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TO THE CHAIRMAN AND MEMBERS OF THE **PLANNING COMMITTEE**

You are hereby summoned to attend a meeting of the Planning Committee to be held on Tuesday, 6 April 2021 at 7.00 pm. The meeting will be held virtually and webcast live through the Council's website in accordance with the Coronavirus Act 2020 and The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 (S.I.2020 No. 392).

The agenda for the meeting is set out below.

RAY MORGAN
Chief Executive

NOTE: Filming Council Meetings

Please note the meeting will be filmed and will be broadcast live and subsequently as an archive on the Council's website (www.woking.gov.uk). The images and sound recording will also be used for training purposes within the Council. By joining the meeting remotely you are consenting to being filmed.

AGENDA

PART I - PRESS AND PUBLIC PRESENT

1. Minutes

To approve the minutes of the meeting of the Planning Committee held on 16 March 2021 as published.

2. Apologies for Absence

3. Declarations of Interest

- (i) To receive declarations of disclosable pecuniary and other interests from Members in respect of any item to be considered at the meeting.
- (ii) In accordance with the Members' Code of Conduct, any Member who is a Council-appointed Director of a Thamesway Group company will declare a non-pecuniary interest in any item involving that Thamesway Group company. The interest will not prevent the Member from participating in the consideration of that item.
- (iii) In accordance with the Officer Procedure Rules, any Officer who is a Council-appointed Director of a Thamesway Group company will declare an interest in any item involving that Thamesway Group company. The interest will not prevent the Officer from advising the Committee on that item.

4. Urgent Business

To consider any business that the Chairman rules may be dealt with under Section 100B(4) of the Local Government Act 1972.

Matters for Determination

5. Planning and Enforcement Appeals (Pages 3 - 4)

6. Planning Applications (Pages 5 - 8)

Section A - Applications for Public Speaking

6a. 2021/0059 Land to the north of Old Woking Road and east of Station Approach, West Byfleet, Woking (Pages 11 - 74)

6b. 2020/1201 Church Gate, Premier House, Church Street West and 28-37 Vale Farm Road, Woking (Pages 75 - 174)

6c. 2020/0492 The Meadows, Bagshot Road, Woking (Pages 175 - 206)

Section B - Application reports to be introduced by Officers

6d. 2020/0947 117 Princess Road, Maybury, Woking (Pages 209 - 220)

6e. COND/2021/0026 Sheerwater Estate, Albert Drive, Woking (Pages 221 - 228)

6f. COND/2021/0038 Sheerwater Estate, Albert Drive, Woking (Pages 229 - 236)

Section C - Application Reports not to be introduced by officers unless requested by a Member of the Committee

There are no applications under this section.

7. Scheme of Delegation (Pages 239 - 242)

AGENDA ENDS

Date Published - 25 March 2021

For further information regarding this agenda and arrangements for the meeting, please contact Becky Capon on 01483 743011 or email becky.capon@woking.gov.uk



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PLANNING COMMITTEE – 6 APRIL 2021

PLANNING AND ENFORCEMENT APPEALS

The Committee is requested to:

RESOLVE:

That the report be noted.

The Committee has authority to determine the above recommendation.

Background Papers:

Planning Inspectorate Reports

Reporting Person:

Peter Bryant, Head of Legal and Democratic Services

Date Published:

25 March 2021

APPEALS LODGED

2019/1214

Application for Removal of Condition 3 (Use of Garage) of planning permission ref: PLAN/2004/1192 dated 25.11.2004 to allow the garage to be used as an annexe for the sole enjoyment of the main dwelling along with a single storey rear addition to the garage (Retrospective) at 30 Winern Glebe, Byfleet, West Byfleet, Surrey KT14 7LT.

Refused by Planning Committee
8 September 2020.
Appeal Lodged
18 February 2021.

APPEALS DECISION

2020/0227

Application for proposed balustrade to form roof terrace at 8 Thurlton Court, Horsell, Woking, Surrey GU21 4AU.

Refused by Delegated Authority
25 September 2020.
Appeal Lodged
8 January 2021.
Appeal Dismissed
9 March 2021.

Major Applications Index to Planning Committee Agenda Item 6

06 April 2021

<u>ITEM</u>	<u>LOCATION</u>	<u>APP. NO.</u>	<u>REC</u>	<u>WARD</u>
0006A	Land To The North Of Old Woking Road And East Of Station Approach, West Byfleet , Woking, Surrey, KT14 6NG	PLAN/2021/0059	PER	BWB
0006B	Church Gate (Nos.9-11 Church Street West), , Premier House (Nos.15-19 Church Street West),, Nos.28-37 Vale	PLAN/2020/1201	PERLEG	C
0006C	The Meadows, Bagshot Road, Woking, Surrey, ,	PLAN/2020/0492	REF	KNA
0006D	117 Princess Road, Maybury, Woking, Surrey, GU22 8ER	PLAN/2020/0947	REF	PY
0006E	Sheerwater Estate, Albert Drive, Sheerwater, Woking, Surrey, ,	COND/2021/0026	PER	C
0006F	Sheerwater Estate, Albert Drive, Sheerwater, Woking, Surrey, ,	COND/2021/0038	PER	C

SECTION A - A - C

SECTION B - D - F

PER- Grant Planning Permission

LEGAL - Grant Planning Permission Subject To Compliance Of A Legal Agreement

REF- Refuse

PLANNING COMMITTEE AGENDA

PLANNING APPLICATIONS AS AT 6TH APRIL 2021

This report contains applications which either fall outside the existing scheme of delegated powers or which have been brought to the Committee at the request of a Member or Members in accordance with the agreed procedure (M10/TP 7.4.92/749). These applications are for determination by the Committee.

This report is divided into three sections. The applications contained in Sections A & B will be individually introduced in accordance with the established practice. Applications in Section C will be taken in order but will not be the subject of an Officer's presentation unless requested by any Member.

The committee has the authority to determine the recommendations contained within the following reports.

Key to Ward Codes:

BWB = Byfleet and West Byfleet
GP = Goldsworth Park
HO = Horsell
KNA = Knaphill
PY = Pyrford

C = Canalside
HE = Heathlands
HV = Hoe Valley
MH = Mount Hermon
SJS = St. Johns

SECTION A

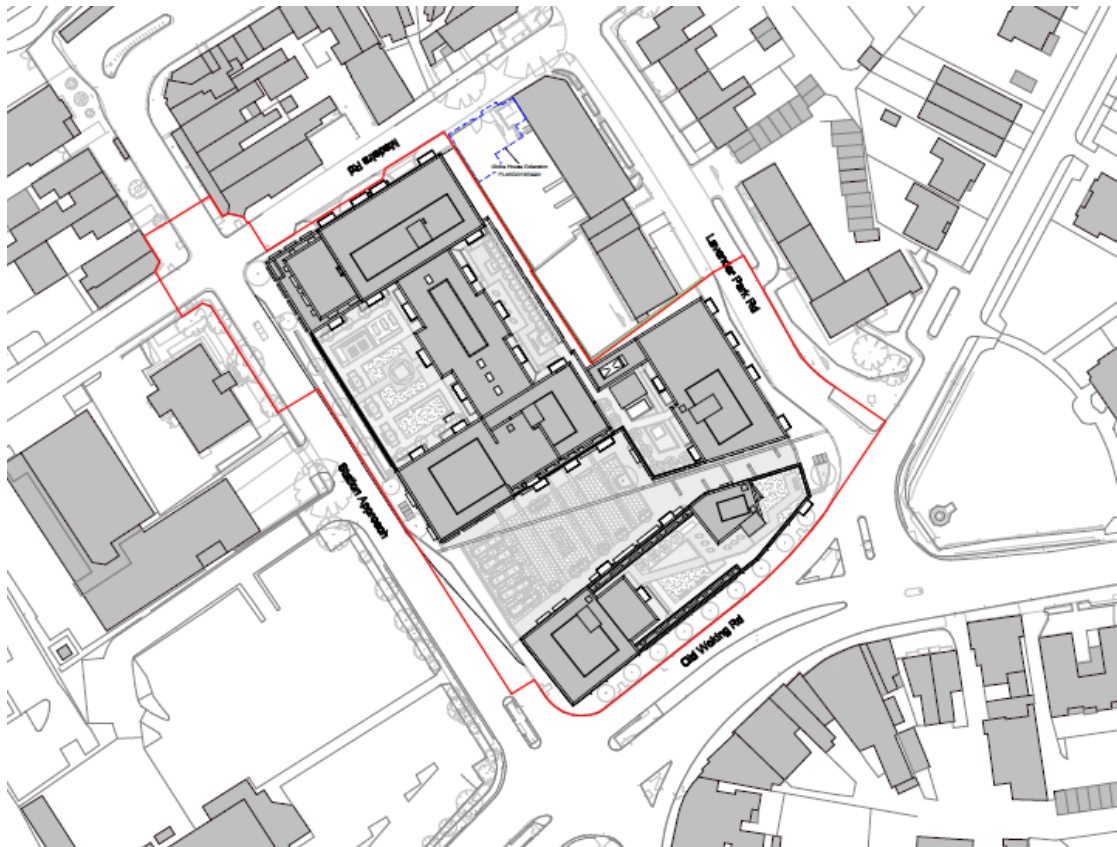
**APPLICATIONS ON WHICH
PUBLIC ARE ELIGIBLE
TO SPEAK**

(Note: Ordnance Survey Extracts appended to the reports are for locational purposes only and may not include all current developments either major or minor within the site or the area generally)

Land To The North Of Old Woking Road And East Of Station Approach

PLAN/2021/0059

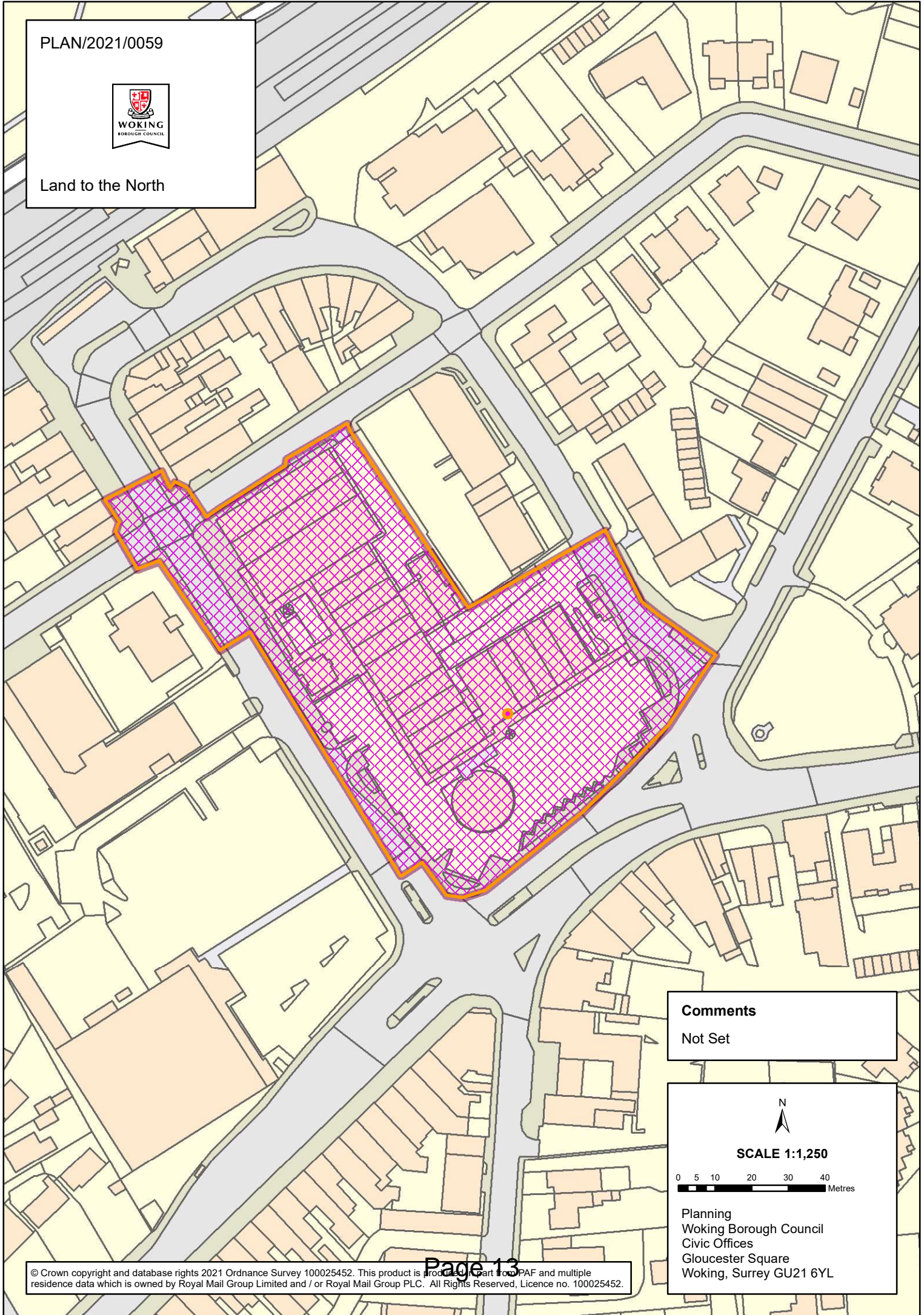
Reserved Matters application pursuant to Outline planning permission ref: PLAN/2020/0801 dated 22/12/2020 to seek approval of details relating to the appearance, landscaping, layout and scale of the development comprising redevelopment of the site to provide extra care retirement units (Class C2) and communal amenity floorspace, flexible retail, food and drink (Class E), drinking establishment (Sui Generis) and hot food takeaway (Sui Generis), community floorspace (Class F.1/Class F.2) and car parking spaces, together with the provision of basement space, cycle parking, highway works, public realm improvements and other associated works. Application also seeks approval of details pursuant to conditions 04 (statement of compliance), 06 (surface water drainage), 11 (sustainability assessment), 12 (energy and water consumption), 14a (noise) and 35 (biodiversity enhancements) of PLAN/2020/0801 dated 22/12/2020.



PLAN/2021/0059



Land to the North



Comments
Not Set

N
SCALE 1:1,250
0 5 10 20 30 40 Metres

Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking, Surrey GU21 6YL

6a PLAN/2021/0059

WARD: BWB

LOCATION: Land to the north of Old Woking Road and east of Station Approach, West Byfleet , Woking, Surrey, KT14 6NG

PROPOSAL: Reserved Matters application pursuant to Outline planning permission ref: PLAN/2020/0801 dated 22/12/2020 to seek approval of details relating to the appearance, landscaping, layout and scale of the development comprising redevelopment of the site to provide extra care retirement units (Class C2) and communal amenity floorspace, flexible retail, food and drink (Class E), drinking establishment (Sui Generis) and hot food takeaway (Sui Generis), community floorspace (Class F.1/Class F.2) and car parking spaces, together with the provision of basement space, cycle parking, highway works, public realm improvements and other associated works. Application also seeks approval of details pursuant to conditions 04 (statement of compliance), 06 (surface water drainage), 11 (sustainability assessment), 12 (energy and water consumption), 14a (noise) and 35 (biodiversity enhancements) of PLAN/2020/0801 dated 22/12/2020.

APPLICANT: Retirement Villages Group Ltd

OFFICER: Benjamin Bailey

REASON FOR REFERRAL TO COMMITTEE

The application is recommended for approval and involves the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more. It thus falls outside the Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

The application seeks approval of the reserved matters of appearance, landscaping, layout and scale pursuant to outline planning permission ref: PLAN/2020/0801 dated 22.12.2020.

The application also seeks approval of details submitted pursuant to the following conditions attached to PLAN/2020/0801 as set out below:

- 04 (statement of compliance);
- 06 (surface water drainage);
- 11 (sustainability assessment);
- 12 (energy and water consumption);
- 14a (noise); and
- 35 (biodiversity enhancements).

It should be noted that the approval of details pursuant to condition 16 of PLAN/2020/0801 have been removed from the present reserved matters application during the course of the application. Design development is not yet at a stage whereby the required plant details are available and therefore the trigger point for condition 16 has been amended, via non-material amendment ref: AMEND/2021/0012, to require submission and approval of plant details prior to

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installation, as opposed to those details forming part of this reserved matters application.

Design review panel (DRP)

It was considered appropriate to submit this scheme for consideration by the Design South East (DSe) Woking Design Review Panel (DRP), given the overall importance of the development within both West Byfleet District Centre and the wider Borough. The proposals were taken to DRP on 25 September 2020, and subsequently on 24 November 2020. The summary and key recommendations arising from the second (more recent) DRP are summarised below:

- This scheme continues to evolve in positively, responding well to the extant outline planning permission and design codes;
- Replacing the existing mixed use precinct with ‘older living’ homes, integrated with commercial and community uses, is a strong model and concept, founded in principles that we continue to support;
- In response to the first design review, the arrangement of buildings and the revised internal layouts are generally well worked out, as are the amended public realm proposals;
- There remains an opportunity to refine the scheme’s connectivity, certain internal layouts and the architectural character of the buildings still further, to make the scheme an appropriate fit for this prominent and important site;
- Reconsider the Old Woking Road facade and the way that the commercial units are designed/ organised internally, to ensure that the street frontage will not become the rear of the ground floor uses;
- Seek to celebrate the proposed location of the library, such that it becomes more prominent and can become a hub for the development;
- Reconsider the Square and its permeability, to include connecting it directly with Old Woking Road and the car park;
- Give thought to how the exteriors and interiors of the buildings connect with the facades and elevational treatments that are beginning to reflect references to the Arts and Crafts movement well.

Environmental Impact Assessment (EIA) Development

An Environmental Statement (ES) was submitted with the permitted 2017 outline planning application (ref: PLAN/2017/0128), encompassing the main topics of transport and traffic, townscape and visual resources, heritage and archaeology, soils, geology and land contamination, hydrology and drainage, air quality and noise and vibration. An ES Supplement was submitted with the subsequent section 73 outline planning application (ref: PLAN/2020/0801), providing an update to the respective topics relevant to the amendments sought under that section 73 application. It has been agreed with the applicant that an EIA Statement of Compliance is not required to be submitted as part of this reserved matters application given the recent update to the relevant topics within the ES Supplement submitted with PLAN/2020/0801. This reserved matters application does not raise new environmental considerations and does not constitute EIA development of itself.

