of the development, significant new tree planting as part of a fully detailed landscaping scheme is proposed. The replacement tree planting would form part of the open space/landscaping scheme for the proposed development and in addition to mitigating the loss of trees will also enhance the character and appearance of the new development and provide a biodiversity resource for the new development. Additional planting along the northern and eastern boundaries would assist in enhancing the natural concealment of the site which helps mitigate the impact on the adjacent neighbours within Hillside as well as softening the impact from vistas from Egley Road. Tree lined parking areas of mixed species along with open space including natural and semi-natural landscaping (set out at table 6), a naturalistic LEAP assist in achieving the objectives of Policies CS17, CS21 and CS24 of the Core Strategy and Policy GB7.
205. Whilst the proposed development would result in the loss of a large number of existing trees, the majority of these trees are of low quality. The loss of trees will be off-set by the planting of a large number of replacement trees with new open spaces of comprehensive landscaping proposed to enhance the appearance of the development and create a biodiversity resource for the future.

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Ecology and Biodiversity

206. The NPPF states at Paragraph 174 that *“planning policies and decisions should contribute to and enhance the natural and local environment by:*
- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)*
 - d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.*
207. Circular 06/05 – Biodiversity and Geological Conservation requires the impact of a development on protected species to be established before planning permission is granted and in relation to habitat types of principal importance to assess the impact of development on these as part of the planning application process. This approach is reflected in Policy CS7 of the Woking Core Strategy. Policy CS8 of the Core Strategy also relates to the Thames Basin Heaths Special Protection Area.
208. The application site is made up of a range of habitat types including broadleaved woodland, dense scrub, semi-improved grassland and scattered trees. No part of the application site lies within a designated site with the wider area dominated by residences, small woodland areas and areas of agricultural land. There are, however, three statutory and 18 non-statutory designated sites for nature conservation value within 2km of the site including the Thames Basin Heaths Special Protection Area (SPA). The designated sites in the surrounding landscape are not connected to the proposed development site by any ecological pathway and it is not anticipated, therefore, that the direct impacts to such sites are likely.
209. The application site lies within the 400m-5km zone of the Thames Basin Heaths Special Protection Area which are internationally important and designated for their interest as habitats for ground nesting birds. Policy CS8 of the Woking Core Strategy requires all new residential development within the 400m-5km zone to make a financial contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM) to avoid adverse effects on the integrity of the SPA from recreational disturbance. The SANG contribution is now encompassed within the Community Infrastructure Levy (CIL) but the SAMM element of the contribution is required to be secured outside of CIL. The applicant has agreed to make a SAMM contribution for each relevant unit to be provided on the site in accordance with the adopted updated Avoidance Strategy 2022. The payment of this financial contribution will be secured by the Section 106 Legal Agreement with the SAMM contribution to be paid prior to the commencement of development. Natural England has raised no objection on this basis.
210. Surrey Wildlife Trust (SWT) were consulted on the Ecological Technical Note submitted by RPS (ECO020250). It was found that RPS had demonstrated that they had assessed construction and operational risks to Mayford Meadows SNCI and that the impact assessment within the Ecological Technical Note appeared to conclude that an impact was unlikely due to the fact that there is not a direct entrance from the site to the SNCI. SWT Recommend that if the LPA grant permission, that a Construction Environmental Management Plan, Landscape and Ecological Management Plan and Sensitive Lighting Management Plan should be secured through planning conditions (Conditions 13, 21 and 19).

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211. In view of the above, and in line with the conclusions of the Appropriate Assessment the proposed development is not considered to have an adverse effect on the integrity of the Thames Basin Heaths Special Protection Area or other SNCIs. The proposal therefore accords with saved Policy NRM6 of the South East Plan 2009, Policies CS7 and CS8 of the Woking Core Strategy 2012, Circular 06/2005 – Biodiversity and Geological Conservation and the updated Thames Basin Heaths Special Protection Area Avoidance Strategy 2022.

- Habitats

212. An Ecology Survey Report, Biodiversity Net Gain Assessment and Preliminary Ecological Appraisal (PEA) all carried out by RPS Group dated July 2022 and February 2023 respectively have been submitted in support of the application which assess the entire site. The submitted PEA notes that the woodland was generally very small and degraded with an opening in the centre. However, these features are still of value at the local level. The remaining habitats present on site were generally considered widespread and are of low-moderate ecological value. The site is dominated by semi-improved grassland, broad-leaved woodland, scattered trees and scrub. The proposed development will result in the loss of existing grassland, existing shrub and woodland habitats. Proposed plans for the site include the planting of habitat (i.e. – the meadow grassland, tree, wetland planting / SUDs feature), which seeks to address the loss of the post development habitats.

213. It has to be noted that given the application site is void of development currently and is largely green field, and that the development will provide new buildings and infrastructure, it is very difficult to achieve a biodiversity improvements or indeed net gain on site. Paragraph 179 of the NPPF states that in order *“to protect and enhance biodiversity and geodiversity, plans should:*

b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.”

214. Policy CS7 of the Core Strategy 2022 echoes this provision calling for development to commit *“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.”* Securing the protection or enhancement of biodiversity on site is the preferred option but, in some instances, such as efficient development of allocated greenfield sites, this is not always possible. The applicant acknowledges that the proposal would result in harm to the level of existing biodiversity on the application site, particularly its effect on the loss of habitats. It is considered that it would not be possible to fully mitigate for this harm on the application site, and that a mix of on-site and off-site mitigation would be required. The applicant has put forward a mechanism by which they believe this mitigation could be delivered through the implementation of habitat enhancements in the neighbouring Borough, Guildford.

215. Whilst a significant portion of biodiversity would be secured off-site, there is a range of on-site improvements or mitigation measures proposed. Post-development habitats in the form of swales, amenity grassland, wildflower meadow grassland and flood (wetland) meadow mix are proposed throughout the site to help mitigate against a significant reduction in on-site biodiversity value. These features along with some

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less effective features such as rear gardens or private lawns cannot, however, account for the overall loss on site considering the developed land proposed.

216. Whilst there is no current mandatory requirement in adopted policies or legislation, in the line with the NPPF for Net Gain, Policy CS7 does call for developments to contribute to the enhancement of existing biodiversity and should not have an adverse impact on the integrity of the nature conservation interest that cannot be mitigated. In the absence of the off-site strategy, the proposed development would provide a net loss of biodiversity units, which would be in conflict with the NPPF and CS7 of the Core Strategy.
217. The applicant has demonstrated a commitment in achieving BNG, in preparation for forthcoming legislative requirements. In order to ensure that the project delivers an overall biodiversity net gain of at least 10%, in line with future requirements of the Environment Act, it is necessary to deliver off-site habitat creation. A Biodiversity Metric Calculation (RPS February 2023) was submitted in support of the application and notes that there would be a loss of approximately 46% against the pre-development score in biodiversity units. This is proposed to be offset with new habitats with a score of 4.68 biodiversity units and a postintervention score of that delivers a gain of 10.00% addressing the forthcoming environmental legislation in achieving BNG.
218. The NPPF sets out that a local planning authority should use planning obligations only where it is not possible to address unacceptable impacts of a development through a planning condition and only where they are necessary to make it acceptable, directly related to it and fairly and reasonably related in scale and kind. It is proposed to facilitate off-site BNG in a neighbouring Borough which will comprise of the creation of 1.84 ha of new lowland meadow priority habitat and 0.5 hectares of mixed scrub on south-facing slopes of what is currently modified grassland used for horse grazing. Surrey Wildlife Trust have been consulted on this and have noted that the biodiversity net gain assessment and clarification provided by the Applicant on the 23/02/2023 and 28/02/2023 provides the scenario that the scheme has the feasibility to provide an increase in biodiversity units, due to the use of an off-site receptor site. The use of an off-site receptor is permitted in the 'rules' of biodiversity net gain, and the submitted biodiversity metric shows that trading rules have been satisfied. Therefore, the project appears to be in line the NPPF (2021).
219. SWT further advise that the scenario can be secured through a Landscape and Ecological Management Plan (Condition 21), and that this includes the requirement for biodiversity net gain audits to be submitted to the LPA.
220. This biodiversity offsetting contribution is included within the S.106 legal obligation, which would contribute towards the creation of new habitats off-site. This is calculated by using the Biodiversity Net Gain Matrix. In support of this approach, the Councils have identified that adopting the use of this matrix approach allows for landscaping and open space proposals as well as on site mitigation to be taken into account. Once calculated, a scheme would be submitted for approval to both Councils referred to as the biodiversity offsetting scheme. In addition to this offsetting, biodiversity onsite compensation would also be provided through the identification of biodiversity measures to be implemented within the site as part of an identified onsite scheme.