PLANNING STATUS

- Urban Area
- West Byfleet District Centre

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- Primary Shopping Area (Partial)
- Proximity of Conservation Areas (Station Approach & Byfleet Corner/Rosemount Parade)
- Proximity of Statutory Listed Building (Church of St John the Baptist - Grade II)
- Adjacent to Area of High Archaeological Potential
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m - 5km)

RECOMMENDATION

That authority be delegated to the Development Manager (or their authorised deputy) to **APPROVE** reserved matters subject to:

- 1) The matter of surface water drainage being addressed to the satisfaction of the Council's Drainage and Flood Risk Engineer (and inclusion of appropriate condition(s)); and
- 2) Recommended conditions as set out in this report.

SITE DESCRIPTION

The site is relatively centrally located within West Byfleet District Centre, between West Byfleet railway station, approximately 100 metres to the north, and Old Woking Road. Owing to its central location, the site forms the main shopping/commercial area of West Byfleet District Centre, comprising 18 commercial units, a library, and a surface level public car park. The site also contains Sheer House, a vacant 7-storey office building which is served by a decked car parking area accessed/egressed via a ramp from Lavender Park Road. Both Sheer House, and the single storey 'L' shaped commercial parade, originate from the 1960s having been constructed using a reinforced concrete frame. Vehicular access to the surface level public car park is achieved from Lavender Park Road with vehicular egress onto Station Approach. A further 'service' vehicular access/egress exists onto Madeira Road. The site itself does not contain any heritage assets and falls wholly within Flood Zone 1 (low risk). As of early 2021 the site has very largely been enclosed by hoarding (erected as 'permitted development' under the provisions of Part 4, Class A of the GPDO). The demolition of Sheer House and the commercial units is progressing as 'permitted development', following application PLAN/2020/0753 establishing that prior approval was not required for those works.

RELEVANT PLANNING HISTORY

AMEND/2021/0012 - Non-material amendment to outline planning permission ref: PLAN/2020/0801 dated 22.12.2020 to amend the wording of condition 16 of PLAN/2020/0801 to allow for details of the measures to be undertaken to control emissions from parts of the development containing Class E / Sui Generis uses to be submitted prior to installation, instead of as part of any reserved matters applications for parts of the development containing these uses.
Non-material amendment permitted (23.03.2021)

PLAN/2020/0801 - Section 73 application for variation of conditions 04 and 05 (approved plans/documents) of PLAN/2017/0128 dated 21.12.2017 (Outline planning application (all matters reserved except for access) for demolition of all buildings on

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the site and retail and leisure led mixed use redevelopment comprising up to 5,000 sqm GIA of retail and leisure uses (Use Classes A1/A2/A3/A4/A5), up to 2,000 sqm GIA of commercial use (Use Class B1a), up to 20,500sq m GIA residential (or maximum of 255 units) (Use Class C2/C3 or C3), up to 300 sqm GIA of community use (Use Class D1), together with the provision of basement space, car and cycle parking, highway works, public realm improvements and associated works) to reconfigure the upper floor layout of Block B to provide an H shaped form, make changes to Classes A1-A5, B1(a), C3 and C2 floorspace parameters, reduce the minimum parameter of basement floorspace and amend the level of the basement AOD, reduce the minimum parameter of residential car parking spaces (no change to the amount of public parking), increase the maximum storeys (whilst maintaining the maximum height AOD), introduce second vehicular access point onto Madeira Road, amend the layout of private amenity space and increase balcony locations and reflect amendments to the Use Classes Order that came into force on 1 September 2020. Outline planning permission granted subject to conditions and S106 legal agreement (22.12.2020)

PLAN/2020/0753 - Prior Notification for the demolition and safe removal of waste of the 7-storey office building (Sheer House) and 18 commercial units. Prior Approval Not Required (23.09.2020)

PLAN/2020/0713 - EIA Screening Opinion request for works including the soft strip, asbestos removal and demolition of the 7 storey Sheer House and shopping arcade. EIA Screening Opinion Issued - Not EIA Development (08.09.2020)

PLAN/2020/0619 - EIA Scoping Opinion in respect of a proposed section 73 application to vary conditions 04 and 05 of outline planning permission reference PLAN/2017/0128 to enable the reconfiguration of Block B to a "H" shape, relocate a core of Block B, provide a pedestrian bridge link between Blocks A and C, provide balconies on all facades of Blocks A, B and C and make changes to the basement level, land use parameters, car parking and timescales. EIA Scoping Opinion Issued (27.08.2020)

PLAN/2017/0128 - Outline planning application (all matters reserved except for access) for demolition of all buildings on the site and retail and leisure led mixed use redevelopment comprising up to 5,000 sqm GIA of retail and leisure uses (Use Classes A1/A2/A3/A4/A5), up to 2,000 sqm GIA of commercial use (Use Class B1a), up to 20,500sq m GIA residential (or maximum of 255 units) (Use Class C2/C3 or C3), up to 300 sqm GIA of community use (Use Class D1), together with the provision of basement space, car and cycle parking, highway works, public realm improvements and associated works (amended plans relating to north-west corner of Building B1). Outline planning permission granted subject to conditions and S106 legal agreement (21.12.2017)

PROPOSED DEVELOPMENT

The application seeks approval of reserved matters for:

- 20,082 sq.m GIA of extra care retirement accommodation (Class C2) (196 residential units) and 1,400 sq.m GIA of communal amenity floorspace;
- 1,515 sq.m GIA of flexible retail, food and drink (Class E), drinking establishment (Sui Generis) and hot food takeaway (Sui Generis);

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- 361 sq.m GIA of community floorspace (Class F1/Class F2);
- 162 car parking spaces (including 67 public parking spaces, the remainder serving the proposed extra care retirement community);
- Basement space (parking, plant and circulation);
- Cycle parking (public and private);
- Highway works;
- Public realm improvements including the provision of a public square; and
- Other associated works.

CONSULTATIONS

Surrey County Council Highway Authority: Recommends an appropriate agreement to secure car club provision and Travel Plan auditing fee. Recommends conditions.

(Officer Note: There is not scope to 're-open' the pre-existing S106 Legal Agreement at this reserved matters stage in order to secure car club provision and a Travel Plan auditing fee, neither of which were recommended by Surrey CC as Highway Authority in the consultation response to outline planning application ref: PLAN/2020/0801. The conditions recommended by Surrey CC as Highway Authority replicate those already attached to the grant of outline planning permission ref: PLAN/2020/0801; as such it is not necessary to re-attach such conditions at this reserved matters stage as the applicant will also have to comply with conditions attached to PLAN/2020/0801)

National Grid Asset Protection Team: No comments received.

Runnymede Borough Council: No objection.

Elmbridge Borough Council: No objection.

Guildford Borough Council: No objection.

Surrey Wildlife Trust: We focus our comments on details submitted pursuant to condition 35 (biodiversity enhancements). Note that a number of planting areas are incorporated around the southern boundaries; and on a number of terraces to include trees, shrubs and perennial planting, which are stated to be wildlife friendly. We note from the Tree strategy included within Landscape Statement that the plan appears to set out the number of trees to be incorporated within the proposals with respect of some of the terraces. As per the comments of the Council's tree officer, we would advise more detail is provided to show sizes of specimens to be planted and quantities within other areas of the site. We also note that Bat boxes are to be incorporated within the site. Biodiversity Enhancement Statement states that these boxes will be installed at 3m; good practice guidance sets out that Bat boxes should be sited at least 4-5m high. Finally, it is noted within the Biodiversity enhancement Statement that management responsibilities for the soft landscaping is set out- it is assumed the management and maintenance is to be continued in perpetuity.

Thames Water Development Planning: Thames Water confirms the surface water condition referenced can be discharged based on the information submitted. Thames Water would advise that with regard to surface water network infrastructure capacity, we would not have any objection to the above planning application. Recommend informatives in respect of groundwater discharge, working near underground assets and potable water supplier.

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Senior Arboricultural Officer (WBC): Overall I am happy with the principals outlined and the species selection, the only outstanding issues as far as I can see are the final planting details showing sizes and quantities. I will also require details of the planting pits (underground structures) for trees showing that sufficient underground rooting provision has been allocated for the species selected.

(Officer Note: This information can be secured via recommended condition 04)

Historic Buildings Advisor (WBC): The Townscape and Visual Addendum analysis is particularly useful in contextualising the development in the wider context of the Conservation Areas and the listed Church. In the light of the general positive comments by the Design [Review] Panel I have no overriding criticism to make on the scheme. The Design and Access Statement shows a competent selection of materials, but I note that all the projecting balcony fronts are painted steel. I have frequently commented before on the rash of tower blocks in central Woking, that structural glass balcony fronts can provide a constantly changing reflective lightness to buildings which creates interest. I am wondering whether there is a chance of introducing some here. Otherwise I have no negative comments.

Historic England: In terms of this reserved matters application, we refer you to paragraph 200 of the National Planning Policy Framework, where Local Planning Authorities should look for opportunities for new development within the setting of conservation areas to enhance or better reveal their significance. We advise that the design of the new development is carefully treated so that it successfully integrates with and forms a cohesive part of the centre of West Byfleet. We refer you to your own Design Guide which highlights that the design of new façades at this site should be sensitive to the historic buildings found in the surrounding context with the vertical and horizontal organisation of the façade ordered with a clear hierarchy. We concur with this approach and recommend that the design and materials of the proposed blocks should be contextual with the adjacent historic townscape, taking into account the strong vertical division of the parades, predominance of brick and the varied and articulated gabled roofline that exists in the nearby conservation areas.

Environmental Health (WBC): There is no objection to discharge of Condition 14a, where the tenant is responsible for upgrading sound insulation where higher noise sources are introduced, if this approach has been accepted for other large mixed commercial /residential schemes in the past.

Drainage and Flood Risk Team (WBC) (LLFA under agency from Surrey CC): Raise objection.

(Officer Note: This present objection is reflected in the recommendation which seeks delegated authority for the Development Manager (or their authorised deputy) to approve reserved matters subject to the matter of surface water drainage (with appropriate conditions) being addressed to the satisfaction of the Council's Drainage and Flood Risk Engineer)

West Byfleet Neighbourhood Forum: No comments received.

REPRESENTATIONS

x655 neighbour notification letters of the application have been sent out, in addition to the application being advertised on the Council's website and by statutory press

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(published in the 28 January 2021 edition of the Woking News and Mail newspaper) and site notices. Due to the relatively large size of the site a full set of site notices have been posted at x3 separate locations around the site (on Lavender Park Road, Old Woking Road and Station Approach).

In response to the consultations undertaken **x11 letters of representation (x7 in objection, x3 neutral and x2 in support) have been received.** The points raised in the representations received are summarised below:

Design / character / built heritage

- Site is located between two Conservation Areas
- Height and volume of the proposed buildings is out of character
- Owes more to the existing Sheer House than it does to the Conservation Areas in West Byfleet
- Architecturally it is completely at odds with the Arts & Crafts movement architecture which dominates this area
- Represents a significant change in the character of the village - this is a village not a town
- Loss of feeling of openness that presently exists and the clear view of the Church
- Area will feel enclosed and buildings too dominating
- Object to the overall scale of Block A
- Historic England identified the potential for some harmful impacts to the significance of St John's Church and the adjacent Conservation Areas due to the height and massing of the proposed development
(Officer Note: 'Less than substantial' harms to the settings of these heritage assets were acknowledged in the assessment of outline planning application ref: PLAN/2020/0801)
- High-over density of development
- Loss of trees
- Any spreading branches of new trees shown along Old Woking Road may be hit by lorries
- Outstanding piece of architecture with many pleasing features although have concerns in respect of the overall effect which may detract from its surroundings
- Appears a compromise that's mostly reasonable
- Balconies serve to break up the very overbearing facades, add to the building and appear a good size
- Wrought iron style of balconies is at least reminiscent of Arts & Crafts
- Have no safety concerns about the balconies; people need to be responsible for their own space and safety
- Balconies will look very messy once everyone has put their own things on them
- External balconies beside Byfleet corner (i.e. along Parvis Road and Lavender Park Road opposite St John Church and the Conservation Area) are completely out of character with the church and the shops and should become internal like they are along Station Approach
- Believe it is unusual to have balconies to such height over a public pavement
- The Council should stop these designs and consolidate the style of this area
- Recent development at Broadoaks is a prime example of a really good development

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(Officer Note: It must be borne in mind that Broadoaks falls within the Green Belt)

Amenity

- New amenities for residents and the general public are extremely welcome
- Should be a lot of mature trees, bench seating and space for outdoor tables and chairs in the cafes/restaurants
- Eating places need to be on the sunniest side of the square
- Block C will affect Drayton Court (in Lavender Park Road), which comprises x20 flats, and nearby houses in Camphill Road and result in loss of privacy, overshadowing and loss of light
- Projecting balconies will invade privacy, be overbearing and out of character with the area and two adjoining developments
- Block C will be higher than adjoining Magna West and also forward of the building line of Magna West; projecting balconies will accentuate this negative impact
- Nearest houses in Camphill Road will be affected by the uppermost balconies on Block C, which will look into these gardens and houses
- Wind microclimate may be an issue
- Sunlight may be an issue
- Overlooking

Car parking / highways

- Current public car park is open 24 hrs a day, 7 days a week with charging between certain times; the developers have indicated that the replacement car park will be closed for a significant period overnight starting c 11:30 pm, which is too early
- Insufficient parking for the new residents and therefore danger of further parking overflow onto the already congested streets at the centre of West Byfleet with a consequent impact on highway safety
- Insufficient public parking included given the growth in the village
- Insufficient risk assessment of traffic in the village and surrounds given two large developments being built at the same time

General

- Consultation by the applicant has been very one-way; only brickwork has changed as a result
- Keeble Brown have been fantastic with keeping local businesses and residents up to date with all developments and developer seems to be listening and taking on board comments from liaison group
- Being a local business owner I think this is going to be fantastic for the village
- Public square will be a fantastic addition and with all the residents staying within the village it will mean small local businesses will thrive
- West Byfleet will become a destination village and it will attract more and more businesses

COMMENTARY

Further to a detailed review of the adopted highway and site ownership boundaries, the applicant has chosen to step the Station Approach building line of Block A back by approximately 450mm (in comparison to that initially submitted) to ensure that Block A sits firmly within the ownership of the applicant and does not overlap

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highway land. The applicant has chosen to do this to avoid the need for a highway stopping up order in this location, the avoidance of which will simplify and expedite the development process. Amended plans submitted during the course of this reserved matters application reflect this change. Given this change represents a reduction in the overall envelope of Block A (albeit still within the parameters approved at outline stage) further public consultation was not undertaken on these amended plans. It must be borne in mind that this change, in the context of the overall proposed development, is minor.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019)

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 7 - Ensuring the vitality of town centres

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 (2009) (saved policy)

NRM6 - Thames Basin Heath Special Protection Areas

Woking Core Strategy (2012)

CS1 - A spatial strategy for Woking Borough

CS3 - West Byfleet District Centre

CS7 - Biodiversity and nature conservation

CS8 - Thames Basin Heaths Special Protection Areas

CS9 - Flooding and water management

CS10 - Housing provision and distribution

CS11 - Housing mix

CS12 - Affordable housing

CS13 - Older people and vulnerable groups

CS15 - Sustainable economic development

CS16 - Infrastructure delivery

CS18 - Transport and accessibility

CS19 - Social and community infrastructure

CS20 - Heritage and conservation

CS21 - Design

CS22 - Sustainable construction

CS24 - Woking's landscape and townscape

CS25 - Presumption in favour of sustainable development

Development Management Policies Development Plan Document (DM Policies DPD) (2016)

DM1 - Green infrastructure opportunities

DM2 - Trees and landscaping

DM5 - Environmental pollution

DM6 - Air and water quality

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DM7 - Noise and light pollution
DM8 - Land contamination and hazards
DM16 - Servicing development
DM17 - Public realm
DM20 - Heritage assets and their settings

The West Byfleet Neighbourhood Development Plan (2017) (WBNDP):

BE1 - Development character
BE2 - New housing quality
BE3 - District Centre development character
BE4 - Sheer House complex ("SHC") development
BE5 - Older people accommodation
BE6 - Residential parking provision
CE1 - District Centre development
CE2 - Retail space
CE3 - Sheer House complex (SHC) mixed use development
CE4 - Business continuity
CE5 - Public amenity provision
CE6 - Sheer House complex (SHC) parking provision
I1 - District centre parking provision
I2 - Pedestrian and cycle facilities
I3 - Wastewater and sewerage infrastructure
OS3 - Trees and hedges
OS5 - Access
S&C4 - Library facilities
S&C5 - Community facilities parking provision
S&C6 - CIL Projects

Emerging Site Allocations Development Plan Document (SA DPD) (as amended by the Schedule of Proposed Main Modifications to the Regulation 19 consultation document, dated September 2020)

UA42 - Land at Station Approach, West Byfleet, KT14 6NG

Supplementary Planning Documents (SPD's)

Design (2015)
Outlook, Amenity, Privacy and Daylight (2008)
Parking Standards (2018)
Affordable Housing Delivery (2014)
Climate Change (2013)

Supplementary Planning Guidance (SPGs):

Heritage of Woking (2000)
Byfleet Corner/Rosemount Parade and Station Approach, West Byfleet Conservation Areas Character Appraisal and Design Guidance

Other Material Considerations

National Design Guide (2019)
Planning Practice Guidance (PPG) (online resource)
Woking Character Study (2010)
Thames Basin Heaths Special Protection Area Avoidance Strategy
Woking Borough Council Strategic Flood Risk Assessment (November 2015)
Community Infrastructure Levy (CIL) Charging Schedule (2015)

PLANNING ISSUES

1. This is a reserved matters application for the approval of the reserved matters of appearance, landscaping, layout and scale pursuant to outline planning permission ref: PLAN/2020/0801. Matters of access have already been established, having been approved at outline stage, and are not to be reassessed again as part of this application. The principle of the development of the site for the following land uses, and within the following minimum and maximum parameters, was approved at outline stage and is also not to be revisited as part of this application:

Land Use	Minimum Parameter (sq.m)	Maximum Parameter (sq.m)	Reserved Matters Proposal (sq.m)
C2 - accommodation GIA	17,000 (180 units)(*)	20,500 (220 units)	20,082 (196 units)
C2 - shared amenities and back of house GIA	900	1,400	1,400
Retail, Food and Drink, (Use Class E), Drinking Establishments and Hot food Takeaway (Sui Generis)	1,500	3,000	1,515
Community Facility (Use Class F.1\F.2), Public toilet	330	430	361
Subtotal floor space excluding parking GIA	19,730	25,330	23,358

Please Note

All areas GIA

() Does not include ancillary residential spaces at basement level.*

2. The conditions attached to outline planning permission ref: PLAN/2020/0801 require details of:

- SuDS construction drawings;
- SuDS verification;
- Piling method statement (if piling is proposed);
- Energy and water consumption verification;
- Noise mitigation;
- Control of emissions (i.e. from commercial kitchens) from Class E / Sui Generis uses;
- Plant (incl. acoustic specifications);
- Construction Environmental Management Plan (CEMP);
- Construction Transport Management Plan (CTMP);
- Any sewerage works;
- Contamination;
- Archaeological work;
- New/modified vehicular accesses;
- Highway works and mitigation;
- Car parking, incl. cycle parking and car parking management plan;

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- Travel plan(s) (i.e. sustainable travel);
 - Electric vehicle (EV) charging points; and
 - Investigations in respect of ensuring business continuity during course of site works.
3. In due course these matters are to be assessed and agreed through the submission of details pursuant to these planning conditions and do not form part of the assessment of this reserved matters application. It is important to stress that the approval of reserved matters is not, in itself, a planning permission and that an application for such approval is not, in itself, an application for planning permission; rather the “*planning permission*” is the package consisting of both the outline planning permission (i.e. in this case ref: PLAN/2020/0801) and any subsequent reserved matter(s) approval(s). To avoid breaching planning control the applicant must comply with conditions attached to both the outline planning permission and any subsequent reserved matter(s) approval(s), in addition to any S106 Legal Agreement requirements. It is therefore not necessary to attach planning conditions to a reserved matter(s) approval(s) which are already addressed through conditions attached to the outline planning permission.
4. Whilst matters of layout, scale, appearance and landscaping are for consideration under this reserved matters application, inter alia, the minimum and maximum floor areas proposed for each use, the maximum and minimum dimensions of the main plots of development proposed and the pedestrian movement routes through the site have already been established under outline planning permission ref: PLAN/2020/0801. Providing the following matters fall between the minimum and maximum parameters set out through the Parameter Plans approved under PLAN/2020/0801 the following matters have already been accepted by the Local Planning Authority in granting outline planning permission ref: PLAN/2020/0801:
- Horizontal Limit of Deviation (Ground/Typical/Top Floors)
 - Minimum & Maximum Building Heights
 - Land Use (Lower Ground/Ground/Upper Ground/First/Typical Floors)
 - Access
 - Pedestrian Movement
 - Public Open Space
 - Topography (Basement & Lower Ground)
 - Private Amenity Space
5. In addition to the Parameter Plans a Design Code was approved as part of outline planning permission ref: PLAN/2020/0801. The Design Code sets a framework for the detailed design (and is also a ‘control document’) and encompasses six main topic areas as set out below:

Building Setting Out

- Gaps between buildings;
- Building A - Top floor set back;
- Ground floor colonnade; and
- Building A - Northeast corner

Facade Principles & Grid

- Order;
- Gaps & recesses;

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- Solid to glazed ratio; and
- Depth & texture

Material Palette

- Primary building material; and
- Secondary building material

Public Realm & Landscape

- Public square character & uses;
- Hard landscape materials;
- Landscape; and
- Tree strategy

Balconies

- Residential balconies

Residential Entrances

- Communal entrances

6. Again, providing the preceding matters comply with the respective sections of the Design Code approved under PLAN/2020/0801 these matters have already been accepted by the Local Planning Authority in granting outline planning permission ref: PLAN/2020/0801.
7. The relevant considerations in respect of this reserved matters application are whether the layout, scale, appearance and landscaping of the development is acceptable in planning terms. It is also necessary to consider whether the details submitted pursuant to conditions 04 (statement of compliance), 06 (surface water drainage), 11 (sustainability assessment), 12 (energy and water consumption), 14a (noise) and 35 (biodiversity enhancements) of PLAN/2020/0801 are acceptable. Each of the following matters will be considered in turn:
 - principle of the development and the quantum proposed;
 - layout of the development and the scale and appearance of the buildings;
 - impact upon the character of the area, including upon built heritage;
 - the impact of the development on the character of the surrounding area;
 - highways, parking and transport;
 - impact on residential amenity;
 - amenities of future occupiers;
 - ecology and biodiversity;
 - flooding and water management;
 - solar reflective glare;
 - energy and water consumption; and
 - noise.

Principle of the development and the quantum proposed

8. The principle of the varying uses proposed was considered in detail, and has been established, under outline planning permission ref: PLAN/2020/0801 and thus is not for determination as part of this application. It should be noted that restrictions in respect of occupation of the class C2 residential accommodation

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are set out in the pre-existing S106 legal agreement pursuant to PLAN/2020/0801, and were considered in the determination of that application.

9. The quantum of floorspace for each of the varying uses was also considered in detail, and has been established, under outline planning permission ref: PLAN/2020/0801. Providing the reserved matters proposal falls between the previously approved minimum and maximum floorspace parameters for each of the varying uses no objection can be raised in that respect as part of this reserved matters application. In permitting PLAN/2020/0801 both the minimum and maximum floorspace parameters were considered for each of the proposed uses. As can be seen below this reserved matters application falls within the previously permitted parameters and therefore the quantum proposed is acceptable as it accords with the outline planning permission:

Land Use	Minimum Parameter (sq.m)	Maximum Parameter (sq.m)	Reserved Matters Proposal (sq.m)
C2 - accommodation GIA	17,000 (180 units)(*)	20,500 (220 units)	20,082 (196 units)
C2 - shared amenities and back of house GIA	900	1,400	1,400
Retail, Food and Drink, (Use Class E), Drinking Establishments and Hot food Takeaway (Sui Generis)	1,500	3,000	1,515
Community Facility (Use Class F.1\F.2), Public toilet	330	430	361
Subtotal floor space excluding parking GIA	19,730	25,330	23,358

Please Note

All areas GIA

() Does not include ancillary residential spaces at basement level.*

Class C2

10. In respect of the class C2 residential accommodation Policy CS13 is titled 'Older people and vulnerable groups' and the first line of the policy states that the Council will support the development of specialist accommodation for older people and vulnerable groups in suitable locations. Each of the x196 proposed C2 residential units would benefit from self-contained kitchen and bathroom facilities and private living space, and the proposed development would provide future residents with access to internal communal facilities and external communal roof terraces.
11. As was established at outline stage it is clear that the residential element of the proposed development would meet a specific accommodation need, including access to an element of care for older people, with the ability to maintain the lifestyle of independent living. This element of the development would cater for a sector of the population with a specific need and therefore constitutes specialist accommodation to which Policy CS13 is applicable.

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12. Policy CS13 states that new specialist accommodation should be of high quality design, including generous space standards and generous amenity space (which are assessed within the amenities of future occupiers section of this report) and that at least 50% of schemes should have two bedrooms unless the development is entirely for affordable units where a smaller percentage may be more appropriate. The proposed development includes x149 units at 2 bedroom or 2+ bedroom size (i.e. 76.02%), and is therefore compliant with the “at least 50%” requirement set out by Policy CS13.
13. The mix of class C2 residential units is shown below:

No. of bedrooms	No. of units	Percentage
2 bedroom	115	58.67%
2+ bedroom	34	17.35%
1 bedroom	47	23.98%
Total	196	100.0%
2 bedroom (combined)	149	76.02%

Flexible Commercial Use (Class E / Sui Generis)

14. A planning commentary report (prepared by Forty Group) is appended to the submitted Planning Statement which sets out that commercial unit sizes have been considered to match with typical market demand, which is also supported by studies of successful urban village retailing locations at Dulwich, Wanstead and Wimbledon Village. The report sets out that a review of these locations shows a traditional unit composition in the order of 70 sq.m to 120 sq.m per unit (excluding larger supermarket uses) which, when considering back of house versus sales requirements, provides an optimal range of unit sizes.
15. Active frontages would be provided at ground floor level to Old Woking Road, ‘The Cut’, fringing the new public square and along Station Approach (at lower ground floor level here due to level changes across the site). The community floorspace would be situated in a prominent position at ground floor level within Block A, therefore fronting both the new public square and Old Woking Road.
16. The commercial units fronting onto Station Approach, and turning on to Madeira Road, include a range of unit sizes to attract a variety of retailers, inherent flexibility to co-join units for larger retailers or to provide expansion and the potential to subdivide the two corner units to provide additional smaller units. A dedicated discreet refuse storage area is also provided.
17. Along the Old Woking Road / new Public Square and ‘return’ to Station Approach frontages the commercial units provide two larger unit sizes to attract a variety of retailers or service providers, flexibility to co-join the units along Old Woking Road for larger retailers or to provide expansion and potential to subdivide units to provide additional smaller units. Again a dedicated discreet refuse storage area is provided.

Community Use (Class F.1 / Class F.2)

18. The proposed development includes a community space, in line with the requirements of outline planning permission ref: PLAN/2020/0801, which provides opportunity for the re-instatement of the existing library on the site. The

location of the community floorspace has been selected for its prominence and visibility, celebrating its role serving the community. It will be visible from the junction at Lavender Park Road and will benefit from a visual link from Old Woking Road to the public square.

Layout of the development and the form, scale and appearance of the buildings

19. Whilst matters of layout, scale and appearance are for consideration under this reserved matters application, inter alia, the minimum and maximum floor areas proposed for each use, the maximum and minimum dimensions of the main plots of development proposed and the pedestrian movement routes through the site have already been established under outline planning permission ref: PLAN/2020/0801. In addition to the Parameter Plans a Design Code was approved as part of outline planning permission ref: PLAN/2020/0801. The Design Code sets a framework for the detailed design (and is also a 'control document') and encompasses six main topic areas.

Policy background

20. Paragraph 124 of the National Planning Policy Framework (NPPF) states that, "Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities." Paragraphs 127-131 (incl.) then go on to set out the considerations in decision-making.
21. The National Design Guide (NDG) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. The 10 characteristics form the priorities of what is recognised to contribute to well-designed places. They all contribute towards the cross-cutting themes for good design set out in the NPPF.
22. Policy CS21 requires proposals for new development to create buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land, and should incorporate landscaping to enhance the setting of the development. Policy CS24 states that all development proposals are required to provide a positive benefit in terms of landscape and townscape character and local distinctiveness.
23. Chapter 8 of SPD Design (2015) sets out that, within West Byfleet District Centre, there is scope for new and improved public spaces as the evolution of the centre has led to removal of public spaces and quality deteriorating and that the provision of new public space would significantly improve the centre. The SPD goes on to state that in West Byfleet the Sheer House site occupies a significant proportion of the District Centre and, in its current form, has a negative impact on the character of the area.
24. Policy BE3 (District Centre Development Character) of the WBNDP sets out that:

"Development within the District Centre (as defined in Figure 14) should

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reflect local character and proposals should demonstrate how they will conserve and, where possible, enhance, local heritage assets, with particular regard to Conservation Areas and their settings.”

25. Policy BE4 (Sheer House Complex (“SHC”) Development) of the WBN DP sets out that:

“The redevelopment of the SHC will be supported, provided the redevelopment of the site will have a positive effect on the area’s townscape character and adjacent Conservation Areas. Development proposals should clearly demonstrate how the scheme will achieve high quality and inclusive design that creates a sense of place and a high quality public realm based on the principles set out in the Design SPD, and in the local character assessment within the Neighbourhood Plan.”

26. Policy DM19 relates to shopfronts and states:

“Proposals for new and replacement shopfronts will be permitted where they pay regard to the guidance set out in the Woking Design SPD on Shopfronts in terms of character, proportion, materiality, lighting and security; and:

- *they do not adversely affect pedestrian or highway safety;*
- *they would preserve or enhance heritage assets having regard to design and materials of the building and adjoining shops, including any traditional or original features that should be retained;*
- *they are designed to allow equal access for all users; and*
- *they do not detrimentally affect the amenity of neighbouring occupiers.*

In Conservation Areas and on heritage assets, where traditional shopfronts are important, new shopfronts should be of a traditional format and reflect the character of the building and/or the area”.

27. Public realm are those parts of a village, town or city (whether publicly or privately owned) that are available, free of charge, for everyone to use or see, including streets, squares, parks, gardens and a wide variety of incidental open spaces. Policy DM17 states that development should create or contribute to a safe, attractive, high quality, inclusive and legible public realm that contributes positively to local character and identity and encourages appropriate levels of activity and social interaction. Policy DM17 states:

“Proposals for new development which impact upon the public realm should pay regard to the principles set out in the Woking Design SPD, and:

- *ensure schemes provide for or contribute towards an appropriate range of public realm features, including spill-out spaces for trade, events, relaxation and recreation; and*
- *enable easy, inclusive access into and through the public realm and to buildings that provides adequately for the mobility needs of all users having regard to age, gender and disability; and*

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- *ensure that any car parking and provision for servicing are appropriate to the context and sensitively integrated so as not to dominate the public realm; and*
- *ensure schemes incorporate appropriate street furniture, clear signs, lighting and surface and landscape materials and planting of high quality, environmental performance and durability that enhance the quality, character and appearance of the public realm through their siting and design.”*

Design and Access Statement (DAS)

28. With the position and massing of the buildings established, within the permitted parameters, by the outline planning permission, the DAS illustrates the applicant's research and understanding of the local urban character and seeks to demonstrate how that research translates in the architecture of the scheme, albeit within the requirements of the approved Design Code. The applicant's research has identified that an essential oil distillery operated, from the mid C19th until its closure around 1905, a short distance from the site in Pyrford Road; local road names such as Lavender Park Road and Rosemount Avenue are reminders of the plants grown to produce the lavender oil and rose water. The DAS sets out that, certainly around 1896, the site appeared to form part of a larger area used for growing lavender, likely for processing at the essential oils distillery located on Pyrford Road. While this industry has left little physical evidence of its existence, the applicant sets out that the presence of the street names provides an interesting link to the historic use.
29. The DAS sets out that the site is positioned in the heart of West Byfleet, with four Conservation Areas in close proximity (i.e. Byfleet Corner / Rosemount Parade, Station Approach, Birchwood Road and Old Avenue), in all of which the primary architectural heritage is of an Arts and Crafts influence. The DAS sets out that this heritage setting is the driver for the architecture of the scheme and that, whilst the scheme is clearly very different to the scale of local Arts and Crafts buildings, the design intent has been to abstract characteristics from those buildings and introduce them to the scheme. Key principles of Arts and Crafts are set out as clarity of form and structure, variety of materials, asymmetry, traditional construction and craftsmanship.

Layout

30. The layout of the scheme, that is how the pedestrian routes and blocks of development are arranged and relate to one another, is established by the outline planning permission through the horizontal limit of deviation, land use, access, pedestrian movement, public open space and private amenity space parameter plans. Elements of the permitted Design Code (i.e. gaps between buildings, ground floor colonnade, public square character & uses) also established the layout at outline stage.
31. The scheme has been developed to the maximum permitted horizontal limits. At ground floor level a chamfer to Block B would guide pedestrians into the new public square from Station Approach, and a colonnade at the base of Block A (onto Station Approach) would also guide pedestrians into the new public square. The new public square is a maximum length of 46m and a minimum width of 23m (at the narrowest point) and 28m at the widest point, as per the

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permitted parameters. The new public square would also provide a clear perimeter, permissible for spill out space (i.e. café seating etc), with informal areas for sitting, a central flexible space for community uses, would be predominantly hard landscaped (i.e. robust) and contain a feature tree, all as per the permitted parameter plans.

32. The required 15m separation is provided for between Block C and the facing end of Block B, as is the required minimum separation distance of 6m between Blocks A & C in order to maintain a sight line from the new public square to St John the Baptist Church.
33. The proposed land uses at all levels reflect those identified on the respective parameter plans permitted through the outline planning permission with active uses at ground floor level edging the new public square on all sides and presenting to Old Woking Road (Block A) and Station Approach (Block B). The access points shown in the scheme are in line with the respective permitted parameter plan, albeit only one of the two service access points in Block A along Old Woking Road has been identified for use as retail refuse storage and the scheme shows two additional service access points; one on Station Approach identified on the plans as refuse storage for the retail units and a second as refuse collection from core B1 on Madeira Road. The hierarchy of pedestrian movement in the scheme matches the permitted parameter plans, albeit the optional access within Block A is not shown in the proposals as difficulties exist in connecting the new public square (through Block A) directly to Old Woking Road due to the changes in level between the two areas. Nonetheless some visual connection between Old Woking Road and the new public square will be retained via the dual frontages of the ground floor commercial units in Block A. The pedestrian access to the replacement public car park will connect directly into the new public square.
34. With regard to the new public square the BRE Guidelines acknowledge that sunlight in the spaces in between buildings is important, recommending that at least half of the area in question should receive at least 2 hours of sunlight on 21st March, as this date represents average annual conditions and therefore sunlight amenity is expected to increase after this point, to a maximum on the summer solstice (21st June). The applicant has therefore undertaken overshadowing assessments for the new public square. The following tables show the results of these assessments, demonstrating that on both 21st March and 21st June the public square would received at least 2 hours of sunlight to over 99% of its area. The new public square would thus appear well sunlit throughout the year, well above the BRE Guidelines of 50.0% on March 21st.