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- Protected Species

221. A Preliminary Ecological Appraisal (PEA) and background data search of the site was undertaken by RPS in April 2021. It was found that the site was considered to have the potential to support bats, breeding birds, dormice and reptiles.

Bats

222. In order to assess the impact of the proposed development on bats, surveys have been undertaken between April – October 2021 to determine the current use of the site by bats, to inform the future development of the site. The study aimed to determine the potential impacts (if any) of the development by establishing:
- whether any bats were roosting on site;
 - the general level of bat activity on the site;
 - the range of species using the site; and
 - the best course of action to minimise the impacts of the development on the local bat population.
223. It is noted that bat activity can be strongly dependent on weather conditions, and it was therefore decided that the survey should only be carried out in favourable conditions when bat activity was deemed to be likely (sunset temperature 10°C or above, no rain or strong wind). This transpired to 7no surveys across the time period.
224. A total of 6no species of bat were recorded around the site and all around the survey route, showing no localised areas of high activity.
225. Automated ultrasound recorders (BatLoggerA and SM2BAT+) were placed at different locations within the site boundary during April – August 2021 and left in situ for at least three consecutive nights to record the bat activity at these locations. The recorders covered the peak time bats would be commuting to and from their roosts. Eight species of bat were recorded around the site during the static surveys and was largely localised along the boundaries of the site, where the mature treelines were used by commuting/foraging bats. Although a large number of bats were recorded during the static and activity surveys, it is likely the true number is less as multiple recordings of the same bats were made.
226. Data collected to date suggest that the site is of local importance for foraging/commuting bats with the assemblage of species present typical of higher-quality habitat.
227. The Ecology Survey Report (RPS ECO00250 Version A July 2022) found that the level of bat activity for each of the static detector locations was generally low (less than 10 bat passes per hour) on 40 of the 70 evenings. High levels (above 20 bat passes per hour) of activity were recorded on 20 evenings spread across the site, and moderate levels (between 10 - 20 bat passes per hour), on 10 evenings. The Report goes on to note the foraging routes within and surrounding the site will be retain and remain unlit, therefore it is not considered there will be an impact to commuting and/or foraging bats from the proposals. In addition, new habitat suitable for supporting commuting/foraging bats such as SUDS and meadow will be incorporated into the scheme.
228. Surrey Wildlife Trust have advised that compliance with this best practice guidance is secured through a Sensitive Lighting Management Plan submitted to the LPA for approval in writing prior to commencement of development.

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Breeding Birds

229. Trees, scrub and rough grassland on site offer nesting opportunities for a number of bird species. However due to an abundance of similar habitats in the wider area, the site is unlikely to be of any more than low local importance. Surrey Wildlife Trust calls for the applicant to take action to ensure that development activities such as vegetation or site clearance are timed to avoid the bird nesting season of early March to August inclusive. If this is not possible and no large areas of dense vegetation are affected, the site could be inspected for active nests by an ecologist within 24 hours of any clearance works. If any active nests are found they should be left undisturbed with a buffer zone around them, until it can be confirmed by an ecologist that the nest is no longer in use.

Dormice

230. Following the required surveys (twenty-four dormouse tubes set and surveys carried out once a month in suitable weather between April and October 2021), no evidence of dormice was found on the site and therefore no mitigation is required in this respect.
231. Notwithstanding of this, whilst dormice are not currently present on site, they are a mobile species. A Precautionary Method of Working, therefore, should be undertaken during clearance. This is a two-stage method where above ground vegetation clearance should be carried out in the winter while dormice are hibernating below ground level. This must be done sensitively and by hand in order to minimise the risk of harming any dormice in their hibernacula, and under the supervision of a suitably qualified ecologist. By doing this the dormice are 'persuaded' to move into the more suitable retained habitat as they emerge from hibernation. Once all dormice have emerged from hibernation at the beginning of May, the root systems can then be dug out. Further to this, in order to enhance the site for dormice, post-development, and encourage them to use the site in the future, planting associated with the development will include species of benefit to dormice.

Reptiles

232. Schedule 5, Section 9, of the Wildlife and Countryside Act (1981), as amended. This makes it an offence to:
- Intentionally kill, injure or take; and
 - Sell, offer for sale, possess or transport for the purpose of sale or publish adverts to buy or sell a protected species.
233. During the reptile surveys carried out in 2021, a peak count of one adult slow worm was recorded. There is a total of 4.06 ha of suitable reptile habitat on site, and 51 artificial refugia were set out. This equates to a peak count of 0.78 adult slow worm when applying the guidelines for assessing the population size of reptiles (Froglife 1999). This figure is deemed as a low population of slow worms.
234. During the development of the site, the main areas of reptile habitat on the boundaries are to be retained, however some reptile habitat will inevitably be lost to the development. Mitigation against the loss of this habitat include cutting these areas to a height of 10 cm, in suitable weather conditions when reptiles are active. The areas should then be left for 24 hours to allow any reptiles present time to move into adjacent retained areas of habitat. A second cut can then be carried out to cut the grass to ground level. The strimming should be carried out in the presence of an

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ecologist, and any reptiles seen will be caught by hand and re-located to the mitigation area by the ecologist.

Badgers

235. Badgers are protected under the Protection of Badgers Act 1992. Under this legislation it is an offence to kill or injure a badger; to damage, destroy or block access to a badger sett; or to disturb badger in its sett. The Act also states the conditions for the Protection of Badgers licence requirements.
236. As part of the ecological scoping survey, 11 no badger records have been submitted within 2 km of the application boundary over the last 10 years, the closest being 0.72 km from the application site. The dense scrub, woodland and tall ruderal within the site provide suitable foraging areas for badgers. A mammal track was noted to the north of the site; however, this was not directly identified as a badger path.
237. Whilst badger surveys have not been carried out for this development, Surrey Wildlife Trust have noted that prior to the start of development works, a survey of the site by an appropriately qualified and experienced ecologist should be undertaken within the proposed development boundary and a 30m buffer, to search for any new badger setts and confirm that any setts present remain inactive. If any badger activity is detected a suitable course of action shall be submitted to and approved in writing by the LPA to prevent harm to this species.

Great Crested Newts

238. The Preliminary Ecological Assessment (RPS ECO00250_871 July 2022) identifies there are no water bodies on site. Further to this, no aquatic habitat suitable for breeding amphibians was present within the Zone of Influence (500 m) of the site.
239. Given that there is no suitable aquatic habitat within 500m of the application site, it is considered unlikely that amphibians would be present on site, and so they are not considered any further in this assessment.
240. All habitats and trees not affected during construction will be appropriately fenced off and signed to avoid unnecessary damage to features which contribute to commuting and foraging. During the construction phase, temporary artificial lighting will be controlled as part of the CEMP (Condition 13) with any permanent lighting proposed as part of the operational phase to be secured by way of planning condition. Surrey Wildlife Trust have recommended that a Landscape and Ecological Management Plan (LEMP) to include measures including the enhancement of biodiversity on the site be conditioned as part of any approval (Condition 21).
241. In light of all of the information relating to biodiversity and ecology it is considered that, subject to the mitigation secured by conditions, the S106 Legal Agreement securing appropriate off-site enhancement/improvement for the long-term management of these improvements, the impact of development on ecology and biodiversity would be acceptable and the proposed development is not considered to have an adverse effect on the integrity of the Thames Basin Heaths Special Protection Area, would not damage or destroy the interest features for which the SNCI and would not adversely affect protected species. The proposal, therefore, accords with saved Policy NRM6 of the South East Plan 2009, Policies CS7 and CS8 of the Woking Core Strategy 2012, Policy DM4 of the Development Management Policies DPD 2016, Circular 06/2005 – Biodiversity and Geological Conservation and the Thames Basin Heaths Special Protection Area Avoidance Strategy 2022.

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Flood Risk and Drainage

242. Paragraphs 155-165 of the NPPF relate to planning and flood risk. Policy CS9 of the Woking Core Strategy states that the Council will determine planning applications in accordance with the guidance contained within the NPPF, that the Council expects development to be in Flood Zone 1 and that the Council will require all significant forms of development to incorporate appropriate sustainable drainage systems (SUDS) as part of any development proposals.
243. The site is located entirely within Flood Zone 1 (low risk) and is at low risk from fluvial and tidal flooding. In accordance with Policy CS9 of the Woking Core Strategy and the NPPF all forms of development are suitable in Flood Zone 1, with safe access/egress being achieved via Egley Road, which would not be affected by fluvial or tidal flooding. With regard to surface water drainage local planning authorities should seek opportunities to reduce flood risk through the appropriate application of sustainable drainage systems (SUDS). The entirety of the site is located in Flood Zone 1 (low risk) with a Flood Risk Assessment (FRA) has been submitted with the application.
244. The application is supported by an FRA (Flood Risk Assessment & Drainage Strategy, RCP, December 2022, revision C, Ref: TRS/CAL/E4981/18039) which identifies the eastern edges of the site as a at medium to high risk of flooding from surface water. Whilst areas along the eastern boundary of the site are indicated to be medium to high risk it should be noted that this is reflective of the existing ditches in this location and that residential development is not proposed within these areas. It sets out that the SuDS techniques proposed as part of the development include the implementation of attenuation basins with bio-retention forebays with the addition of catch pit chambers and trapped gullies. It proposes to mimic the existing drainage regime on site by splitting the surface water run-off generated by the development into the two existing catchment areas.
245. The submitted details have been reviewed by the Lead Local Flood Authority (LLFA). The LLFA advised that the information provided meet the requirements set out in the FRA and are content with the development proposed, subject to conditions. The LLFA further comment that the SuDS elements, such as permeable surfacing with attenuating sub-base, should be utilised throughout the development within parking areas and access roads as this will offer some groundwater recharge (however limited) and help improve water quality. Suitably worded conditions can be attached to secure this. The proposed development is therefore considered to comply with Policy CS9 of the Core Strategy, Policy DM4 of the Development Management Policies DPD and the NPPF.

- Foul and Potable Water

246. In terms of foul water, Thames Water has been unable to determine the Foul water infrastructure needs of this application. As such, Thames Water have requested that a condition seeking confirmation that either foul water capacity exists off site to serve the development, 2. a development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water or 3. all foul water network upgrades required to accommodate the additional flows from the development have been completed be added to any planning permission (Condition 29). It should also be noted that, since the publication of the new connections and development charging rules in April 2018, drainage authorities (including Thames Water) in England are obligated to provide a point of connection and undertake any mitigation or improvement works and network reinforcements, where necessary.

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

Sustainability

248. Paragraph 152 of the NPPF states that *“The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure”*.
249. Policy CS22 of the Core Strategy sets out local policy relating to sustainable construction which new developments should achieve. It calls for new residential development on greenfield sites to meet Level 5 of the Code for Sustainable Homes. The Planning and Energy Act 2008 allows LPAs to set energy efficiency standards in their Development Plan policies that exceed the energy efficiency requirements of the Building Regulations. However, such policies must not be inconsistent with relevant national policies for England. A Written Ministerial Statement to Parliament, dated 25 March 2015, set out the Government’s expectation that such policies should not be used to set conditions on planning permissions with requirements above the equivalent of the energy requirement of Level 4 of the (now abolished) Code for Sustainable Homes; this is equivalent to approximately 19% above the requirements of Part L1A of the 2010 Building Regulations. This is reiterated in Planning Practice Guidance (PPG) on Climate Change, which supports the NPPF.
250. Therefore, notwithstanding the requirements of Policy CS22, standards have been ‘capped’ at the equivalent energy performance standards of Code Level 4. Part L of the Building Regulations was updated in June 2022 and now requires an energy performance improvement of 31% compared to the 2010 Building Regulations. The current Building Regulations therefore effectively require a higher energy performance standard than what Policy CS22 would ordinarily require. It is not necessary to attach a condition relating to energy performance as more stringent standards are required by separate legislation. The LPA does, however, require all new residential development to achieve as a minimum the optional requirement set through Part G of the Building Regulations for water efficiency, which requires estimated water use of no more than 110 litres/person/day. This can be secured by condition (Condition 32). Notwithstanding this, all new non-residential development should achieve a BREEAM ‘very good’ rating.
251. An Energy and Sustainability Statement has been produced by Harniss Consulting (Ref: 2088-TN01) to support the care home element of the proposed development. Following this a range of energy efficient solutions are considered suitable for including in the proposed development, these include measures such as:
- Providing efficient thermal performance of the building envelope;
 - High efficiency heat-recovery ventilation systems;
 - Photovoltaics;
 - Air source heat pumps; and
 - Combined Heat and Power.

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252. The water usage specification has been designed to achieve a maximum usage of 110 litres/person/day. Overall, the design of the proposed care home will be underpinned with a low energy and sustainable ethos as outlined above, therefore according with Policies CS21, CS22 and CS23.
253. In addition to the above, the Council's Supplementary Planning Document 'Climate Change' SPD 2013 requires a minimum 5% of parking spaces in car parks of over 20no spaces to feature 'active' Electric Vehicle charging bays and 15% 'passive' bays. Surrey County Council set out guidance for vehicular, electric vehicle and cycle parking guidance for new developments. As set out in the main body of the report, the applicant has demonstrated a commitment in achieving one fast charge socket per house and 1 fast charge socket per apartment with specific requirements. In respect of electric vehicle charging for the care home, the development will provide at least 5% active charging points, with a further 10% of total parking spaces to be passive. Therefore, one space will have active charging and a further 2 will have passive electric vehicle charging infrastructure in line with the Climate Change SPD. A condition will secure the provision of electric vehicle charging points (condition 10).