21st March (Spring equinox)

Amenity space area	Total area (sq.m)	Area (sq. m) receiving 2 hours of sun on 21st March	Area (%) receiving 2 hours of sun
Public square	673.64	669.85	99.44%

21st June (Summer equinox)

Amenity space area	Total area (sq.m)	Area (sq. m) receiving 2 hours of sun on 21st March	Area (%) receiving 2 hours of sun
Public square	673.64	673.19	99.93%

Form & Scale

35. The form (i.e. the three-dimensional shape and modelling of buildings and the spaces they define) and scale (i.e. the height, width and length of each building proposed) of the scheme was established by the outline planning permission through the horizontal limit of deviation, minimum & maximum building heights, public open space and private amenity space parameter plans. Elements of the permitted Design Code (i.e. gaps between buildings; building A - top floor set back, ground floor colonnade, building A - northeast corner and residential balconies) also established the form and scale. Therefore the overall size and massing of the individual buildings and spaces in relation to their surroundings, and to the scale of their parts, has already been established by outline planning permission ref: PLAN/2020/0801. The scheme has been developed to the maximum permitted horizontal limits and the maximum permitted storey heights, albeit the scheme has not been developed to the maximum AOD (Above Ordnance Datum) levels (i.e. building envelope heights) permitted at outline stage. Across Blocks A and B in particular the stepping facades and roofs break up the form with the upper levels set back from the elevation and finished in a darker facing brickwork. In addition the appearance / materials and detailing across all buildings serves to break up the perceived form and scale, as will be set out.

Appearance / Materials / Detailing

36. The frontages of the development have been designed as a series of facades to create a vertical rhythm along the streets, reinforced by the proportions and composition of openings. Whilst the building facades have been designed in a rigid order, around a grid of piers formed with brickwork, the fenestration and balconies are positioned asymmetrically to provide relief from this rigid grid, as are the detailed panels of recessed string courses. Screened ventilation panels to large format windows provide refined detail which again provides relief from the rigid grid of the facade. The buildings are strongly modelled with a combination of inset and projecting balconies providing depth and shadow to the facades.
37. The dominant elements of the buildings address road frontages and site corners and as such are faced with 'primary' red brickwork. The 'connecting' elements of the buildings are faced with a lighter, buff coloured brickwork and, at the upper levels, the darker, black brickwork, including multi-black facing patterned brickwork, is used to denote the inset facades and the set-backs. The main extra care housing entrance, which addresses the new public square prominently, is framed with a stone entrance door surround beneath a projecting canopy, with a diagonal patterned bespoke dark brickwork utilised alongside metal pattern screens to the upper glazing, to denote the entrance as a pavilion in the square. At ground floor level the brick column detail is enriched with a banded blend of red and buff brickwork, reflecting the arts and crafts influence, being used to further accentuate the colonnades around the retail units and all active street frontages. The entrance to the class C2 residential accommodation have been designed to provide a unique character to each building with facade treatments utilised to highlight the entrance locations and provide the impression that the entrance is a double height space. The public car park entrance is celebrated with a stone reveal surround and a fretwork screened gate to provide night time security.

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38. The predominant brickwork would provide a robust finish which is contextually appropriate for West Byfleet. Precise brick selection, including of colour, finish and mortar detail, will be secured through conditions, as is usual practice. In addition to the selection of brick colours (i.e. red, buff and black and combinations thereof in detail areas) the brickwork would be imbued with a richness through the use of soldier course detail, double soldier course detail, triple soldier course detail, plinth course detail, vertical brick recesses, recessed brick panels and corbelling. The use of such brickwork detailing would imbue a strong, robust character to the elevations. Windows and external doors are proposed as powder coated aluminium with double glazed units; the style of the windows relates to, and abstracts proportions from, fenestration found in the surrounding Conservation Areas.
39. Balcony screens, window vent screens and decorative panels to the car park façade will use a repeating fretwork motif based on flowers used in the essential oils industry; this design has also been utilised around the main entrance to the extra care housing, public car park and also reproduced in the public square paving detail. The DAS details how the bespoke balcony balustrade and cut metal fret work screen details have been developed, being influenced by the silhouettes of flowers grown for use in the essential oils distillery process which once occurred near to the site and the shape of stained glass windows at the Church of St John the Baptist.
40. The commercial units within Block A (facing onto the new public square) are based on a traditional splayed shop front arrangement, providing a sheltered entrance. A dwarf brick wall would perform as a circa 950mm stallriser with high quality, attractive and durable materials (i.e. brickwork, stone string course and aluminium window frames) utilised. Zones are provided for fascia and projecting signage, lighting and services. The commercial units within Block A (facing onto Old Woking Road) would have full height glazing to provide a visual link through the building to the new public square beyond. Dedicated service facades are provided to control back of house spill and keep the Old Woking Road frontages transparent and interesting. The commercial units within Block B (facing onto Station Approach) are based on a traditional narrow shop front arrangement, providing a sheltered entrance and possible service to street. A powder coated metal panel would perform as a circa 900mm stallriser with high quality, attractive and durable materials (i.e. brickwork, stone string course and aluminium window frames) utilised. Zones are provided for fascia and projecting signage, lighting and services. Where facing into the new public square and onto Madeira Road the Block B commercial units would have full height glazing set between the brickwork columns, with attractive, durable and high quality materials also utilised in these locations.

Landscaping

41. The landscape statement sets out how the landscaping of the site has evolved to respond to the opportunities and within the requirements of the approved parameter plans and design code. The new public square must accommodate movement and access across the square, providing clear perimeters to the edges for spill out (i.e. spaces for tables and chairs), with a flexible central area for community uses and designed for all seasons, albeit providing areas for seating and gathering to enliven the public realm. The new public square must provide a feature tree and feature wayfinding marker and be predominately hard landscaped, to ensure durability.

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42. Spill out opportunities and a water feature have been located within the sunniest location of the new public square with seating distributed all around the square. The feature tree has been positioned so as to receive maximum sunlight together with a series of trees announcing the entrance to the square from Station Approach and which will act as a marker and complete the fourth elevation defining the square; shade tolerant species are proposed in areas receiving less sunlight. The landscape statement sets out that the square is designed to be used all through the year and during the winter months could cater for Christmas markets, carol signing and choirs and community events.
43. The design of the new public square celebrates the view of the church spire through 'The Cut'; a diagonal line in the shape of a feature pattern – taken from the arts and crafts design as per the metal elements within the building elevations – aligns the view of the Church. Station Approach is considered a primary connection and would be tree lined, connecting into the public square. New planting would provide a buffer between commercial uses and the highway.
44. A tree strategy is contained within the landscape statement, setting out the planting of a combination of sweet gum and small-leaved lime trees along the Old Woking Road frontage, a combination of sweet gum and double gean trees along the Station Approach frontage, a group of common hornbeam trees at the entrance to the new public square from Station Approach and alder leaved serviceberry 'Obelisk' trees within the new public square itself. The feature tree within the new public square would be 'Autumn Blaze' (Freeman Maple). In addition to the new trees shade planting, partial shade planting and full sun planting will take place throughout the site. A furniture and boundaries strategy is also set out within the landscape statement, stating that furniture has been carefully chosen to provide use for all age groups and as such a selection of various types of seats and benches have been accommodated within the new public square.
45. The landscape statement also sets out the landscaping strategy for the communal residential roof terraces. The first floor terrace to Block C provides an opportunity for connections with the public square as well as internal connections through the use of light wells and interior planting and is intended as a place for sitting, affording views across the public square, with an array of planting and seating. The roof terrace at the rear of Block B is more secluded, intended as a place for relaxation and reflection with planting that creating the impression of enclosure and tranquillity. The main roof terrace on Block B is intended as a place for activity, fitness and leisure with opportunities for communal growing areas, as well as a BBQ area and spill out space associated to the communal hub.
46. The sixth floor terrace provides opportunities for growing areas, leading to the sky bar terrace which affords views across the wider landscape context. Tree planting is purposefully located to provide refuge and shelter and spaces to sit and talk. A BBQ area and Sky bar terrace form part of this terrace. The private amenity spaces at the edges of the roof terraces would be enclosed with a 1.1m high railing.
47. The proposed development has been subject to Design Review, receiving positive comments from that independent panel. Overall, and provided the

public realm is finished with durable and attractive materials as is proposed, a distinctive environment will be created within the site. The buildings would be complementary in colour and tone to other buildings within the local area and the facades would be broken up with varying facing brick colours, brick detailing, window openings and modelled through the combination of inset and projecting balconies. In addition the brick colour changes of the buildings would help to break down their perceived mass. The proposed development would provide good natural surveillance of public spaces whilst the mix of uses within the site will maximise activity.

Impact upon the character of the area, including upon built heritage

Policy background

48. One of the core principles of planning, as identified in the NPPF, is securing high quality design. Policy CS21 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. Policy CS24 states that all development proposals are required to provide a positive benefit in terms of landscape and townscape character and local distinctiveness. Policy DM17 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 (2010) and SPD Design (2015) also provide design considerations.
49. Chapter 8 of SPD Design (2015) sets out that, within West Byfleet District Centre, there is scope for new and improved public spaces as the evolution of the centre has led to removal of public spaces and quality deteriorating and that the provision of new public space would significantly improve the centre. The SPD goes on to state that in West Byfleet the Sheer House site occupies a significant proportion of the District Centre and, in its current form, has a negative impact on the character of the area.
50. Policy BE3 (District Centre Development Character) of the WBNDP sets out that:

“Development within the District Centre (as defined in Figure 14) should reflect local character and proposals should demonstrate how they will conserve and, where possible, enhance, local heritage assets, with particular regard to Conservation Areas and their settings.”
51. Policy BE4 (Sheer House Complex (“SHC”) Development) of the WBNDP sets out that:

“The redevelopment of the SHC will be supported, provided the redevelopment of the site will have a positive effect on the area’s townscape character and adjacent Conservation Areas. Development proposals should clearly demonstrate how the scheme will achieve high quality and inclusive design that creates a sense of place and a high quality public realm based on the principles set out in the Design SPD, and in the local character assessment within the Neighbourhood Plan.”
52. In respect of built heritage the site is located adjacent to both the Station Approach Conservation Area and the Byfleet Corner/Rosemount Parade

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Conservation Area and is also located within close proximity to the Grade II Listed Church of St John the Baptist.

53. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that:

“in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”

54. Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that:

“in the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area”

55. The Glossary to the NPPF provides a number of definitions with regard to assessing the impact upon heritage assets:

“Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing);

Setting of heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surrounding evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral; and

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance”

56. It is one of the core principles of the NPPF that heritage assets should be conserved in a manner appropriate to their significance. Chapter 16 of the NPPF, at paragraph 190, sets out that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal. Paragraphs 193-202 of the NPPF set out the framework for decision making in planning applications relating to heritage assets and this application takes account of the

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relevant considerations in these paragraphs.

57. Paragraph 197 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application and that "*in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*".
58. In terms of built heritage impacts it is the degree of harm, rather than the scale of development which must be assessed. Harm may arise from works to the asset itself or from development within its setting. The application proposes no works to heritage assets and therefore the only built heritage harm which may potentially arise would be as a consequence of development within the setting of the nearby built heritage assets, which comprise two Conservation Areas, including the Locally Listed buildings within, and a Grade II Listed building.

Assessment

59. The preceding planning policy and other material considerations must be considered in the context of the approved, and extant, outline planning permission for the site. This reserved matters application includes all details including the appearance, landscaping, layout and scale of the proposed development. It is therefore possible to provide a more detailed assessment, particularly in respect of architectural treatment, of the impacts which will arise from the proposed scheme than it was at outline planning application stage.
60. Nonetheless it must be borne in mind that the impact of the proposed development upon the character of the area, including upon the settings of surrounding built heritage assets, was comprehensively assessed at outline planning application stage. As previously set out the layout of the scheme, that is how the pedestrian routes and blocks of development are arranged and relate to one another, is established by the outline planning permission through the horizontal limit of deviation, land use, access, pedestrian movement, public open space and private amenity space parameter plans. Again, as also previously set out, the form (i.e. the three-dimensional shape and modelling of buildings and the spaces they define) and scale (i.e. the height, width and length of each building proposed) of the scheme is established by the outline planning permission through the horizontal limit of deviation, minimum & maximum building heights, public open space and private amenity space parameter plans. This reserved matters application does not present an opportunity to reassess or revisit these principles as they are established through the grant of outline planning permission. It must be borne in mind that setting itself is not a heritage asset, nor is it a heritage designation, rather it is what it contributes to an asset's significance, or the ability to appreciate that significance, which is of importance.
61. In granting outline planning permission it was noted that the proposed development would be significantly larger in overall form and mass than the built form being replaced or any other buildings on the south side of Old Woking Road or the north side of Madeira Road. It was also noted that the part of Block B nearest to the Station Approach CA boundary to the north would be much taller than the existing building at this point and that the height of Block B would also increase more steeply across its Madeira Road elevation. It was also noted

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that Block A would incur within closer proximity to the Rosemount Parade/Byfleet Corner CA than the existing Sheer House office built form and would represent a significant increase in height at this point.

62. In granting outline planning permission it was not considered that the proposed development would interrupt views into either the Station Approach or Rosemount Parade/Byfleet Corner Conservation Areas, so as to obscure the definition of the historic fabric, because the broad setting of these two Conservation Areas makes a limited contribution to the significance of these heritage assets. Nevertheless, given its greater height and scale, the contrast with the buildings within the Conservation Areas was noted to be amplified.
63. In granting outline planning permission it was considered that the mass of the proposed buildings would be capable of being well articulated and predominantly constructed in brick, as opposed to the existing concrete, that steps in the roof height would also assist in reducing the perceived mass of the buildings and elevation detailing would be capable of creating rhythm and interest which would help to break down the visual bulk of the buildings. It was considered that the appearance of the proposed buildings, if not their scale and height, would represent a considerable improvement compared with the existing buildings.
64. Overall, in granting outline planning permission it was considered that the proposed development would not introduce modern development into a view where none existed previously and that less than substantial harm would be caused to the significance of the heritage assets of both the Station Approach and Rosemount Parade/Byfleet Corner Conservation Areas as a result of the amplified contrast in scale and mass with the buildings in these Conservation Areas, and as a consequence of the height and spread of development across the site, particularly along the Old Woking Road and Madeira Road frontages. As such the development granted outline planning permission led to a degree of conflict with the built heritage policies of the Development Plan and provisions of the NPPF.
65. Whilst the degree of harm was considered to be less than substantial, this harm was nonetheless afforded great weight in line with paragraph 193 of the NPPF, although was weighed against the public benefits of the proposed development in line with paragraph 196 of the NPPF, key in which were the provision of a new public square, the provision of housing within a very sustainable location, provision of new retail units and much improved pedestrian environment to the site, which forms a large and centrally located site within West Byfleet District Centre (second only to Woking Town Centre in the hierarchy of centres within the Borough). To all of the benefits of the proposed development it was considered that more than considerable weight should be afforded as they represented public benefits as referred to within paragraph 196 of the NPPF, which in the circumstances, were considered to significantly and demonstrably outweigh the considerable weight and importance which was attached to the less than substantial heritage harm identified.
66. The reserved matters application has been submitted with a townscape and visual (TVIA) addendum and a built heritage addendum (both prepared by RPS).

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Station Approach Conservation Area

67. The Station Approach CA comprises the street block formed by part of Madeira Road and the curved section of Station Approach, which forms a horse shoe shape, together with Nos.49 - 57 Station Approach which are also included within the CA. Shop frontages are narrow with widths at about 5 - 7 metres and the buildings form one continuous frontage which directly abuts the pavement. The Locally Listed parade of buildings along Station Approach, comprising of Nos.15 - 39, make an important contribution to the character of the CA, containing many original interesting features and detailed elements such as the colonnade along the western frontage.
68. In granting outline planning permission it was noted that the site is prominent in views out of the Station Approach Conservation Area, particularly looking south along Station Approach towards Old Woking Road, in which the site and the CA are able to be viewed together; beyond defining its extent however such views do little to reveal the significance of the heritage asset. It was noted that the increased height and scale, and closer proximity of the new buildings, particularly of Block B, would intensify the contrast between new and old and the proposed development would form a more striking presence in views from Station Approach and Madeira Road although this would be offset, to a degree, by the improved appearance of the new buildings, traditional street tree planting along Station Approach, the reintroduction of a perimeter block and establishment of a strong building line along Station Approach.
69. In views looking south-west (i.e. back towards Old Woking Road) from the corner of Station Approach (close to West Byfleet railway station) the TVIA addendum demonstrates that the juxtaposition in form and scale between the traditional buildings of the adjacent Station Approach CA and the proposed development would be as per the approved parameter plans. Whilst contrasting in terms of scale, form and materials the TVIA addendum demonstrates that the proposed development would improve the quality of the streetscape through replacement of the dated architecture of the existing concrete buildings and parades with highly modelled, and predominantly brickwork, elevations. New street tree planting along Station Approach would also soften the impact of the built form. The level of harm to the Station Approach CA would remain at the previously assessed level of 'less than substantial'.

Byfleet Corner/Rosemount Parade Conservation Area & Church of St John the Baptist

70. The simple street pattern of the Byfleet Corner/Rosemount Parade CA is largely formed by the continuous retail frontages of the Rosemount Parade & Byfleet Corner Shopping Parades which follow the Old Woking Road together with St. John the Baptist Church, which stands in isolation at the junction of Parvis Road and Camphill Road. The Byfleet Corner Parade dates from the late C19 and is a good example of the late Victorian period which has largely survived intact. The Rosemount Parade is from 1907 and later, being originally tree lined. Building frontages are largely continuous and directly abut the pavement. A parade of buildings along Rosemount Parade; No.23 and Nos.29 - 75 are all Locally Listed and make an important contribution to the character of the CA.
71. The most significant landmark within the Byfleet Corner/Rosemount Parade CA is the Church of St John the Baptist. The Church is Listed at Grade II, dates

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from 1910 by W.D Caroe and is constructed in knapped flint with random stone blocks and stone dressings below a plain tiled roof with a wood shingled bell turret and spire to the west end. The Church adopts a cruciform plan and forms a key focal point in views looking east down Old Woking Road and as an important wider local landmark within West Byfleet. Some of the significance of the Church of St John the Baptist is derived from its spacious and relatively isolated setting, and its visual dominance as the most important landmark, which largely persists today as a result of the open and low rise development on the southern edge (i.e. Old Woking Road) of the site.