Local Finance Considerations

254. As the proposed development includes the provision of residential accommodation the development is liable for financial contributions under the Community Infrastructure Levy. In addition, the CIL Regulations also enable a developer to claim social housing relief where the specific definitions as set out in the CIL Regulations are met, such that any dwelling subject to social housing relief exemption would not be liable for CIL. In accordance with the CIL Regulations the claiming of social housing relief only occurs after planning permission has been granted.
255. The submitted plans are detailed and accurate with the proposed affordable housing units clearly identified. The proposed affordable units are not liable for a CIL charge but any such relief would be claimed once planning permission has been granted. Following an assessment of the plans and measurements taken using accurately scaled drawings and using the chargeable GIA as set out by RICS Code of Measuring Practice, this chargeable figure amounts to 8,807.08 sq.m (care home excluded as it's not a chargeable use). In the event that social housing relief is not claimed the CIL amount for the proposed development is expected to be around £1,508,935.04. In the event that social housing relief is able to be claimed by any developer the CIL amount for the proposed development is expected to be around £860,683.11. These figures are only estimates at this time as there may be some variation depending on the index-linking of the CIL charge.
256. Policy CS8 of Woking Core Strategy 2012 requires new residential development beyond a 400m threshold, but within 5 kilometres of the TBH SPA boundary, to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM), to avoid impacts of such development on the SPA. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL), however the SAMM element of the SPA tariff is required to be addressed outside of CIL. The applicant has agreed to make a SAMM contribution in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy (April 2022 update). This would be secured through the Section 106 legal undertaking.
257. Subject to securing the provision of the SAMM tariff and an appropriate CIL contribution, and subject to the completion of an Appropriate Assessment (supported by Natural England), the Local Planning Authority would be able to determine that the

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development would not affect the integrity of the TBH SPA either alone or in combination with other plans and projects in relation to urbanisation and recreational pressure effects. On that basis (reflected in the recommendation), the development would therefore accord with Policy CS8, the measures set out in the Thames Basin Heaths SPA Avoidance Strategy, and the requirements of the Habitat Regulations 2017.

CONCLUSION – PLANNING BALANCE

258. The NPPF sets out that it is the Government's clear expectation that there is a presumption in favour of development and growth except where this would compromise key sustainable development principles and be contrary to local planning policies, unless material considerations indicate otherwise. The role of the planning system is to contribute to the achievement of sustainable development. This often involves balancing the economic, social and environmental aspects of a proposal.
259. The application site is allocated and sits between the defined urban areas of Woking and Mayford. Whilst there would be an inevitable change in the character and appearance of the land, the principle of development here has been found to be acceptable given its allocation. The proposal would not result in any material harm to the character of the area with the positioning of the development and a landscaped buffer maintained along the eastern boundary which would help to preserve the sense of visual separation between Woking and Mayford, as required by Policy GB7 of the Site Allocations DPD 2021. It is considered that the applicant has struck a reasonable balance between ensuring a sense of visual separation whilst still ensuring that the site delivers the level of development required through the allocation.
260. The application would provide a net gain of 86no residential units, which would be in accordance with housing delivery commitments set out in the Development Plan. This includes the provision of 43no (50%) affordable housing units, which are of a size and mix that is acceptable to the Council's Housing Team. This provision coupled with the appropriate mix of market and affordable units would provide an acceptable mix of units by size, would also deliver a policy compliant number of affordable dwellings including First Home provision of 25%. Further to this, the proposed specialist accommodation (C2 use class) can also be considered appropriate.
261. With regards to the proposed dwellings and care home, they are considered to provide a good level of internal and external amenity for future residents and with no significant harm to neighbouring residents. Through design reviews and a number of changes, the proposed scheme has resulted in an improved layout and design with emphasis placed on the communal layout of the development and how a balance between quantum of development and successful placemaking can be achieved.
262. Overall, the proposed development is considered to comply with the provisions of the development plan and the NPPF and would represent a sustainable form of development. Planning conditions and S106 Legal Agreement would offer effective controls to the proposed development to ensure the development is in accordance with the application details and to mitigate the adverse effects identified in the planning considerations section.

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263. It is also acknowledged, however, that some people will consider that there are disadvantages to the proposal, such as the increased traffic generation, the change in the appearance of the site, the disruption resulting from the construction period, the changes to open space provision within the site and other matters relating to the scheme which are outside the considerations for this planning application. All of the comments raised by objectors in the letters of representation have been considered as part of the assessment of the application.
264. As such, it is not, therefore, considered that the proposed development would result in any significant adverse impacts to interests of acknowledged importance which cannot be effectively mitigated/avoided by the use of planning conditions and S106 Legal Agreement. In light of this, it is considered that a recommendation of approval is justified. The proposed development is considered to comply with the relevant Woking Core Strategy 2012 policies, Policies SA1 and GB7 of the Site Allocations DPD 2021, the relevant policies in the Development Management Policies DPD 2016, the relevant supplementary planning documents, and the provisions of the NPPF and the NPPG.
265. The recommendation has been made in compliance with the requirement of the NPPF to foster the delivery of sustainable development in a positive and proactive manner.

BACKGROUND PAPERS

1. Site visit photographs.
2. Responses from WBC Arboricultural Officer (Numerous)
3. Responses from Scientific Officer (26.07.2022) and (13.12.2022)
4. Responses from WBC Environmental Health Team (06.02.2023) and (27.02.2023)
5. Response from WBC Housing Team (30.01.2023)
6. Response from County Highway Authority (14.02.2023)
7. Response from Surrey Wildlife Trust (01.03.2023)
8. Responses from Natural England (04.08.2022) and (05.01.2023)
9. Responses from SuDS Team (03.10.2022) and (23.12.2022)
10. Response from Waste Services (30.12.2022)
11. Responses from SCC Archaeologist (01.08.2022) and (15.12.2022)
12. Response from Surrey Police (16.12.2022)
13. Response from Network Rail (19.08.2022)
14. Response from Thames Water (19.08.2022)
15. Site Notice (Major Development) (18.08.2022) and (13.12.2022)

PLANNING OBLIGATIONS

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

	Obligation	Reason for Agreeing Obligation
1.	Affordable Housing on-site provision of 43no units	To accord with Policy CS12 of the Woking Core Strategy 2012 and SPD 'Affordable Housing Delivery' 2014.
2.	First Homes on-site provision of 11no units	To accord with the Written Ministerial Statement (24.05.21).

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3.	£75,870 SAMM (TBH SPA) contribution. (to be increased in line with indexation if the S106 Legal Agreement is not signed before 1st April 2023)	To accord with the Habitat Regulations, Policy CS8 of the Woking Core Strategy 2012 and The Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy.
4.	Appropriate compensation measures for biodiversity offsetting scheme	To accord with Policy CS7 of the Woking Core Strategy 2012 and the provisions of the NPPF.
5.	Section 106 Legal Agreement Monitoring Fees	In accordance with The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019

RECOMMENDATION

1. It is recommended that Planning Permission be Granted subject to the following Conditions listed below and completion of the Section 106 Legal Agreement to secure the Planning Obligations listed above.
2. To delegate authority to the Development Manager to allow negotiation on any change to the Section 106 Legal Agreement.

In the event that a satisfactory legal agreement has not been completed by 21 September 2023 (or any other date to be agreed in writing by the LPA), the Development Manager be authorised to REFUSE for the following reasons:

1. In the absence of a Section 106 Legal Agreement no mechanism exists to secure the affordable housing contribution set out in the Planning Committee report. The proposal is therefore contrary to Policy CS12 of the Woking Core Strategy 2012, the Council's Supplementary Planning Document 'Affordable Housing Delivery' 2014, the provisions of the NPPF 2021 and the Written Ministerial Statement (24.05.21).
2. In the absence of a Section 106 Legal Agreement no mechanism exists to secure the biodiversity offsetting set out in the Planning Committee report and without this, the proposal would result in significant harm to biodiversity contrary to Policy CS7 of the Core Strategy 2012 and the NPPF 2021.
3. In the absence of a Section 106 Legal Agreement to secure contributions towards mitigation measures, the Local Planning Authority is unable to determine that the additional dwellings would not have an adverse effect on the integrity of the Thames Basin Heaths Special Protection Area, either alone or in combination with other plans and projects in relation to urbanisation and recreational pressure effects, contrary to the Conservation of Habitats and Species Regulations 2017 (the "Habitats Regulations"), saved Policy NRM6 of the South East Plan 2009, Policy CS8 of the Woking Core Strategy 2012 and the Thames Basin Heaths Avoidance Strategy 2010-2015.

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CONDITIONS

Time Limit

1. The development for which permission is hereby granted must be commenced not later than the expiration of three years beginning with the date of this permission.

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

Materials

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

A. Sample panel(s) (of a size to be first agreed in writing by the Local Planning Authority) of all brickwork / masonry (including mortar colour and pointing), all cladding materials (including any timber effect and metal effect), roofing material, glazing (including curtain wall glazing and window frames) and downpipes/gutters/soffits/fascias;

B. Samples of all other external facing materials;

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

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

3. Prior to the occupation of any dwelling, full details of all street furniture and hard standing (in general accordance with Landscape Masterplan Drawing No. DE429-20 Rev G (Amended Plan) (Received 02.03.2023) and Care Home Landscape Masterplan Drawing No. DE429-21 Rev G (Amended Plan) (Received 02.03.2023)) shall be submitted to and approved in writing by the Local Planning Authority. The submitted details must include:

A. hard landscaping, including samples and specifications of all ground surface materials, kerbs, edges, steps and any synthetic surfaces;

B. street furniture, including details of litter bins and benches (including recycling option);

C. detailed design of the children's play space(s), including equipment and structures, key dimensions, materials and manufacturer's specifications, appropriate play space screen planting and boundary treatments, play space signage, play space litter bins (including recycling option) and any other play space street furniture;

D. any other landscaping features forming part of the scheme, including private amenity spaces (and any associated outdoor structures) and green roofs; and

E. wayfinding and signage strategy.

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

Reason: In the interests of visual amenity and to ensure a high-quality development in accordance with Policy CS21 of the Woking Core Strategy 2012, Policy DM2 of the Development Management Policies DPD 2016, SPD Design 2015 and the NPPF

Levels

4. ++ Notwithstanding the details submitted, the development, hereby approved, must not commence until details of proposed finished floor levels and proposed ground levels have been submitted to and approved in writing by the Local Planning Authority. The development must thereafter be carried out in complete accordance with the approved plans.

Reason: To ensure a satisfactory form of development and in the interests of visual amenity of the site in accordance with Policies CS21 and CS24 of the Woking Core Strategy 2012 and the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

Approved Plans

5. The development hereby permitted should be carried out in accordance with the approved plans listed in this notice:

Site Wide Plans

- Location Plan Drawing No. DE429-03A
- Proposed Site Masterplan Drawing No. DE429-10L (Amended Plan) (Received 21.12.2022)
- General Arrangement Drawing No. DE429-19 Rev G (Amended Plan) (Received 02.03.2023)
- Housing Layout Drawing No. DE429-11N (Amended Plan) (Received 03.03.2023)
- Open Space Typologies Drawing No. DE429-12C (Amended Plan) (Received 12.12.2022)
- Storey Heights Drawing No. DE429-15C (Amended Plan) (Received 12.12.2022)
- Boundary Treatments Drawing No. DE429-16G (Amended Plan) (Received 17.01.2023)
- Tenure Plan Drawing No. DE429-14D (Amended Plan) (Received 21.12.2022)
- Landscape Masterplan Drawing No. DE429-20 Rev G (Amended Plan) (Received 02.03.2023)
- Parking Layout Drawing No. DE429-13C (Amended Plan) (Received 12.12.2022)
- Refuse Plan Drawing No. DE429-17C (Amended Plan) (Received 12.12.2022)
- Tree Soil Volume Plan Drawing No. DE429-51 Rev C (Received 02.03.2023)

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Sections

- Landscape Sections A-C Drawing No. DE429-22B (Amended Plan) (Received 12.12.2022)
- Landscape Sections D-F Drawing No. DE429-23B (Amended Plan) (Received 12.12.2022)
- Landscape Sections G-H Drawing No. DE429-24B (Amended Plan) (Received 12.12.2022)

Care Home

- Site Plan Drawing No. 0102 Rev P8 (Amended Plan) (Received 12.12.2022)
- Care Home Landscape Masterplan Drawing No. DE429-21 Rev G (Amended Plan) (Received 02.03.2023)
- GF General Arrangement Drawing No. 0201 Rev P5 (Amended Plan) (Received 12.12.2022)
- FF General Arrangement Drawing No. 0211 Rev P5 (Amended Plan) (Received 12.12.2022)
- SF General Arrangement Drawing No. 0221 Rev P5 (Amended Plan) (Received 12.12.2022)
- North and East Elevation Drawing No. 0301 Rev P4 (Amended Plan) (Received 12.12.2022)
- South and West Elevation Drawing No. 0302 Rev P4 (Amended Plan) (Received 12.12.2022)
- Courtyard Elevations Drawing No. 0303 Rev P3 (Amended Plan) (Received 12.12.2022)

Residential

- HT1 Housetype Drawing No. DE429-33C (Amended Plan) (Received 03.03.2023)
- HT1 v1 Housetype Drawing No. DE429-51 (Received 03.03.2023)
- HT2 v1 Housetype Drawing No. DE429-34C (Amended Plan) (Received 03.03.2023)
- HT2 v2 Housetype Drawing No. DE429-47A (Amended Plan) (Received 03.03.2023)
- HT2 v3 Housetype Drawing No. DE429-52 (Received 03.03.2023)
- HT3 Housetype Drawing No. DE429-35D (Amended Plan) (Received 03.03.2023)
- HT3 v1 Housetype Drawing No. DE429-55 (Received 03.03.2023)
- HT4 v1 Housetype Drawing No. DE429-36E (Amended Plan) (Received 03.03.2023)
- HT4 v3 Housetype Drawing No. DE429-56 (Received 03.03.2023)
- HT5 v1 Housetype Drawing No. DE429-37D (Amended Plan) (Received 03.03.2023)
- HT5 v2 Housetype Drawing No. DE429-50A (Amended Plan) (Received 03.03.2023)
- HT6 Housetype Drawing No. DE429-38D (Amended Plan) (Received 03.03.2023)
- HT7 Housetype Drawing No. DE429-39D (Amended Plan) (Received 03.03.2023)
- HT7 v1 Housetype Drawing No. DE429-57 (Received 03.03.2023)
- HT8 Housetype Drawing No. DE429-30D (Amended Plan) (Received 03.03.2023)
- HT8 v1 Housetype Drawing No. DE429-53 (Received 03.03.2023)

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- HT9 Housetype Drawing No. DE429-31C (Amended Plan) (Received 03.03.2023)
- HT10 Housetype Drawing No. DE429-32D (Amended Plan) (Received 03.03.2023)
- HT11 v1 Housetype Drawing No. DE429-40A (Amended Plan) (Received 03.03.2023)
- HT11 v2 Housetype Drawing No. DE429-49A (Amended Plan) (Received 03.03.2023)

- Apartment Building 1 – Elevations Drawing No DE-429-41C (Amended Plan) (Received 23.02.2023)
- Apartment Building 1 – Plans Drawing No DE-429-40C (Amended Plan) (Received 23.02.2023)
- Apartment Building 2 – Elevations Drawing No DE-429-43B (Amended Plan) (Received 23.02.2023)
- Apartment Building 2 – Plans Drawing No DE-429-42C (Amended Plan) (Received 23.02.2023)
- Apartment Building 3 – Elevations Drawing No DE-429-45B (Amended Plan) (Received 23.02.2023)
- Apartment Building 3 – Plans Drawing No DE-429-44C (Amended Plan) (Received 23.02.2023)

- Housing Detail Drawing No. DE-429-80 (Received 12.12.2022)
- Apartment Detail 1 Drawing No. DE-429-81 (Received 12.12.2022)
- Apartment Detail 2 Drawing No. DE-429-82 (Received 12.12.2022)
- Carport, Garage and Sub Station Drawing No. DE429-46E (Amended Plan) (Received 03.03.2023)

Street Scenes

- Street Scene 1 Drawing No. DE429-50A (Amended Plan) (Received 12.12.2022)
- Street Scene 2 Drawing No. DE429-51A (Amended Plan) (Received 12.12.2022)
- Street Scene 3 Drawing No. DE429-52A (Amended Plan) (Received 12.12.2022)
- Street Scene 4 Drawing No. DE429-53A (Amended Plan) (Received 12.12.2022)
- Street Scene 5 Drawing No. DE429-54A (Amended Plan) (Received 12.12.2022)

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

Highway Safety and Parking

6. No part of the development shall be commenced unless and until the main proposed vehicular access to Egley Road has been constructed and provided with a means within the private land of preventing private water from entering the highway and visibility zones in accordance with the approved plans and thereafter the visibility zones must be kept permanently clear of any obstruction over 1.05m high.