72. In granting outline planning permission it was noted that the existing site is prominent in views out of the Rosemount Parade/Byfleet Corner Conservation Area from the footway along the southern side of Old Woking Road although that only oblique views, or views from within vehicles travelling along Old Woking Road, enable the site and the Rosemount Parade/Byfleet Corner Conservation Area to be viewed together; beyond defining its extent, such views do little to reveal the significance of the heritage asset. It was noted that the increased scale and form, and closer proximity of the new buildings, particularly of Block A, would intensify the contrast between new and old and Block A would form a more striking presence in views from Old Woking Road and Pyrford Road although this would be offset, to a degree, by the improved appearance of the new buildings, the restoration of active street frontages, street tree planting and would be seen in the context of the broad and highly engineered character of this section of Old Woking Road.
73. In granting outline planning permission it was considered that, whilst 'framing' the view of St John the Baptist Church between Block A and the opposing built form on the southern side of Old Woking Road when approaching from the west, the height and massing of Block A would nonetheless be visually dominant in this view. It was also considered that, although views of the Church itself, and the silhouette of its spire, would not be obscured from this view, the height and massing of Block A would nonetheless compete with the Church within this view. Whilst the existing surface car park and circular form library on the site were identified as later additions to the setting of St John the Baptist Church, the proposed development, particularly Block A, was identified to enclose the more distant open and spacious views of the Church achieved from the west. However it was also considered, as the Church is approached at a closer distance from the west, that the immediate setting of this listed building would be preserved and, because the open space to its front and sides would be retained, the harm to the setting in views from the west would be less than substantial. Although the harm identified was less than substantial, in granting outline planning permission it was considered that the proposed development would fail to preserve the setting of St John the Baptist Church; this harm was afforded considerable importance and weight and when weighed against the public benefits of the proposed development, which were considered to outweigh the harm identified.
74. The TVIA addendum demonstrates that in views looking north-east from Old Woking Road again the form, layout and scale of the buildings would remain as per the approved parameter plans and the proposed development would occupy the majority of the view, redefining West Byfleet District Centre. As per the approved parameter plans the new buildings would extend over the width of the site and would rise to a greater height than surrounding buildings, including those falling within the Byfleet Corner/Rosemount Parade Conservation Area on

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the opposite side of Old Woking Road. As per the approved parameter plans the road corridor would become more defined by built form, accentuating the framed view of the Church of St John the Baptist. Nonetheless the church spire would remain a focal point within West Byfleet albeit the proposed development would dominate the view, as acknowledged at outline stage, due to its scale. The high quality of architectural treatment, including the strong modelling provided by the inset and projecting balconies, and robust quality of the largely brickwork elevations, including areas of decorative brickwork, would provide considerable architectural enhancements to West Byfleet District Centre, particularly when compared to the existing concrete dominated development on the site. The new public square around which the buildings are arranged would be visible, from Old Woking Road, opening out onto Station Approach, enhancing and adding activity to the street scene. The incorporation of new street tree planting and, to a lesser degree, planted roof terraces would soften the built form.

75. The TVIA addendum demonstrates that, in views looking north from Pyrford Road (close to the junction), the form, layout and scale of the buildings would remain as per the approved parameter plans. Block A would be dominant within this near view although, as per the approved parameter plans, the proposed development would be viewed in this context at a busy road junction. The high quality of architectural treatment, including the strong modelling provided by inset balconies, which would be particularly pronounced in this view, and the robust and detailed quality of the largely brickwork elevations, would elevate the appearance of the proposed development in this West Byfleet District Centre location. The application of red, light and dark brickwork would also serve to break down the perceived scale of the Block A Old Woking Road elevation in this view.
76. Whilst not falling within a Conservation Area the TVIA addendum demonstrates that, in views from West Byfleet Recreation Ground, the form, layout, scale and horizontal extent of the buildings would remain as per the approved parameter plans. The group of buildings would create a new skyline for West Byfleet District Centre, as per the approved parameter plans, rising above the rooftops of houses and the Cornerstone Centre at the Church of St John the Baptist and mature trees, although would be only slightly taller than the existing Magna West building. Again the high quality of architectural treatment, including the strong modelling provided by the inset and projecting balconies, and robust and detailed quality of the largely brickwork elevations, including areas of decorative brickwork, would elevate the appearance of the proposed development in this West Byfleet District Centre location. As per the approved parameter plans the new buildings would be of sufficient scale and proximity to challenge the prominence of the spire of the Church of St John the Baptist in views from this direction however the existing sports pavilion immediately in front of the Church would remain a more incongruous element within the view. The Church and the proposed development would appear as separate forms within most views from the recreation ground.
77. The TVIA addendum demonstrates that, in views from Parvis Road looking west (where close to the Church of St John the Baptist), the form, layout and scale of the buildings would remain as per the approved parameter plans. Block A in particular would form a prominent new feature when approaching the site from this direction although again the high quality of architectural treatment, including the strong modelling provided by the inset and projecting balconies, which

would be particularly pronounced in this view, and robust and detailed quality of the largely brickwork elevations, would elevate the appearance of the proposed development in this West Byfleet District Centre location. The application of red, light and dark brickwork would also serve to break down the perceived scale of the Block A Old Woking Road elevation in this view. The level of harm to both the Byfleet Corner/Rosemount Parade Conservation Areas and the Listed Church of St John the Baptist would remain at the previously assessed level of 'less than substantial'.

Broadoaks / Old Avenue CA / Woodlands Avenue CA

78. At outline stage consideration was also given to the listed buildings at Broadoaks, the more distant (than the preceding Conservation Areas considered) Old Avenue Conservation Area, Woodlands Avenue Conservation Area and Basingstoke Canal Conservation Area. Due to combined factors of distance and visual divorcement from the site as a consequence of intervening built development, infrastructure and tree cover, the site was not considered to form part of the setting of any of these designated heritage assets, nor contribute towards their significance, and therefore it was concluded that their characters would be preserved. Having regard to the fact that this reserved matters application falls within the parameters established at outline stage that previous conclusion remains valid.

Birchwood Road Conservation Area

79. As was acknowledged at outline stage whilst the proposed development would be appreciable from the Birchwood Road Conservation Area to the north-west, having regard to the fact that this reserved matters application falls within the parameters established at outline stage the previous conclusion, which was that the proposed development would only be seen from this CA in context with the intervening West Byfleet railway station, whereby the impact would be neutral, and therefore the setting of this CA preserved, remains valid.

Highways, parking and transport

80. The NPPF promotes sustainable transport (Section 9), stating that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 108 of the NPPF states that decisions should take account of whether:
- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
81. Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

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82. Paragraph 111 of the NPPF 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 reflected within Policy CS18. This reserved matters application has been submitted with a Transport Statement (dated January 2021). Outline planning application ref: PLAN/2020/0801 was submitted with a Draft Residential Travel Plan and Draft Commercial Travel Plan, with conditions attached to PLAN/2020/0801 securing the submission, and implementation, of 'final' versions of those travel plans prior to occupation of the proposed development. Conditions attached to outline planning permission ref: PLAN/2020/0801 also require the submission, approval and subsequent implementation of a Construction Environmental Management Plan (CEMP) and Construction Transport Management Plan (CTMP), as set out previously within this report, alongside other highways and transport matters.
83. Outline planning permission ref: PLAN/2020/0801 included the closure of existing vehicular accesses on Station Approach and Lavender Park Road along with modifications to an existing access, plus the creation of a new access, on Madeira Road. The proposed western access on Madeira Road will facilitate access to the public car park and the proposed eastern access will facilitate access to the private car park; this arrangement, as was approved at outline stage, will enable separate access control systems to be implemented.

Trip generation

84. The submitted Transport Statement (TS) identifies that the proposed level of development subject to this reserved matters application falls within the quantum of development permitted as part of outline planning permission ref: PLAN/2020/0801.
85. The following table is extracted from the TS and provides a summary of the estimated number of trips associated with the class C2 residential accommodation element of the proposed development based on trip rates from the TRICS database considering all multimodal surveys in the Residential Retirement Living Category in England outside Greater London undertaken since January 2016:

	AM Peak		PM Peak	
	Arrive	Depart	Arrive	Depart
Car Driver	14	18	19	14
Passenger	4	8	1	0
Cyclists	0	0	0	0
Pedestrians	7	4	9	13
Public Transport	2	1	7	4
Total	27	31	36	31

86. The preceding trip rates are below those associated with outline planning permission ref: PLAN/2017/0128, and entirely in line with those put forwards by the applicant in respect of outline planning permission ref: PLAN/2020/0801. Surrey CC, in their capacity as the County Highways Authority, have raised no concern with these trip rates.

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Car parking

87. Policy CS18 highlights the Council’s commitment to sustainable transport modes. With this in mind new development is steered to urban locations, such as the site (within West Byfleet District Centre) that are served by a range of sustainable transport options.
88. SPD Parking Standards (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. SPD Parking Standards (2018) does not specifically cater for extra care housing as proposed; nonetheless the preceding are considered the most comparable uses listed.
89. Policy BE6 (Residential Parking Provision) of the WBN DP states that:

“Proposals for residential development must provide for a safe environment through the provision of off-road parking. Residential development should seek to meet the following minimum parking standards:

- *1 bedroom property: 1 car space,*
- *2-3 bedroom property: 2 car spaces,*
- *4+ bedroom property: 3 car spaces,*

unless it can be clearly demonstrated that alternative requirements are necessary due to the nature and accessibility of residential development or the availability of public transport.”

90. Policy I1 (District Centre Parking Provision) of the WBN DP also states:

“Relevant proposals for development within the District Centre must include provision of parking spaces for shoppers, retailers and residents and must demonstrate that they will not result in on-street parking to the detriment of highway safety or adverse impact on the character of the area.”

91. The approved development parameters are set out in the following table and compared to the reserved matters proposal in respect of parking provision. As can be seen the parking ratio of 0.48 private spaces per class C2 unit falls within the approved parameters, which were considered acceptable at outline stage, as is the provision of car parking spaces overall:

Land use	Approved minimum parameter	Approved maximum parameter	Reserved matters proposal
Residential (C2)	180 units	220 units	196 units
Car parking (incl. public)	157 spaces	200 spaces	162 spaces
Parking ratio (per unit)	0.48 (87 private spaces)	0.59 (130 private spaces)	0.48 (95 private spaces)

92. The private car park would be located across lower ground and basement levels within Block B, providing x95 spaces overall. The submitted Planning Statement states that the allocation of residents parking will be closely managed by the 24

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hour on-site management team using ANPR system and digital permits and the likely allocation of spaces for the extra care housing element could be as follows:

- 82 spaces for residents permits;
- 4 staff spaces;
- 5 visitor spaces; and
- 3 spaces for a Retirement Villages Group Ltd (or management company) run car club for extra care housing residents which will begin with the provision of 1, increasing in line with demand.

93. The final details of the allocation of private car parking spaces will, in due course, be submitted pursuant to condition 29 of outline planning permission ref: PLAN/2020/0801. A minibus parking space would also be provided within the lower ground floor car park. Some 13% (i.e. 12 of 95) of the private car parking spaces would serve as accessible spaces. In respect of private residential parking it must be borne in mind that the residential element of the proposed development includes solely class C2 units, occupation of which is subject to restrictions (via the pre-existing S106 Legal Agreement) in respect of age, necessity for health assessment, and a requirement for a minimum level of personal care.
94. The replacement public car park would be located at upper ground floor level within Block B, providing x67 spaces, of which 6% (i.e. 4 of 67) would serve as accessible spaces, which is compliant with SPD Parking Standards (2018) which states that for shopping, recreation and leisure car parks (of up to 200 bays) 3 bays, or 6% of total capacity (whichever is greater), should be provided as accessible bays. The pre-existing S106 Legal Agreement requires the replacement public car parking to be provided in perpetuity and, as a minimum, to be available for use between 08:00 hrs and 22:00 hrs every day (unless otherwise agreed) albeit it can be closed (i.e. to enable repair / maintenance works etc) for one continuous 24 hr period in each calendar year provided users are given no less than 5 working days' notice of the period of closure. The TS sets out that terms and conditions for use of the public car park, including parking charges, will be as set out in the Car Parking Management Plan which will be submitted, in due course, pursuant to condition 29 attached to outline planning permission ref: PLAN/2020/0801. Details of electric vehicle charging points will also need to be submitted, in due course, pursuant to condition 33 attached to outline planning permission ref: PLAN/2020/0801. It is not necessary to re-attach those planning conditions relating to highways, transport and parking which are attached to outline planning permission ref: PLAN/2020/0801.
95. All parking provision is on a level surface, has no dead ends, has straight vehicular access ramps only, is provided with natural light from above or the external walls and has 2.7m minimum clear height.
96. As required by the outline planning permission the parking strategy would retain active frontages at ground floor level to both the new public square and Station Approach, ensuring the provision of a high quality pedestrian-orientated environment.
97. It must be borne in mind that there is not scope to 're-open' the pre-existing S106 Legal Agreement at this reserved matters stage in order to secure car

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club provision and a Travel Plan auditing fee, neither of which were recommended by Surrey CC as Highway Authority in the consultation response to outline planning application ref: PLAN/2020/0801. The conditions recommended by Surrey CC as Highway Authority replicate those already attached to the grant of outline planning permission ref: PLAN/2020/0801; as such it is not necessary to re-attach such conditions at this reserved matters stage as the applicant will also have to comply with conditions attached to PLAN/2020/0801.

Cycle parking

98. SPD Parking Standards (2018) does not specify any cycle parking requirements in the case of sheltered accommodation, and requires individual assessment in the case of care / nursing homes. The SPD does not specifically cater for extra care housing as proposed although the preceding are considered the most comparable uses listed within the wider document. The proposals include parking for x52 cycles within the private car park which will be available for extra care housing staff and residents to use (likely split is x32 spaces for residents and x20 for staff). Given the nature of the residential accommodation, in respect of age, health care assessment and personal care requirements, which would be provided by the proposed development this level of cycle parking is considered to be appropriate and justified.
99. SPD Parking Standards (2018) requires a minimum of 1 cycle space per 300 sq.m for non-food retail within town/local centres (the site falls within West Byfleet District Centre). Long stay cycle storage for the individual retail / commercial uses will be provided within each unit, with short stay parking for up to 14 cycles provided within the public realm as follows, which is considered appropriate in quantum and design terms:
 - Parking for 6 cycles provided in the form of 3 Sheffield type stands north of the Lavender Park Road / Old Woking Road junction; and
 - Parking for up to 8 cycles with 4 Sheffield type stands provided on Station Approach north of the public square.

Servicing

100. The outline planning permission includes the provision of three on-street loading bays; at the southern end of Lavender Park Road, on Station Approach to the south of Madeira Road and on Station Approach north of the junction with Old Woking Road by extending the nearside lane north. A Delivery Management Plan will need to be submitted, in due course, pursuant to condition 26 attached to outline planning permission ref: PLAN/2020/0801 setting out, inter alia, the types of vehicles to be used and hours of their operation and the detailed design of the delivery areas within the site.

Impact on residential amenity

101. Policy CS21 states that proposals for new development should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impact in terms of loss of privacy, light, or an overbearing effect due to bulk, proximity or outlook. Further, more detailed, guidance is provided within SPDs Outlook, Amenity, Privacy and Daylight (2008) and Design (2015).

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102. The residential amenity impacts of the approved maximum parameters were comprehensively assessed at outline stage, including the impact of the approved maximum parameters upon the daylighting and sunlighting amenity of adjacent and nearby residential properties. Given the present reserved matters application is within the approved maximum parameters the daylighting and sunlighting of adjacent and nearby residential properties is not for reconsideration, or to be revisited, as part of this reserved matters application. The general relationships, in respect of separation distances and vertical facing heights, with adjacent and nearby residential properties also remains within the approved maximum parameters. Generally when the vertical height of a facing building is less than the separation distance between it and the lowest adjacent habitable room window the building cannot be said to have a significantly harmful overbearing effect due to bulk, proximity or loss of outlook.
103. SPD Outlook, Amenity, Privacy and Daylight (2008), within Table 1, sets out the following recommended minimum separation distances for achieving privacy for three and over storey relationships:
- Front to front elevation: 15 metres
 - Back to back elevation: 30 metres
 - Front or back to boundary/flank: 15 metres
 - Side to boundary: 2 metres
104. 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.
105. The key residential properties to assess are Globe House, Magna West (formerly Roxburghe House) and Drayton Court / No.1 Camphill Road, being largely located on Lavender Park Road to the north-east, properties at upper floor levels within Station Approach/Madeira Road to the north-west and properties at upper floor levels along the opposite, south-eastern side, of Old Woking Road.
- Globe House*
106. Globe House is a three storey building fronting Lavender Park Road to the east, which was converted from office to residential use circa 2016/2017 under the prior approval process. Surface car parking is provided to the rear and at basement level. Planning permission was granted (Ref: PLAN/2016/0990) for extension from ground floor level to third floor level, extending south-west along the Madeira Road frontage, to achieve increased living space within several existing apartments and to create further apartments.
107. Where facing the rear elevation of Globe House the 'podium' elevation of Block B would be located circa 2.0m away from the common boundary (beyond which is the rear surface car park of Globe House) and circa 19.0m distant from the rear of Globe House. This 'podium' element would reach circa 8.5m in height above ground level at its highest and the lower ground and ground floor levels

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of Block B would provide only parking; as such no significantly harmful overbearing effect or loss of privacy would arise to dwellings within Globe House due to the 'podium' element. Atop the 'podium' element (i.e. at first floor level and above) this section of Block B would step back a minimum of circa 9.4m from the respective 'podium' edge, where opposite the rear of Globe House. This step back would 'offset' the additional circa 9.4m height of Block B above first floor level from causing a significantly harmful overbearing effect or loss of privacy to dwellings within Globe House as the overall separation distance between this element and the rear of Globe House would measure circa 28.4m, thus greater than its approximate 17.0m height above ground level. Whilst it is acknowledged that the projecting balconies of Block B would encroach slightly closer these balconies would have no significant mass, would be used intermittently and would remain circa 26.8m distant at their closest from the rear of Globe House, such that they would not harmfully compromise the privacy of dwellings within Globe House.