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

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7. No part of the development shall be first occupied unless and until the proposed emergency vehicular / pedestrian / cycle access to Egley Road has been constructed and provided with a means within the private land of preventing private water from entering the highway, visibility zones in accordance with the approved plans and thereafter the visibility zones must be kept permanently clear of any obstruction over 1.05m high.

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

8. The development, hereby approved, must not be first occupied unless and until the works scheduled detailed below for the provision of the following improvements to the public highway in accordance with the approved plans for:
- i) The provision and dedication of 3.0m pedestrian / cycleway through the development site North to South as shown on drawing ITB14061-GA-009
 - ii) The improvement of the bus stops located at on the western and eastern side of Egley Road with a new cantilever shelter on the East and relocated shelter and realignment of the layby on the West as shown on drawing ITB14061-GA-004
 - iii) The provision of pedestrian/cycleway refuge Island to assist safe crossing of Egley Road north of the Bus lay-by as shown on drawing ITB14061-GA-004
 - iv) The provision of an informal crossing point comprising dropped kerbs and tactile paving at the emergency access point south of the main access as shown on drawing ITB14061-GA-009
 - v) The provision of a new footway from the emergency access to the Hoe Valley School as shown on drawing ITB14061-GA-006

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

9. The amended submitted Travel Plans (including measures to promote sustainable modes of transport, and provisions for the maintenance, monitoring and review of the impact of the Plan and its further development) of the development hereby approved must be implemented upon first occupation of the relevant (residential and care home) part of the development, and must thereafter be maintained, monitored, reviewed and developed to the satisfaction of the Local Planning Authority and County Highways Authority.

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

10. The development hereby approved must not be occupied unless and until each of the proposed dwelling(s) are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that suitable provision for electric vehicle charging points is made in accordance with SPDs Parking Standards 2018 and Climate Change 2013 and the NPPF

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11. The care home hereby permitted must not be first occupied unless and until at least 10% of the available car parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230v AC 32 amp Single Phase dedicated supply) and a further 10% of the available car parking spaces are provided with ducting to provide additional fast charge sockets (feeder pillar or equivalent permitting future connection) in accordance with a scheme to first be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved facilities must be permanently maintained unless replaced by a more advanced technology with the same objective.

Reason: In order that suitable provision for electric vehicle charging points is made in accordance with SPDs Parking Standards 2018 and Climate Change 2013 and the NPPF.

12. The development hereby approved must not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles/cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking/turning areas must be retained and maintained for their designated purposes.

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

Construction Management

13. ++ No development should commence until a Construction Transport Management Plan (CTMP), to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (j) no HGV movements to or from the site should take place between the hours of 8.15 and 9.15 am and 3.00 and 4.00 pm (adjust as necessary according to individual school start and finish times) nor should the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in adjoining roads to the north and south of the site during these times
 - (k) on-site turning for construction vehicles

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

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

Secured by Design

14. No above ground development associated with the development hereby permitted should commence until details of crime prevention and security measures for the

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dwelling, car parking areas, hard and soft landscaping areas and bin storage area have been submitted to and approved in writing by the Local Planning Authority. The details must comply with the aims and objectives of the Police requirements of Secured by Design. The approved details must be implemented before the first occupation of the development and thereafter permanently retained.

Reason: To ensure the development achieves the required crime prevention elements and in the interests of the safety and amenities of occupants of the development and neighbouring properties.

Boundary Treatments

15. No above ground works should take place (excluding ground works and construction up to damp proof course (dpc) and the construction of the access) until details (in general accordance with Boundary Treatments Drawing No. DE429-16G (Amended Plan) (Received 17.01.2023)) have first been submitted to and approved in writing by the Local Planning Authority. The boundary treatments must thereafter be retained and maintained in accordance with the approved plans and must not be altered in any way without the prior written approval of the Local Planning Authority.

Reason: In the interests of visual and neighbouring amenity and to comply with Policy CS21 of the Woking Core Strategy 2012 and the NPPF.

Environment

16. ++ Prior to the commencement of superstructure works for the care home, a scheme for the installation of equipment to control the emission of fumes and smell from the premises must be submitted to and approved in writing by the Local Planning Authority. The approved scheme must be fully implemented in accordance with the approved details prior to the first use/occupation of the premises. All equipment installed as part of the approved scheme must 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 and smell in accordance with Policy CS21 of the Woking Core Strategy 2012 and policies in the NPPF.

17. No fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment should be installed until details, including acoustic specifications have been submitted to and approved in writing by the Local Planning Authority. Any equipment must 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 policies in the NPPF

18. ++Prior to the commencement of superstructure works on the residential buildings, hereby approved, details of the measures to be undertaken to acoustically insulate and ventilate the building for the containment of internally generated noise must be submitted to and approved in writing by the Local Planning Authority. The approved measures must be implemented in full prior to the first occupation of the development and must be retained in perpetuity thereafter.

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Reason: To protect the environment and amenities of the occupants of neighbouring properties.

19. Prior to the installation of any external lighting on the relevant part of the development (as identified by the plan numbered/titled '7884 L(00)650 A - Proposed Site Ground Floor Plan') (other than temporary construction / site works related lighting) the final detailed external lighting design / CCTV design (if applicable), including:

- a) CCTV (if applicable); and
- b) general external lighting (i.e. external walkway, carriageway, car parks, amenity lighting, security lighting and building facade lighting).

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

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

A Sensitive Lighting Management Plan – identifying how the final detailed external lighting design has had regard to the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK – Bats and The Built Environment Series" must also be submitted to and approved in writing by the Local Planning Authority prior to the installation of any external lighting on the relevant part of the development (other than temporary construction / site works related lighting).

Development must be carried out in accordance with the approved details and be permanently maintained as such thereafter.

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

20. The development shall be carried out in accordance with the recommendations and mitigation measures proposed within Section 5 of the 'Ecological Survey Report (RPS, July 2022) and Section 5 Preliminary Ecological Appraisal (RPS, July 2022). Should any of the recommendations and mitigation measures require updating, then an update report(s) should be prepared by a suitably qualified ecologist and submitted to the LPA, with appropriate justification and reasoning.

Reason: In the interest of preserving and enhancing protected species and biodiversity in compliance with Policy CS7 of the Woking Core Strategy 2012 and the National Planning Policy Framework.