108. Where fronting Madeira Road Block B would reach a maximum height of circa 24.2m above ground level; the side 'return' of this elevation would be presented to part of the common boundary with Globe House. Where facing the rear elevation of Globe House this section of Block B would be located circa 3.4m away from the common boundary (beyond which is the rear surface car park of Globe House) and circa 20.0m distant from the rear of Globe House. Whilst the facing vertical height (circa 24.2m) of this element of Block B would exceed the circa 20.0m separation distance between it and the rear of Globe House, and therefore there would be some moderate harmful impact upon the outlook from directly opposing windows within the rear elevation of Globe House, the height of this section of Block B would not be so far beyond the retained separation distance that a significantly harmful overbearing effect would arise to Globe House, particularly given the West Byfleet District Centre location of the site. This relationship was also accepted in granting outline planning permission.
109. It is also a significant material consideration that Globe House benefits from planning permission ref: PLAN/2016/0990 for extension along part of this section of common boundary; whilst that planning permission expired on 21.02.2021 a Lawful Development Certificate (Ref: PLAN/2020/0803) has been issued, confirming planning permission ref: PLAN/2016/0990 at Globe House was commenced within the required time period and thus remains extant. The footprint of PLAN/2016/0990 has been shown on the plans submitted for this reserved matters application for context. That extension at Globe House was considered at the same Planning Committee meeting as the 'original' outline planning application (ref: PLAN/2017/0128) for this site and is designed with only obscure-glazed windows serving bathrooms within the facing side elevation, with that extension reaching a maximum height of circa 14.2m above ground level. Clearly, in the event PLAN/2016/0990 is completed at Globe House that extension will serve to screen part of the present development from the rear of Globe House, notwithstanding the preceding points.

Magna West (formerly Roxburghe House)

110. Magna West is a six storey building fronting Lavender Park Road to the east, which was converted in circa 2016/2017 from office to residential use under the prior approval process, with planning permission also subsequently having been granted for external changes to the building and a two storey extension. Surface car parking is provided to the front and rear.

111. Where facing the rear elevation of Magna West the first floor 'podium' of Block B would be located circa 1.7m inset from the common boundary (beyond which is the rear surface car park of Magna West) and circa 16.0m distant from the rear of Magna West at its closest point. Taking into account that the 'podium' element would reach circa 8.5m in height above ground level at its highest and that the lower ground and ground floor levels of Block B would provide only parking, no significantly harmful overbearing effect or loss of privacy would arise to dwellings within Magna West due to the 'podium' element. At first floor level and above Block B would step back a minimum of circa 9.4m from the respective 'podium' edge, where opposite Magna West. This step back would 'offset' the additional circa 9.4m height of Block B above first floor level from causing a significantly harmful overbearing effect or loss of privacy to dwellings within Magna West as the overall separation distance between this element and the rear of Magna West would measure circa 25.4m, thus greater than its approximate 17.0m height above ground level. Whilst it is acknowledged that the projecting balconies of Block B would encroach slightly closer these balconies would have no significant mass, would be used intermittently and would remain circa 23.8m distant at their closest from Magna West, such that they would not harmfully compromise the privacy of dwellings within Magna West.
112. Block C would be located adjacent to the side (south-east) elevation of Magna West and would project circa 4.3m forwards of the front elevation, and circa 2.6m beyond the rear elevation, of Magna West. Whilst the forward level of projection in particular would not be insignificant, and both the forward and rearwards projections of Block C would be discernible to occupiers of dwellings within Magna West, due to the retained circa 3.3m gap between the two side elevations they would not give rise to significantly harmful overbearing effect to dwellings within Magna West. It is acknowledged that side-facing (south-east) openings are shown within the planning permission (ref: PLAN/2016/0045) for the two storey extension at Magna West. However the south-east facing opening at fourth floor level is shown to serve a bathroom (non-habitable space) with the opening at fifth floor level shown to serve as secondary aspect to a living room, the primary aspect to which is achieved via full height glazed windows onto a private balcony at the front (north-east) which would be materially unaffected by proposed Block C. Block C would contain no openings in the side elevation facing that of Magna West.

Drayton Court / No.1 Camphill Road

113. Drayton Court is a part two storey, part three storey 1960s development of apartments situated on the north-eastern side of Lavender Park Road. Block C will be located directly opposite part of Drayton Court. Block B would be predominately screened from Drayton Court by both Block C and existing Magna West, remaining circa 52.0m distant at its closest regardless. Block A would be offset from Drayton Court and remain circa 28.0m at its closest, whereby an oblique relationship would arise. At its closest Block C would be located circa 20.0m from Drayton Court and would have a conventional 'across the street' relationship with the street-facing elevation of Drayton Court, resulting in the circa 20.5 metre maximum height of Block C approximating with the retained separation distance, such that no significantly harmful overbearing effect or loss of privacy would arise to dwellings within Drayton Court. Whilst it is acknowledged that the projecting balconies of Block C would encroach circa

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1.6m closer these balconies would have no significant mass, would be used intermittently and would remain circa 18.4m distant at their closest from Drayton Court, also facing 'across the street', such that they would not harmfully compromise the privacy of dwellings within Drayton Court.

114. A letter of objection has been received from No.1 Camphill Road (located beyond Drayton Court) in respect of loss of privacy, including from the projecting balconies on the Lavender Park Road elevation of Block C, and overbearing effect. This letter of objection is noted however at its closest Block C would be located circa 42.0m distant from the boundary of the rear garden of No.1, with the projecting balconies located circa 40.4m distant from the same point. The resultant level of separation is circa twice the maximum height of Block C, such that no significantly harmful overbearing effect would arise to No.1 Camphill Road due to Block C. At in excess of 40.0m the level of separation is also sufficient to ensure that no significantly harmful loss of privacy would arise to No.1 Camphill Road.

Premier House

115. Premier House is located on the opposite side of Madeira Road to Block B, having been converted to residential use under the office-to-residential prior approval procedure and subject to implemented planning permission (ref: PLAN/2016/0235) for the construction of a further storey containing x2 apartments. Whilst the facing vertical height of Block B (circa 24.2m), where located opposite Premier House, would exceed the circa 12.6m separation distance between it and the street facing elevation of Premier House, and therefore there would be some moderate harmful impact upon the outlook from directly opposing windows within Premier House, such relationships are not atypical, particularly 'across the street', in sustainable urban locations such as this. Furthermore the principle of such a relationship was accepted in granting outline planning permission.

Nos.15 - 16, Nos.24 - 29, Nos.30 - 33 and No.34 Station Approach

116. Nos.15 - 16 Station Approach are located on the opposite side of Madeira Road and contain only non-residential uses such that no significantly harmful impact, in respect of potential loss of privacy or overbearing effect, would occur.
117. Taking account of the circa 24.2m maximum height of the Madeira Road elevation of Block B, and the respective retained levels of separation between Block B and Nos.24 - 28 Station Approach (located circa 38.0m north), No.29 Station Approach (located circa 26.0m north-west) and Nos.30-33 and No.34 Station Approach (located circa 24.0m north-east), and that any residential accommodation within properties fronting Station Approach occurs at first floor level and above, and that Nos.32 - 34 Station Approach are slightly offset from Block B, no significantly harmful overbearing effect or loss of privacy would arise to residential accommodation within these properties.

Nos.7 - 9, Nos. 11 - 15, Nos.17 - 19 and Nos.20 - 23 Old Woking Road

118. At its closest Block A would be located circa 25.4m from properties on the opposite side of Old Woking Road and have a conventional 'across the street' relationship with the street-facing elevation of these properties. At its highest Block A would measure circa 27.0m above ground level, albeit at the closest

‘pinch point’, of circa 25.4m separation, Block A would measure circa 21.5m in height above ground level, notwithstanding that the fourth floor would be set-back at that point. Therefore no significantly harmful overbearing effect or loss of privacy would arise to dwellings within properties located on the opposite side of Old Woking Road, particularly given that such dwellings are located at first floor level or above.

Amenities of future occupiers

119. Paragraph 127 of the NPPF states that planning decisions should ensure that developments, inter alia, create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Space standards

120. All class C2 residential units would be provided across a single storey (i.e. no duplex units would be provided). The following table shows the relevant ranges of gross internal floor areas (GIA). Whilst the units would provide class C2 accommodation, which is not specifically catered for within the Technical housing standards - nationally described space standard (March 2015) (NDSS), these standards nonetheless provide a useful ‘benchmark’ for comparison purposes:

Number of bedrooms (b)	Number of bed spaces (persons) - for context	Minimum GIA in scheme (sq.m)	Maximum GIA in scheme (sq.m)	NDSS Minimum (sq.m)	NDSS Compliant?
1b	2p	59.4	68.2	50	Yes
2b	4p	73.6	102.4	70	Yes
2b+	4p	91.3	107.0	70 (2b4p)	Yes

121. As can be seen from the preceding, in respect of gross internal floorspace, each class C2 residential unit would provide a high standard of accommodation in respect of GIA, with the vast majority of units significantly exceeding the respective minimum NDSS. It must also be noted that restrictions upon occupation of the class C2 residential units, in respect of age and care needs, exist in the pre-existing S106 Legal Agreement. It is therefore likely that each class C2 unit will provide accommodation for one or two persons (i.e. a ‘primary’ resident and their spouse/partner).

Outlook

122. In places buildings providing new residential accommodation within the proposed development would mutually face towards one another. Within Block B, where new accommodation would mutually face across the first floor level podium, minimum elevation-to-elevation separation distances of circa 35.5m would be maintained. Whilst balcony-to-balcony separation distances here would be slightly less future occupiers would have less expectation of privacy when using projecting balconies in particular. The retained separation distance of circa 35.5m would significantly exceed the maximum vertical facing height (circa 20.5m) of Block B where it extends above the finished level of the first floor roof terrace, which is also the lowest level of residential accommodation which would mutually face. These combined factors would ensure that no

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harmful overbearing effect would arise, and that good levels of outlook would be provided to, future Block B occupiers in this respect and also that sufficient levels of privacy would be achieved.

123. New residential accommodation within Blocks A and B would mutually face across the new public square. A minimum separation distance of circa 23.0m would be achieved at the closest point, although this would increase up to circa 28.0m, thus ensuring sufficient levels of privacy would be achieved, particularly when having regard to the West Byfleet District Centre location of the site. Whilst balcony-to-balcony separation distances here would be slightly less future occupiers would have less expectation of privacy when using projecting balconies in particular. Whilst the retained minimum separation distance of circa 23.0m would not exceed the maximum vertical facing heights of Blocks A and B (both circa 27.0m) this separation distance would increase up to circa 28.0m. Furthermore the lowest residential accommodation within both Blocks A and B would be provided at upper ground floor level, whereby it would be circa 3.6m above ground floor level. These combined factors would ensure that no harmful overbearing effect would arise, and that good levels of outlook would be provided to, future Block B and C occupiers in this respect.
124. New residential accommodation within Blocks B and C would mutually face across a first floor roof terrace. A separation distance of 15.0m would be achieved here, as per the requirement set out in the outline planning permission. Block C would measure circa 14.0m in height where it extends above the finished level of the intervening first floor roof terrace, such that Block C would not exert a harmfully overbearing effect, or loss of outlook, upon the residential accommodation within the facing elevation of Block B. Whilst, in measuring circa 16.6m above the finished level of the intervening first floor roof terrace, the vertical height of the facing elevation of Block B would slightly exceed the 15.0m separation distance to Block C, it would not do so to a degree which would give rise to a harmfully overbearing effect, or harmful effect upon outlook, upon the residential accommodation within Block C.
125. New residential accommodation within Blocks B and C would mutually face across 'The Cut'. A separation distance of 6.0m would be achieved here, as per the minimum requirement set out in the outline planning permission. At upper ground floor level only a single class C2 residential unit within Block C would face towards Block B here and at upper ground to fourth floor levels (inclusive) windows within these mutually facing Block B and C elevations serve either a secondary function to LKDs, or serve bedrooms, and have been arranged to be 'offset' from the facing windows opposite in order to reduce mutual overlooking as far as practicable. It is acknowledged that some mutual, albeit slightly oblique, overlooking would nonetheless remain between these facing windows of Blocks B and C, and that outlook from these windows would be rather dominated by the facing elevation of the opposite building, however the internal layout design of the proposed development positions secondary windows and windows serving bedrooms, in which outlook is somewhat reduced in importance due to the nature of the room use, to these elevations. It must also be borne in mind that, of the four class C2 residential units which would have mutually facing windows at each of first to fourth floor levels (inclusive), three of these would be 2 bedroom units in which the other bedroom would be provided with unrestricted outlook. Having regard to these cumulative mitigating factors, together with the constraints presented by the outline planning permission, this relationship is considered an acceptable scenario given the overall scale and

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nature of the proposed development and that future occupiers would be aware of these relationships.

126. In respect of the new residential accommodation facing towards the site boundaries these units would all do so at upper ground floor level or above such that good levels of outlook would be provided to all habitable rooms; whilst outlook at lower levels (i.e. upper ground floor and first floor levels) would be more restricted than at upper levels (i.e. fifth and sixth floor levels) none of the surrounding buildings are so close, and so high, such that acceptable levels of outlook would be achieved.

Daylight

127. The Building Research Establishment (BRE) Guidelines 'Site Layout Planning for Daylight and Sunlight 2011: A Guide to Good Practice' recognise the importance of receiving adequate daylight within new residential accommodation and are intended to be read in conjunction with the British Standard, BS 8206-2: 2008 Lighting for Buildings Part 2: Code of Practice for Daylighting (BS 8206-2). It must also be noted that paragraph 123c of the NPPF states that local planning authorities "*should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this framework*" and that "*in this context, 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.*"

128. The Average Daylight Factor (ADF) calculates the average illuminance within habitable rooms and is the most detailed of the daylight calculations because it takes into account multiple factors, including not just the physical nature/use of the space behind the window, but also the window transmittance and internal surface reflectivity. The ADF value determines the level of interior illumination that can be compared with BS 8206-2, recommending minimum values of:

- Kitchens 2.0%
- Living rooms 1.5%
- Bedrooms 1.0%

129. In the case of the proposed development, the proposed class C2 residential units feature open plan Living/Kitchen/Dining Rooms (LKDs), as in commonplace with much modern development. Many of the kitchen and food preparation areas are located at the rear of open plan spaces; they are consequently more reliant on artificial lighting due to their distant location away from the main window wall. In such circumstances the standard recommendation of 2% ADF for typical kitchens may therefore be considered less appropriate, especially given the site context and other constraints, such as the provision of balconies for external amenity which reduce the light entering windows beneath them. These kitchen and food preparation areas are either not considered to be habitable, due to the small room area, and have been excluded from analysis or are only considered as a secondary room use and have therefore been assessed by applying the ADF requirement for the primary room use only (i.e. living / dining room (1.5% ADF)). The BRE Guidelines advise that if kitchens are not directly daylight, they should be directly linked to a well-lit space.

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130. The submitted Internal Daylight, Sunlight, Overshadow & Solar Glare Report (dated January 2021) assesses all habitable rooms (i.e. LKDs and bedrooms) within all class C2 residential units within all blocks (i.e. Blocks A, B and C). The assessment demonstrates that 90% (i.e. 487 of 542) of all habitable rooms/areas assessed meet the minimum recommended ADF targets when applying the 2% ADF target to LKDs so as to account for the kitchens at the rear of these spaces. This extends to 94% of habitable rooms/areas meeting the minimum recommended ADF targets (i.e. 512 of 542) when adopting the commonly accepted 1.5% ADF approach for LKD rooms due to the location of the kitchen and food preparation areas at the rear of open plan spaces. It should also be noted that the vast majority of the rooms tested will also receive daylight levels well in excess of the recommended minimum ADF values.
131. The No-Sky Line (NSL) shows the extent of light penetration into the room at working plane level, (i.e. 850mm above floor level). If a substantial part of the room falls behind the NSL, the distribution of light within the room may look poor. The NSL assessment demonstrates that 82% (i.e. 445 of 542) of habitable rooms meet or exceed the NSL BRE Guidelines. It must be borne in mind that the NSL test relates to daylight penetration into the room and therefore, often also includes circulation/storage space at the rear of the room. Daylight penetration is most important towards the first half of a room, closest to the window, as this is usually the principal area where the expectation for daylight will be highest. On that basis, the assessment demonstrates that 94% (i.e. 507 of 542) of habitable rooms will retain a direct view of the sky to at least 50% of their total areas. The very small minority of rooms remaining are all bedrooms, which the BRE Guidelines recognise as less important in terms of receiving daylight, that nonetheless exceed the 1.0% ADF minimum target value.
132. Overall it is clear that the very great majority of habitable rooms would benefit from excellent daylight levels and that the provision of daylight overall is of a high standard, particularly having regard to the West Byfleet District Centre location of the site.

Sunlight

133. Unlike daylight, which is non-directional and assumes that light from the sky is uniform, the availability of sunlight is dependent on the orientation of the window being assessed relative to the position of due south. Kitchens and bedrooms are less important (than living rooms, or LKDs) in terms of access to sunlight. It must be noted that BS 8206-2 states that *“the degree of satisfaction is related to the expectation of sunlight. If a room is necessarily north facing or if the building is in a densely-built urban area, the absence of sunlight is more acceptable than when its exclusion seems arbitrary.”* The proposed development, which includes high density residential accommodation within a sustainable urban location, inevitably includes some residential units which cannot benefit from a southerly aspect.
134. For sunlight the Annual Probable Sunlight Hours (APSH) test calculates the percentage of statistically probable hours of sunlight received by each relevant residential window in both the summer (March 21st through to September 21st) and winter (September 21st to March 21st) months. In this context 'Probable sunlight hours' means the total number of hours in the year that the sun is expected to shine on unobstructed ground, allowing for average levels of cloudiness for the location in question. The BRE Guidelines suggests that

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windows should receive at least 25% total APSH with 5% of this total being enjoyed in the winter months. However, it is acknowledged that for multi-block residential schemes these targets can be difficult to achieve, especially where a balcony overhangs a window beneath, with balconies being important for external amenity purposes.