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21. ++ The development hereby permitted shall not be occupied until a Landscape and Ecological Management Plan (LEMP), has been submitted to and approved in writing by the Local Planning Authority. This should be based on the Mitigation measures and ecological enhancements specified in the Preliminary Ecological Appraisal, ECO00250_871, Version B (RPS, July 2022) Ecology Survey Report, ECO00250, Version B (RPS, July 2022) and the Biodiversity Net Gain Assessment Report, ECO00250_873_F (RPS, February 2023) and Biodiversity Metric Calculation Tool 3.1 Rev5LP (RPS, February 2023), onsite landscaping and habitat creation in plan Post Development Metric Habitat Plan 5589/BIA2a dated October 2020 and biodiversity offsetting delivery proposals in the Technical Briefing Note dated 3 November 2020. Should any of the recommendations and mitigation measures require updating, then an update report(s) should be prepared by a suitably qualified ecologist and submitted to the LPA, with appropriate justification and reasoning. The LEMP must include (but not be limited to) adequate details of:

- Description and evaluation of features to be managed and created including measures to compensate for tree removal;
- Number, location and type of boxes for bat and bird boxes, including provision integral to the design of the new buildings;
- Aims and objectives of management (which will include the provision for a measurable net gain in biodiversity units as calculated by a Biodiversity Metric Calculation Tool);
- Appropriate management options to achieve aims and objectives;
- Prescriptions for management actions;
- Preparation of a work schedule for securing biodiversity enhancements in perpetuity;
- Details of the body or organisation responsible for implementation of the LEMP;
- Ongoing monitoring, auditing and remedial measures;
- A suitably qualified ecologist– will provide a baseline biodiversity audit and survey of the on-site and off-site habitat(s) and locations as recommended by RPS BNG assessment (ECO00250_873 F, dated February 2023) to monitor the habitats present in both on and off site locations in compliance with the Environment Act (2021) and all future amendments or secondary legislation that may come forth;
- Details and evidence of the implementation measures and management of proposals including a timetable of delivery for a period of not less than 30 years from the commencement of the scheme;
- A timetable of ecological monitoring to assess the success of all habitats creation/enhancement. The timetable should detail that Ecological monitoring reports should be submitted to the LPA every 5 years;
- Details of legal / funding mechanisms;
- Protected Species Mitigation and Enhancement Strategy.

The LEMP as approved must be carried out as approved.

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

Trees and Landscaping

22. Protective measures must be carried out in strict accordance with the arboricultural Information provided by RPS (Arboricultural Survey Impact Assessment and Method Statement Ref: JSL4004_770 Rev C Dated February 2023) (Amended) received on 15 February 2023 including the convening of a pre-commencement meeting on site

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to include the project manager, project Arboriculturalist and the LA tree officer to agree monitoring frequency and supervision for all works within RPA's. No works or demolition shall take place until the tree protection measures have been implemented. Any deviation from the works prescribed or methods agreed in the report will require prior written approval from the Local Planning Authority.

Reason: To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself.

23. Tree Planting must be carried out in strict accordance with Drawing No. DE429-20 Rev G (Amended Plan) (Received 02.03.2023), Drawing No. DE429-20 Rev G (Amended Plan) (Received 02.03.2023) and Drawing No. DE429-51 Rev C (Received 02.03.2023). Prior to any planting associated with the above details, details of a monitoring regime for the construction of all rootcells beneath hard surfacing must be submitted to and approved, in writing, by the Local Planning Authority. Development must be carried out in accordance with the approved details.

Reason: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality and the enhancement of the development itself.

24. Soft landscaping must be carried out wholly in accordance with Drawing No. DE429-20 Rev G (Amended Plan) (Received 02.03.2023) and Drawing No. DE429-20 Rev G (Amended Plan) (Received 02.03.2023), hereby approved. All landscaping must be planted in the first planting season (November-March) following the occupation of the buildings or the completion of the development 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: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality and the enhancement of the development itself.

Care Home

25. Notwithstanding the provisions of Article 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) and the Town and Country Planning (Use Classes) Order 1987 (or any Order revoking and re-enacting that Order with or without modification) the care home building, hereby approved, (as are identified by the Tenure Plan Drawing No. DE429-14D (Amended Plan) (Received 21.12.2022)) must only be used as a Care/Nursing home for elderly infirm residents by reason of dementia or nursing or other care needs and for no other purposes either within or outside Class C2 (Residential Institution) without the prior written permission of the Local Planning Authority.

Reason: To restrict the use of the development in accordance with the nature of the facilities proposed to ensure the development has no adverse impact on the integrity of the Thames Basin Heaths Special Protection Area and to comply with Policy CS8 of the Woking Core Strategy 2012, the policies in the NPPF and the Conservation of Habitats and Species Regulations 2010.

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Archaeology

26. ++ No development should take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work, to be conducted in accordance with a written scheme of investigation which has been submitted to and approved, in writing, by the Local Planning Authority.

Reason: The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric and Medieval remains. The potential impacts of the development can be mitigated through a programme of archaeological work in accordance with Policy CS20 of the Core Strategy 2012 and the NPPF.

Drainage

27. ++ The development, hereby approved, must not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non- Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details should include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+45% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 3.9 l/s.
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site and in accordance with Policy CS9 of the Core Strategy 2012 and NPPF.

28. Prior to the first occupation of the development, hereby approved, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

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Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS and in accordance with Policy CS9 of the Core Strategy 2012 and the NPPF.

Foul Water

29. ++ Prior to commencement, hereby approved, confirmation must be submitted to and approved by the Local Planning Authority that demonstrates:
1. Foul water Capacity exists off site to serve the development; or
 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation should take place other than in accordance with the agreed development and infrastructure phasing plan; or
 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary to avoid sewage flooding and/or potential pollution incidents

Waste Provision

30. ++ Notwithstanding the information submitted with the application, prior to the commencement of superstructure works for the residential development hereby permitted details of enclosures / screened facilities to be used for the storage of refuse and recycling containers, wheeled bins and any other containers where applicable must be submitted to and approved in writing by the Local Planning Authority. Refuse and recycling enclosures / screened facilities must be provided in accordance with the approved details before any relevant dwelling is first occupied and thereafter be permanently maintained for the lifetime of any relevant dwelling.

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

31. The care home, hereby permitted, must not be occupied until details have been submitted to and approved in writing by the Local Planning Authority indicating the how the clinical waste will be stored/presented for clinical collection.

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

Sustainability

32. ++ Notwithstanding the information submitted with the application, prior to the commencement of superstructure works on a residential buildings, hereby approved, written evidence must be submitted to, and approved in writing by, the Local Planning Authority demonstrating that the dwellings within the development will achieve a maximum water use of no more than 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended), measured in accordance with the methodology set out in Approved Document G (2015 edition). Such evidence must be in the form of a Design Stage water efficiency calculator.

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

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy (2012), the Climate Change SPD (2013) and the provisions of the National Planning Policy Framework (NPPF).

33. Unless otherwise first agreed in writing by the Local Planning Authority, within 3 months of first occupation of the care home building a final Certificate must be submitted to and approved in writing by the Local Planning Authority certifying that not less than BREEAM "Very Good" in accordance with the relevant BRE standards (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme) has been achieved for the care home development.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy 2012, the Climate Change SPD 2013 and the provisions of the NPPF.

Other (Residential)

34. The balconies on the flats as shown on the plans, hereby approved, must not be enclosed and must be maintained in accordance with the approved drawings.

Reason: In the interests of visual amenity and to preserve the character and design of the development in accordance with Policy CS21 of the Core Strategy 2012.

35. No more than 50 per cent of the residential units hereby approved must be occupied until the play area (LEAP) as shown on the approved plans has been fully laid out in accordance with a scheme for the play area (including details of all play equipment to be installed) that has been submitted to and approved in writing by the Local Planning Authority. The area must not thereafter be used for any purposes other than as a play area.

Reason: To ensure the provision of play and outdoor recreational facilities for children and young people in accordance with Policies CS17 and CS21 of the Woking Core Strategy 2012.

36. Notwithstanding the plans hereby approved, any window shown at first floor level or above on the north-western side elevations of Apartment Building 1, hereby approved, must be non-opening and glazed entirely with obscured glass. Once installed the window must be permanently maintained in that condition, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the residential amenity of the occupants of all residential units forming part of the development in accordance with Policy CS21 of the Woking Core Strategy 2012, SPDs Design 2015 and Outlook, Amenity, Privacy and Daylight 2022 and the NPPF.