135. The sunlight assessment demonstrates that 88% (i.e. 282 of 322) rooms tested contain a sunlit window that will meet the BRE criteria for winter sunlight; while 71% (i.e. 229 of 322) of rooms tested satisfy the annual period. A further 13 rooms (4%), are served by multiple sunlit windows or windows that are only marginally below the APSH guidelines. It is material that, of the remaining rooms which will be below the guidelines 24 relate to bedroom use, which are considered least important in terms of receiving sunlight. The majority of the remaining windows to main habitable rooms are located behind inset balconies; the use and enjoyment of this valuable amenity space results in an inevitable trade off with sunlight (and daylight) potential and the BRE Guidelines provide a degree of flexibility where other factors are to be considered in situations like this. Having regard to the amenity provided by the inset balconies, taken together with the high level of compliance demonstrated for daylight, the sunlight results are considered to be acceptable and in line with the BRE guidance.

Amenity spaces

136. In respect of amenity spaces the residential accommodation is wholly within class C2, as restricted through the pre-existing S106 Legal Agreement, and therefore would not be used for family accommodation. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out that dwellings specifically designed not to be used for family accommodation do not require any specific area to be set aside as private amenity space and that this would apply to one and two bedroom flats and any other form of dwelling less than 65 sq.m floorspace together with specified forms of non-family tenure such as retirement apartments and various categories of sheltered housing. The SPD states that whilst there is no specific requirement for private amenity provision in these circumstances, sufficient space will be required for shared amenity.
137. Notwithstanding the SPD all class C2 residential units would benefit from an area of private external amenity which would take the form of an inset or projecting balcony, a private area at the edge of a communal roof terrace or a private roof terrace. In addition to these private amenity spaces to each unit future occupiers would have use of the following external communal amenity areas:
- First floor roof terrace – Block B (circa 491 sq.m)
 - First floor roof terrace – Blocks B and C (circa 542 sq.m)
 - Sixth floor roof terrace – Block A (circa 453 sq.m)
138. The preceding measurements exclude the private areas at the edges and total circa 1,486 sq.m of external communal amenity space, which represents a high standard of provision.
139. The BRE Guidelines acknowledge that sunlight in the spaces in between buildings is important, recommending that at least half of the area in question should receive at least 2 hours of sunlight on 21st March, as this date

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represents average annual conditions and therefore sunlight amenity is expected to increase after this point, to a maximum on the summer solstice (21st June). The applicant has therefore undertaken overshadowing assessments for external amenity areas at ground floor and first floor levels. Whilst 21st March has been assessed by the applicant the submitted assessment sets out that the average temperate maximum temperature during March is 10°C, with inclement weather, which is not conducive to 'sitting out' in external amenity spaces, which are predominantly used in the summer months which are much more conducive to outdoor activities. The following tables show the results of these assessments:

21st March (Spring equinox)

Amenity space area	Total area (sq.m)	Area (sq. m) receiving 2 hours of sun on 21st March	Area (%) receiving 2 hours of sun
First floor roof terrace - Block B	491.23	457.36	93.11%
First floor roof terrace (linked) - Blocks B and C	542.16	190.55	35.15%

21st June (Summer solstice)

Amenity space area	Total area (sq.m)	Area (sq. m) receiving 2 hours of sun on 21st March	Area (%) receiving 2 hours of sun
First floor roof terrace - Block B	491.23	485.97	98.93%
First floor roof terrace (linked) - Blocks B and C	542.16	432.57	79.79%

140. Whilst the first floor roof terrace spanning Blocks B and C would fall below the 50% BRE recommendation that area of this interlinked roof terrace on Block C would achieve good levels of sunlight with the overshadowing of this linked terrace restricted to that area to the 'rear' of Block B. Residents would still have access to good levels of sunlight on the alternative first floor roof terraces (i.e. the larger terrace of Block B or that of Block C). Notwithstanding this the assessment demonstrates that both of these first floor roof terraces would achieve very good levels of sunlight, well in excess of the BRE Guidelines, on 21st June (i.e. during the 'summer') when residents are most likely to make use of these outdoor spaces. Overall therefore a very good level of sunlit amenity will be provided by these spaces. Residents will also have access to the fifth floor roof terrace on Block A, albeit sun on the ground has not been assessed for this area due to its higher level.

141. Future occupiers would also have use of the following internal communal amenity areas:

- Ground floor – Blocks B and C (circa 708 sq.m) – Pool, café, restaurant, studio, gym etc
- First floor – Block B (circa 186 sq.m) – Sharing kitchen, library/reading, art room, recreation space
- Fifth floor – Block A (circa 83 sq.m) – Sky bar

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142. The landscape drawings and landscape strategy provide landscaping plans of the first and fifth floor level spaces, showing these areas being able to accommodate a variety of potential amenity uses and a high quality landscape design which it is considered would achieve high quality spaces.
143. The overall approach to amenity space, and to the amenities of future occupiers overall, is considered to be of a very high standard and therefore acceptable.

Ecology and biodiversity

144. The NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Circular 06/05 - Biodiversity and Geological Conservation also 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 upon these as part of the planning application process; this approach is reflected within Policy CS7.
145. The impacts of the proposed development in respect of biodiversity/ecology were comprehensively addressed at outline planning permission stage, including mitigation of demolition/tree removal impacts upon nesting birds, and bat surveys which identified no bat roosts within the existing buildings on site, an absence of bats recorded commuting or foraging within the site and an absence of potential bat roosting features in respect of the trees to be removed from the site.
146. The Ecological Appraisal submitted with the outline planning application recommended that all new tree and scrub planting on site should be native and/or wildlife friendly, where possible and that bird boxes should be installed to enhance nesting sites for bird species. As part of this reserved matters application the applicant seeks the approval of details submitted pursuant to condition 35 (biodiversity enhancements) of outline planning permission ref: PLAN/2020/0801. These submitted details primarily take the form of a biodiversity enhancement statement (prepared by RPS) although are supplemented by the landscape plans, landscape statement and DAS.
147. The biodiversity enhancement statement sets out that boundary trees will be planted along the south-west and south-east of the site in a similar layout to the existing development and that additional trees, shrubs and herbaceous planting will be planted within the ground floor public realm; these will include native, flowering and fruit-bearing species with value for pollinating insects and birds and are further detailed on the landscape plans and within the landscape statement. Roof terraces will contain areas of amenity lawn, shrubs, trees and herbaceous planting beds and an area of roof at sixth floor level will be planted as a green roof with native grasses and wildflowers; again these measures are further detailed on the landscape plans and within the landscape statement.
148. The biodiversity enhancement statement sets out that x2 bat boxes will be installed on the south-western elevation of Block C together with x1 house sparrow terrace (on the northern elevation of Block C) and x1 swift nest box on the north-eastern elevation of Block C, also setting out management arrangements of the new landscaping and biodiversity enhancement features.

Surrey Wildlife Trust raise no particular comments in respect of the biodiversity enhancement plan, which is considered to enhance the biodiversity and habitat value of the site by providing tree, shrub and herbaceous planting including good species diversity and plants for pollinators and to connect into the wider green infrastructure of the area, together with bat roosting boxes and bird nesting boxes.

Flooding and water management

149. Paragraphs 155-165 (inclusive) of the NPPF relate to planning and flood risk. Policy CS9 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.
150. In granting outline planning permission it was established that the site is located entirely within Flood Zone 1 (low risk), in which all forms of development are appropriate, that there is no historical evidence of flooding at the site, that the majority of the site is at negligible to low risk of surface water flooding although there are localised sections within the application area which are at medium to high risks of surface water flooding. In respect of flooding from other sources the Flood Risk Assessment submitted at outline application stage concluded that the risk from groundwater flooding, and flooding as a result of infrastructure and reservoir failure, is low.
151. As part of this reserved matters application the applicant seeks the approval of details submitted pursuant to condition 06 (surface water drainage) of outline planning permission ref: PLAN/2020/0801. This reserved matters application has been submitted with a drainage strategy report, the technical details of which are the subject of ongoing discussions involving the Council's Drainage and Flood Risk Engineer, who acts as Lead Local Flood Authority (LLFA) in Woking Borough under agreement within Surrey County Council.
152. In the event these discussions are satisfactorily concluded between the preparation of this report and Planning Committee a written update will be provided prior to the meeting. As it stands the recommendation to the Planning Committee is to delegate authority to the Development Manager (or their authorised deputy) to grant the approval of reserved matters subject to the matter of surface water drainage being addressed to the satisfaction of the Council's Drainage and Flood Risk Engineer.

Solar reflective glare

153. The application has been submitted with a solar glare analysis, contained within the internal daylight, sunlight, overshadow & solar glare report (prepared by Avison Young). The BRE Guidelines makes the following statement regarding the potential for solar reflective glare on a development:

“Glare or solar dazzle can occur when sunlight is reflected from a glazed facade or area of metal cladding. This can affect road users outside and the occupants of adjoining buildings. The problem can occur either when there are large areas of reflective tinted glass or cladding on the facade, or when there are areas of glass or cladding, which slope back so that high

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altitude sunlight can be reflected along the ground. Thus solar dazzle is only a long-term problem for some heavily glazed (or mirror clad) buildings. Photovoltaic panels tend to dazzle because they are designed to absorb light.”

154. The BRE Guidelines outline a brief methodology for evaluation of the scale of a solar glare issue: *“If it is likely that a building may cause solar dazzle, the exact scale of the problem should be evaluated...by identifying key locations such as road junctions and windows of nearby buildings, and working out the number of hours of the year that sunlight can be reflected to these points.”* Reflected solar glare (or “solar dazzle”) can only arise when all of the following conditions are met: (i) sky conditions are clear enough for the sun to be visible (ii) the facade material is sufficiently specular (reflective) at the viewing angle of the observer and (iii) the observer’s position and sun position are such that the observer can see a reflection of the sun in the building facade.
155. There are no quantitative criteria within the BRE Guidelines regarding acceptable levels of solar glare. There is, however, research which suggests that the significance of a glare occurrence is largely dependent upon its angle from the line of sight and the relevance of this with respect to the human field of vision. Glare occurrences that could encroach on the foveal view (3° from the visual axis) are likely to cause significant visual impairment or distraction; lengthy occurrences within approximately 10° of the centre of the visual axis are potentially the most hazardous, would often be considered major and mitigation would be required.
156. Between 10° and 30° corresponds to Near Periphery field of view and therefore where glare occurs between these angles, the impact would be considered minor or moderate depending upon the location and use of the adjacent sensitive receptor and the period of time the glare occurs for. An angle of greater than 30° corresponds to the Far Periphery field of view and therefore the risk of reflective solar glare causing a hazard is reduced. As such, the impact would be considered to be of very minor significance.
157. Key viewpoints are generally considered to be relevant adjacent local traffic junctions and sections of road likely to be affected due to their orientation and direction of traffic flow in relation to the site. At selected sensitive locations a test point is positioned, and potential glare field of view images are produced to provide a ‘snapshot’ representing a typical viewer’s field of vision, and the angle of the reflection from the line of view. The results are summarised as follows:

Viewpoint	Location	Impact
VP1	North facing at junction with Pyrford Road and Old Woking Road	Minor adverse
Comment - Very brief instances of glare that occur between 30° of the driver’s line of sight in the early morning between May and July. Also brief instances of glare that occur between 10° and 30°, limited to 5 minute periods between 6am and 10am, from February to April and August to October. Only a small number of brief isolated instances in late February/early March and early October where glare will occur between 3° and 10° for 7 to 10 minutes.		
VP2	South-west facing at junction with Parvis Road and Old Woking Road	Negligible
Comment - Short (up to 15 minutes) instances of glare beyond 30° of the driver’s line		

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of sight ranging 9.30am to 11:00am from late October to mid-February. Brief instances of glare that occur between 10° and 30° from November for no greater than 10-minute periods.		
VP3	North-east facing traffic lights on Old Woking Road	Minor adverse
Comment - Brief instances of glare that occur beyond 30° of the driver's line of sight in the early morning between March and late-September/early October, also occurring in the late afternoon during spring and the late summer months. Brief instances of glare that occur between 10° and 30°, limited to 15 minute periods between 4pm and 7pm, from February to April and August to October. Only a small number of brief isolated instances in late-April/early-May and early-August where glare will occur between 3° and 10° for no greater than five minutes within an hour of sunrise.		

158. It is possible that reflected solar glare from the proposed development would be experienced at locations and distances different from the key test points assessed within the submitted report, albeit at distances further from the proposed development the duration of reflected solar glare would be both shorter and the effects more benign. The key test points assessed are considered a robust selection of relevant adjacent local traffic junctions and sections of road likely to be affected due to their orientation and direction of traffic flow in relation to the site.
159. The technical analysis within the report demonstrates that any solar glare effect will be very limited to small isolated instances ranging from negligible to minor adverse and that at no point would the glare effect have a moderate or major detrimental effect so to be detrimental to the safe movement of road traffic.

Energy and water consumption

160. As part of this reserved matters application the applicant seeks the approval of details submitted pursuant to conditions 11 (sustainability assessment) and 12 (energy and water consumption) of outline planning permission ref: PLAN/2020/0801, which can be summarised as:
- *Condition 11: A Sustainability Strategy including pre-assessment checklist detailing a method of achievement of at least BREEAM 'Very Good'.*

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with Policies CS21 and CS22 of the Woking Core Strategy (2012).
 - *Condition 12: The residential elements of the development will achieve a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, and achieve a maximum water use of no more than 110 litres per person per day.*

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with Policies CS21 and CS22 of the Woking Core Strategy (2012).
161. This reserved matters application has been submitted with an energy and sustainability assessment (prepared by Hoare Lea) which sets out that, the energy demand of the proposed development will be reduced initially by

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optimising the envelope and building services within the development through measures including maximising insulation on the external walls, glazing constructions, limiting thermal bridging where possible by having a provision of continuous insulation, an efficient ventilation system with heat recovery where ceiling voids permit, high performing pipework insulation and low energy lighting throughout.

162. The assessment sets out that a number of renewable technologies were investigated as to the most appropriate for inclusion in the development and that it has been determined that an individual electric heating system combined with an air source heat pump (ASHP) led hot water system will provide appropriate heat infrastructure for this development and that a Photovoltaic array (PV) will also be incorporated, so as to demonstrate compliance with Policies CS22 and CS23. The assessment sets out that, in respect of the residential development, with the inclusion of the contribution of ASHPs and PV, the estimated reduction in regulated carbon dioxide emissions using SAP 10 carbon factors is approximately 61% below the Part L 2013 compliant baseline scheme, representing an annual saving of approximately 208 tonnes of CO₂. A Design Stage Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor, is included within the assessment, as required by condition 12a of PLAN/2020/0801.
163. The assessment sets out that water efficient sanitary ware components will be specified throughout the proposed development, ensuring potable water use is no more than 110 litres per person per day for residential areas, in line with condition 12(b) of outline planning permission ref: PLAN/2020/0801.
164. In respect of the commercial spaces a BREEAM 'Very Good' Pre-Assessment document is also included as part of the assessment outlining the proposed BREEAM Strategy for the site, in line with the requirements of Policy CS22. This Pre-Assessment strategy has been undertaken by an independently qualified BREEAM Assessor and sets out a route to achieving BREEAM 'Very Good', highlighting the key stages evidence is to be received by, additional appointments, and the design team members responsible for each credit issue.
165. The assessment sets out that an initial credit review of the assessed areas has been undertaken with a predicted targeted score (of 60.6%) well within the BREEAM 'Very Good' (55%+) benchmark rating and the recommended targeted score buffer of 3-5% above the minimum score requirement of 55% in order to allow for any potential contingencies to be absorbed at post construction.
166. Conditions will ensure the development is undertaken in accordance with these submitted details. Other parts of condition 11, and condition 13, attached to outline planning permission ref: PLAN/2020/0801 already the submission of details to verify implementation of these measures both post-construction and prior to occupation.

Noise

167. Noise was considered at outline stage with conditions attached to outline planning permission ref: PLAN/2020/0801 requiring, in due course, the submission of details of noise mitigation, measures to control of emissions (i.e. from commercial kitchens) and of plant (incl. acoustic specifications).

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168. As part of this reserved matters application the applicant seeks the approval of details submitted pursuant to condition 14a of outline planning permission ref: PLAN/2020/0801, which specifically requires a report prepared by a suitably qualified and experienced acoustics consultant to confirm the acoustic performance measures to be implemented to ensure that the amenities of future residential occupiers are protected from potential noise transmission from use(s) below (i.e. at ground floor level) through the relevant party ceilings/floors and walls.
169. This reserved matters application has been submitted with a noise statement letter (prepared by Hoare Lea) which states:

“In order to sufficiently protect residential occupiers from noise associated with the non-residential areas as required by Planning Condition 14a, it is proposed that the level of noise transfer from the non-residential areas shall not exceed NR 10 (L_{Aeq}) and NR 15 (L_{Amax}). At this level, noise from the non-residential areas will not contribute to the total noise level within the residential dwellings and will be masked by services noise (designed to achieve NR 25 in bedrooms and NR 30 in living rooms) and external noise intrusion through the façade.

On the basis of the maximum level of noise transfer, calculations have been undertaken to determine the minimum sound insulation requirements of the separating walls and floors.”

170. A table is included within the noise statement letter detailing the minimum sound insulation performance of separating wall / floors between residential areas and non-residential areas including class A1 / A2 / A3 (now Class E), class A4 / A5 / D1 (now Sui Generis and Class F), amenity areas (including training and multi-use rooms), the car park and plant rooms (including the substation). The noise statement letter also sets out that the maximum reverberant sound pressure level within the non-residential areas has been calculated in conjunction with the sound insulation performance requirements to ensure that the level of noise intrusion within the residential areas achieves NR 10 (L_{Aeq}) and NR 15 (L_{Amax}).
171. The noise statement letter identifies that the sound insulation performances detailed shall be achieved as a minimum and that further details as to how these performances shall be achieved will be submitted, in due course, pursuant to condition 14b of outline planning permission ref: PLAN/2020/0801.

CONCLUSION

172. Overall, as per the approved outline planning permission, clearly Policy CS3 envisages significant change for West Byfleet District Centre during the current Development Plan period to 2027.
173. The principle and quantum of the varying uses proposed fall within the parameters approved under outline planning permission ref: PLAN/2020/0801 and class C2 residential element of the development is compliant with the “at least 50%” requirement set out by Policy CS13.
174. The layout of the proposed development would be high quality, ‘anchored’ by a new public square which would provide informal areas for sitting, a central

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flexible space for community uses and would be robust. Active uses would be provided at ground floor level edging the new public square on all sides and presenting to Old Woking Road and Station Approach. The new public square would appear well sunlit throughout the year.