37. Prior to the first occupation of the development, hereby approved, details of balcony screening for Apartment Building 1 and 2 must be submitted to and approved in

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writing by the Local Planning Authority. The development must then be implemented in accordance with the approved details and the balcony screens and must thereafter be maintained to the height and position as approved.

Reason: To protect the residential amenity of the occupants of all residential units forming part of the development in accordance with Policy CS21 of the Woking Core Strategy 2012, SPDs Design 2015 and Outlook, Amenity, Privacy and Daylight 2022 and the NPPF.

38. Notwithstanding the plans hereby approved, the western most windows shown at first floor level or above on the northern side elevation of Apartment Building 2, as identified on submitted plans, must be non-opening and glazed entirely with obscured glass. Once installed the window must be permanently maintained in that condition, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the residential amenity of the occupants of all residential units forming part of the development in accordance with Policy CS21 of the Woking Core Strategy 2012, SPDs Design 2015 and Outlook, Amenity, Privacy and Daylight 2022 and the NPPF

39. The window in the first-floor rear (southern) elevation shown to serve a bathroom of the dwelling on Plot 67, hereby permitted, must be glazed entirely with obscure glass and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed. Once installed the window must be permanently retained in that condition unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the residential amenity of the occupants of all residential units forming part of the development in accordance with Policy CS21 of the Woking Core Strategy 2012, SPDs Design 2015 and Outlook, Amenity, Privacy and Daylight 2022 and the NPPF.

40. The window(s) in the first floor side elevation(s) on dwellings on Plots 39, 58, 70, 72, 73, 74, 76, 80, 82 and 83 and the first floor southern side elevation on Plot 64 and the first floor northern side elevation on Plot 75, hereby permitted, must be glazed entirely with obscure glass and non-opening unless the parts of the windows which can be opened are more than 1.7 metres above the floor of the room in which the window is installed. Where such window(s) are on a staircase or landing the 1.7 metre measurement must be made from the stair or point on a landing immediately below the centre of the window(s), upwards to the opening part of the window(s). Once installed the window must be permanently retained in that condition unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the residential amenity of the occupants of all residential units forming part of the development in accordance with Policy CS21 of the Woking Core Strategy 2012, SPDs Design 2015 and Outlook, Amenity, Privacy and Daylight 2022 and the NPPF.

41. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification) no additional openings must be inserted at first floor level or above on the rear elevations of Plots 64 and 67 hereby approved without the prior permission of the Local Planning Authority on an application made for the purpose.

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Reason: To protect the residential amenity of the occupants of all dwellings forming part of the development, in particular Plots 70 and 73, and in accordance with Policy CS21 of the Woking Core Strategy 2012, SPDs Design 2015 and Outlook, Amenity, Privacy and Daylight 2022 and the NPPF

42. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification) no building, structure or other alteration permitted by Class A, B, C, D, E and F of Part 1 of Schedule 2 of the Order must be erected on the application site without the prior written permission of the Local Planning Authority on an application made for that purpose.

Reason: To prevent the overdevelopment of the site and to protect the residential amenity of the occupants of all dwellings forming part of the development and to ensure adequate provision of private amenity space to serve those dwellings in accordance with Policy CS21 of the Woking Core Strategy 2012, SPDs Design 2015 and Outlook, Amenity, Privacy and Daylight 2022 and the NPPF.

43. The garages, hereby approved, must only be used for the parking of vehicles and storage ancillary and incidental to the residential use of the dwelling houses and must be retained thereafter solely for that purpose and made available to the occupiers of the property or visitors at all times for parking purposes unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To preserve the amenities of the development and ensure provision of off-street parking facilities in accordance with Policies CS18, CS20 and CS21 of the Woking Core Strategy.

Informatives:

1. 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 2021.
2. Your attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT ON THE SITE or, require works to be carried out PRIOR TO THE COMMENCEMENT OF THE USE. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance.

You are advised that sufficient time needs to be given when submitting details in response to conditions, to allow the Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.

3. The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.
4. 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 are being complied with in full. Inspections may be undertaken both during and after construction.

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5. The applicant is advised that works related to the construction of the development, including works of demolition or preparation prior to building operations, should not take place other than:

Mondays - Fridays (inclusive) working only between 08:00 - 18:00 hrs

Saturday working only between 08:00 - 13:00 hrs

No work to take place on Sundays or Bank/Public Holidays

If works are intended to take place outside of the hours set out above the applicant should contact the Council's Environmental Health Service beforehand.

6. 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. 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.
8. 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 to form a vehicle crossover to install dropped kerbs. www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs

In the event that the access works require the felling of a highway tree not being subject to a Tree Preservation Order, and its removal has been permitted through planning permission, or as permitted development, the developer will pay to the County Council as part of its licence application fee compensation for its loss based upon 20% of the tree's CAVAT valuation to compensate for the loss of highway amenity.

9. 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
10. 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

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expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

11. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
12. 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.
13. 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.
14. The developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey should conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.
15. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant utility companies and the developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
16. The premises will be required to comply with the Food Safety Act 1990 and the Local Government (Miscellaneous Provisions) Act 1976. In this context details of the kitchen/food preparation areas including the number and position of sinks, wash hand basins and other fittings, water closet and urinal accommodation for staff and public, including facilities for disabled persons, should be submitted to the Chief Environmental Health Officer prior to the commencement of any work.
17. 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 Department on Woking (01483 755855) for the appropriate registration form.
18. 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 Chief Environmental Health Officer prior to commencement of works.

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19. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on the website.

If there are any further queries please contact the Flood Risk, Planning, and Consenting Team via SUDS@surreycc.gov.uk. Please use our reference number in any future correspondence.

20. Secured by Design is a police-owned organisation, that works on behalf of the Police Service throughout the UK to deliver a wide range of crime prevention and demand reduction initiatives. SbD plays a significant crime prevention role in the planning process to design out crime in a wide range of building sectors. It has achieved some significant success including one million homes built to SbD standards with reductions in crime of up to 87%. It supports the National Planning Policy Framework (NPPF) and underpins the above aims. The SbD scheme can be viewed at: www.securedbydesign.com

SbD has many partner organisations, ranging from the Home Office, Ministry of Housing, Communities & Local Government and the Police Service, through to local authorities, housing associations, developers and manufacturers. SbD works closely with standards and certification bodies to ensure that their publicly available standards actually meet the needs of the police and public alike.

21. Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works.

To start the process with our Asset Protection team, the applicant / developer should use the Asset Protection Customer Experience (ACE) system found on Network Rail's Asset Protection website (<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>).

This website also provides more information about our Asset Protection team and the services they offer.

22. The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.
23. With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

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24. It is recommended that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
25. Please note that developers are responsible for the purchasing of all waste receptacles required for developments. At least 12 weeks is required for bin orders via the Council. The developer will need to refer to the Waste and Recycling Provisions for developers to ensure the development is compliant with our requirements. This is available online at www.woking.gov.uk/recycling
26. The applicant is advised that, in accordance with the Town Improvement Clause Act 1987 Sections 64 & 65 and the Public Health Act 1925 Section 17, Woking Borough Council is the authority responsible for the numbering and naming of properties and new streets. You should make a formal application electronically to Woking Borough Council using the following link: www.woking.gov.uk/planning-and-building-control/street-naming-and-numbering/about-street-naming-and-numbering before addressing any property or installing or displaying any property name or number or street name in connection with any development the subject of this Planning Permission.

Please note that from April 2023 Woking Borough Council will be introducing Street Naming and Numbering (SNN) fees. This is to ensure that administrative costs incurred by the Council to provide this statutory function are recovered.