175. The overall size and massing of the individual buildings and spaces in relation to their surroundings, and to the scale of their parts, was established by outline planning permission ref: PLAN/2020/0801. Whilst the scheme has been developed to the maximum permitted horizontal limits and the maximum permitted storey heights, it has not been developed to the maximum AOD (Above Ordnance Datum) levels (i.e. building envelope heights) permitted at outline stage. The architectural design of the proposed buildings is of a high quality, with the use of robust and durable external materials. Overall, and provided the public realm is finished with durable and attractive materials as is proposed, a distinctive environment will be created within the site. The buildings would be complementary in colour and tone to other buildings within the local area and the facades would be broken up with varying facing brick colours, brick detailing, window openings and modelled through the combination of inset and projecting balconies. In addition the brick colour changes of the buildings would help to break down their perceived mass. The proposed development would provide good natural surveillance of public spaces whilst the mix of uses within the site will maximise activity.
176. Whilst contrasting in terms of scale and form, and redefining West Byfleet District Centre, as was the case in granting outline planning permission ref: PLAN/2020/0801, the high quality of architectural treatment, including the strong modelling provided by the inset and projecting balconies, and robust quality of the largely brickwork elevations, including areas of decorative brickwork, would provide considerable architectural enhancements to West Byfleet District Centre through replacement of the dated architecture of the existing concrete buildings and parades and a pedestrian focussed public realm, including a new public square. The levels of harm to both the Station Approach and Byfleet Corner/Rosemount Parade Conservation Areas, and the Listed Church of St John the Baptist, would remain at the previously assessed level of 'less than substantial', being clearly outweighed by the cumulative benefits of the proposed development.
177. The private residential parking ratio of 0.48 private spaces per class C2 unit falls within the parameters approved at outline stage and the trip generation levels are below those previously approved. Public car parking would be re-provided as part of the proposed development as required by the pre-existing S106 legal agreement.
178. Whilst there will be some impacts upon residential amenity surrounding the site the general relationships, in respect of separation distances and vertical facing heights, with adjacent and nearby residential properties remain within the approved maximum parameters. The overall approach to amenity space, and to the amenities of future occupiers overall (i.e. in respect of daylight, sunlight, outlook), is considered to be of a very high standard and therefore acceptable.
179. Subject to the recommended resolution and the conditions set out within this report the proposed development is considered to be acceptable in respect of all relevant material planning considerations. It is therefore recommended that approval of reserved matters be granted subject to the recommended

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resolution.

BACKGROUND PAPERS

Letters of representation
 Consultee responses
 Site & Press Notices

RECOMMENDATION

That authority be delegated to the Development Manager (or their authorised deputy) to **APPROVE** reserved matters subject to:

- 1) The matter of surface water drainage being addressed to the satisfaction of the Council's Drainage and Flood Risk Engineer (and inclusion of appropriate condition(s)); and
- 2) Recommended conditions as set out in this report.

Conditions

Approved plans

01. The development hereby permitted must be carried out only in accordance with the approved plans and documents listed below, unless where required or allowed by details approved pursuant to other conditions:

Drawing No. / Rev.	Drawing Title	Date
<i>Architectural</i>		
BA9010-2001 Rev A	Existing Site Location Plan and Block Plan	11-01-21
BA9010-2002 Rev B	Figure Ground Plans	08-03-21
BA9010-2003 Rev A	Existing Site Plan Topographical Survey	11-01-21
BA9010-2004 Rev B	Proposed Site Plan	08-03-21
BA9010-2011 Rev B	Basement Plan	08-03-21
BA9010-2012 Rev B	Lower Ground Floor Plan	08-03-21
BA9010-2013 Rev B	Ground Floor Plan	01-03-21
BA9010-2014 Rev C	Upper Ground Floor Plan	01-03-21
BA9010-2015 Rev C	First Floor Plan	01-03-21
BA9010-2016 Rev C	Second Floor Plan	01-03-21
BA9010-2017 Rev C	Third Floor Plan	01-03-21
BA9010-2018 Rev C	Fourth Floor Plan	01-03-21
BA9010-2019 Rev C	Fifth Floor Plan	01-03-21
BA9010-2020 Rev C	Sixth Floor Plan	01-03-21
BA9010-2021 Rev B	Roof Plan	08-03-21
BA9010-2031 Rev A	Sections	11-01-21
BA9010-2032 Rev A	Sections	11-01-21
BA9010-2033 Rev A	Sections	11-01-21
BA9010-2034 Rev B	Sections	08-03-21
BA9010-2043 Rev B	Block A Elevations	01-03-21
BA9010-2044 Rev A	Block B Elevations (1 of 2)	11-01-21
BA9010-2045 Rev A	Block B Elevations (2 of 2)	11-01-21
BA9010-2046 Rev A	Block C Elevations	11-01-21
BA9010-2051 Rev A	Block A Bay Study Public Square	11-01-21
BA9010-2052 Rev A	Block B Bay Study (1 of 2) Public Sq	11-01-21
BA9010-2053 Rev A	Block B Bay Study (2 of 2) Madeira Road	11-01-21
BA9010-2054 Rev A	Block C Bay Study Lavender Rd	11-01-21

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BA9010-2055 Rev A	Old Woking Rd Bay Study Block A	11-01-21
BA9010-2056 Rev A	Station Approach Bay Study Block B	11-01-21
BA9010-2057 Rev A	Communal Entrance	11-01-21
BA9010-2058 Rev A	Retail Frontages	11-01-21
BA9010-2035 Rev B	Site Sections	08-03-21
BA9010-2036 Rev A	Site Sections	11-01-21
BA9010-2041 Rev B	Contextual Street Elevations	08-03-21
BA9010-2042 Rev A	Contextual Street Elevations	11-01-21
<i>Landscape</i>		
BL9010-PRP-ZZ-ZZ-DR-L-2000 Rev A	Landscape Masterplan	05-03-21
BL9010-PRP-ZZ-ZZ-DR-L-2001 Rev A	Landscape Ground Floor GA	05-03-21
BL9010-PRP-BC-01-DR-L-2002 Rev A	Landscape Podium First Floor GA	05-03-21
BL9010-PRP-A-06-DR-L-2003 Rev A	Landscape Podium Sixth Floor GA	05-03-21

Document Ref	Document Title	Date
Landscape Statement	BL9010 (prepared by PRP)	13/01/2021
Biodiversity Enhancement Statement Version 1	ECO001580 (prepared by RPS Group Plc)	05/01/2021
Energy and Sustainability Statement Rev 1 (incl. Appendices)	N/A (prepared by Hoare Lea)	14/01/2021
Letter from Hoare Lea titled 'Planning Condition 14a - Reserved Matters'	LET-1012325-2F-TH-20210212-Station Approach West Byfleet - Planning Condition 14a (prepared by Hoare Lea)	12/02/2021

Reason: To ensure the development is carried out in accordance with the planning permission and to ensure that any development that is carried out is that which has been assessed.

External materials/detailing

02. ++ Notwithstanding the details submitted with the application (including the details annotated/shown on the approved plans and documents listed within condition 01 of this notice) prior to the commencement of superstructure works above ground level for a building hereby permitted, full details (including source/manufacturer, texture, colour and finish) 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) Mock-up panels of all types of external brickwork and combinations thereof, including panels showing all relevant brickwork patterning type(s), soldier course detailing, plinth course detailing, brick recessing, brick corbelling (including mortar colour /type and pointing);

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- b) Mock-up panels of all metalwork (including to projecting balconies, railings, fretwork (with patterning), canopies and parapet wall capping), stone surrounds and window frame(s);
- c) Sections, plans and elevations on drawings at a scale of at least 1:20 of ground floor entrances, glazing and canopies and upper floor glazing, window reveals, balconies and metalwork; and
- d) Sections, plans and elevations on drawings at a scale of at least 1:75 of rooftop layout (excluding private/communal roof terraces), showing plant, plant screening, machinery and building services equipment required for the functioning of the building, including Air Source Heat Pumps (ASHP) and PV array; and
- e) Sections and elevations on drawings at a scale of at least 1:75 scale of all shopfronts (if applicable), including stallriser and fascia.

The details must generally accord with the type and quality of materials indicated within the application. The building shall 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 Policies CS20 and CS21 of the Woking Core Strategy (2012), Policy BE3 of the West Byfleet Neighbourhood Development Plan (2017) (WBNDP), Policy DM20 of the Development Management Policies DPD (2016), SPD Design (2015) and the provisions of the NPPF.

Aerials/ pipework etc

03. Notwithstanding The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any equivalent Order(s) revoking and/or re-enacting and/or modifying that Order), no cables, wires, aerials, pipework (except any rainwater goods as may be shown on the approved plans listed within condition 01 of this notice) meter boxes or flues shall be fixed to any elevation of a building hereby permitted without the prior written consent of the Local Planning Authority. Any such works must be undertaken only in accordance with the approved details and thereafter permanently maintained for the lifetime of the building.

Reason: To ensure a high quality development in accordance with Policies CS20 and CS21 of the Woking Core Strategy (2012), Policy BE3 of the West Byfleet Neighbourhood Development Plan (2017) (WBNDP), Policy DM20 of the Development Management Policies DPD (2016), SPD Design (2015) and the provisions of the NPPF.

Landscape

04. ++ The overall layout, extent and type of hard and soft landscaping for the development hereby permitted must generally accord with the approved plans and documents listed within condition 01 of this notice and must have regard to the approved surface water drainage (SuDS) scheme. Notwithstanding the details submitted with the application (including the details annotated/shown on the approved plans and documents listed within condition 01 of this notice) prior to the commencement of any hard and soft landscaping a hard and soft landscaping scheme must first be submitted to and approved in writing by the Local Planning Authority. The submitted details must include:

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- a) full details of all proposed tree planting, including planting and maintenance specifications, cross-section drawings, details of tree pit design / underground modular systems, use of guards or other protective measures and confirmation of location, species and sizes, nursery stock type, supplier and defect period;
- b) soft planting, grassed/turfed areas, shrubs and herbaceous areas detailing species, sizes and numbers/densities;
- c) specifications for operations associated with plant establishment and maintenance that are compliant with best practice;
- d) enclosures including type, dimensions and treatments of any walls, screen walls, barriers and railings;
- e) hard landscaping, including samples and specifications of all ground surface materials, kerbs, edges and steps;
- f) street furniture, including details of cycle stands, litter bins (including recycling option), benches, seating, water features, drinking fountains and community boards;
- g) any other landscaping features forming part of the scheme, including within private communal external amenity spaces (and any associated outdoor structures) and green roofs;
- h) a wayfinding and signage strategy; and
- i) a landscape management plan for the public and private areas to include a maintenance schedule for all landscaped areas.

Tree and other planting must accord with BS: 3936-1:1992, BS: 4043:1989, BS: 4428:1989 and BS: 8545:2014 (or subsequent superseding equivalent(s)). All landscaping must be completed/planted in accordance with the approved details during the first planting season following practical completion or in accordance with a programme otherwise first agreed in writing with the Local Planning Authority. All soft landscaping must have a written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased must be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting must be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting must be in accordance with the approved details.

Reason: To ensure a high quality development in accordance with Policies CS20 and CS21 of the Woking Core Strategy (2012), Policy BE3 of the West Byfleet Neighbourhood Development Plan (2017) (WBNDP), Policies DM1, DM17 and DM20 of the Development Management Policies DPD (2016), SPD Design (2015) and the provisions of the NPPF.

External lighting / CCTV etc

05. ++ Notwithstanding the details submitted with the application (including the details annotated/shown on the approved plans and documents listed within condition 01 of this notice) prior to the occupation of any building hereby permitted details of:
- a) CCTV (if proposed);
 - b) general external lighting (including external walkway, amenity lighting, security lighting and building facade lighting); and

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- c) access control measures for residential core entrances

on or around the building and within the adjoining public realm must be submitted to and approved in writing by the Local Planning Authority. The 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, amenity lighting, security 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.

Development must be carried out only in accordance with the approved details and be permanently maintained as such thereafter for the lifetime of the development.

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

Refuse / recycling

06. ++ a) The refuse and recycling bin storage and other associated facilities for a building shown on the approved plans must be provided prior to the occupation of that building and thereafter made permanently available for the lifetime of that building.

b) Notwithstanding the information submitted with the application (including the details annotated/shown on the approved plans and documents listed within condition 01 of this notice) details of the refuse and recycling collection arrangements (including points of collection and frequency of collection) for a building shown on the approved plans must be submitted to and approved in writing by the Local Planning Authority prior to the occupation of that building and thereafter permanently maintained for the lifetime of that building.

Reason: To ensure the provision of satisfactory facilities for the storage and recycling of refuse and to protect the general amenity of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF.

Amenity spaces

07. No class C2 residential unit must be first occupied until the private and/or communal amenity space provision (excluding public space) associated with the building within which the class C2 residential unit is located is available for use in accordance with the approved plans. Thereafter the private and/or communal amenity space provision for that building must be permanently maintained for the lifetime of that building.

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Reason: To ensure a good standard of residential amenity in accordance with Policy CS21 of the Woking Core Strategy (2012) and the provisions of the NPPF.

08. Notwithstanding the provisions of Article 3 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any orders amending or re-enacting that Order, or superseding equivalent Order, with or without modification(s)), other than where identified as such on the approved plans the flat roof areas of the buildings hereby permitted shall not be used as a roof terrace, sitting out area or similar amenity area.

Reason: In order to protect adjoining properties from overlooking and noise in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF.

Telecoms equipment

09. Notwithstanding the provisions of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any equivalent Order(s) revoking and/or re-enacting that Order), the following development shall not be undertaken without prior specific express planning permission in writing from the Local Planning Authority:

- The installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby permitted, including any structures or development otherwise permitted under Part 16 "Communications".

Reason: To ensure that any structures or apparatus for purposes relating to telecommunications on the buildings do not adversely affect the appearance of the area in accordance with Policies CS20 and CS21 of the Woking Core Strategy (2012), Policy BE3 of the West Byfleet Neighbourhood Development Plan (2017) (WBNDP), Policy DM20 of the Development Management Policies DPD (2016), SPD Design (2015) and the provisions of the NPPF.

10. ++ Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any equivalent Order(s) revoking and/or re-enacting and/or modifying that Order), no satellite antennae shall be erected or installed on a building hereby permitted. A building (or the development as a whole) hereby permitted shall have a central dish or aerial system for receiving all broadcasts for building(s) created; details of such a scheme must be submitted to and approved in writing by the Local Planning Authority prior to first occupation of any relevant building, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: To ensure that any satellite antennae on the buildings do not adversely affect the appearance of the area in accordance with Policies CS20 and CS21 of the Woking Core Strategy (2012), Policy BE3 of the West Byfleet Neighbourhood Development Plan (2017) (WBNDP), Policy DM20 of the Development Management Policies DPD (2016), SPD Design (2015) and the provisions of the NPPF.

Informatives

01. 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 NPPF.
02. The applicants attention is specifically drawn to the planning conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the planning permission and the Local Planning Authority may serve Breach of Condition Notices (BCNs) to secure compliance. The applicant is advised that sufficient time needs to be allowed when submitting details in response to planning conditions, to allow the Local Planning Authority to consider the details and discharge the condition(s). A period of between five and eight weeks should be allowed for.
03. The applicant is advised that the development hereby permitted is subject to a Community Infrastructure Levy (CIL) liability. The Local Planning Authority will issue a Liability Notice as soon as practical after the granting of this permission.

The applicant is advised that, if he/she is intending to seek relief or exemptions from the levy such as for social/affordable housing, charitable development or self-build developments it is necessary that the relevant claim form is completed and submitted to the Council to claim the relief or exemption. In all cases (except exemptions relating to residential exemptions), it is essential that a Commencement Notice be submitted at least one day prior to the starting of the development. The exemption will be lost if a commencement notice is not served on the Council prior to commencement of the development and there is no discretion for the Council to waive payment. For the avoidance of doubt, commencement of the demolition of any existing structure(s) covering any part of the footprint of the proposed structure(s) would be considered as commencement for the purpose of CIL regulations. A blank commencement notice can be downloaded from:

http://www.planningportal.gov.uk/uploads/1app/forms/form_6_commencement_notice.pdf

Claims for relief must be made on the appropriate forms which are available on the Council's website at:

<https://www.woking.gov.uk/planning/service/contributions>

Other conditions and requirements also apply and failure to comply with these will lead to claims for relief or exemption being rendered void. The Local Planning Authority has no discretion in these instances.

For full information on this please see the guidance and legislation here:

<https://www.gov.uk/guidance/community-infrastructure-levy>

<http://www.legislation.gov.uk/all?title=The%20Community%20Infrastructure%20Levy%20Regulations%20>

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Please note this informative provides general advice and is without prejudice to the Local Planning Authority's role as Consenting, Charging and Collecting Authority under the Community Infrastructure Levy Regulations 2010 (as amended).

04. The applicant is 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.
05. The applicant is advised that adequate control precautions should be taken in order to control noise emissions from any fixed plant, including generators, on site during demolition / construction activities. This may require the use of quiet plant or ensuring that the plant is sited appropriately and / or adequately attenuated. Exhaust emissions from such plant should be vented to atmosphere such that fumes do not ingress into any property. Due to the proximity of residential accommodation there should be no burning of waste material on site. During demolition or construction phases, adequate control precautions should be taken in order to control the spread of dust on the site, so as to prevent a nuisance to residents within the locality. This may involve the use of dust screens and/ or utilising water supply to wet areas of the site to inhibit dust.
06. The provisions of the Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet, prepared by the Ministry of Housing, Communities and Local Government, and setting out your obligations, is available at the following address:
<https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance#explanatory-booklet>
07. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
08. As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures will be undertaken to minimise

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groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing trade_effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

09. The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read Thames Waters guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-yourdevelopment/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.
10. 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.

Chuch Gate, Premier House, Church Street West

PLAN/2020/1201

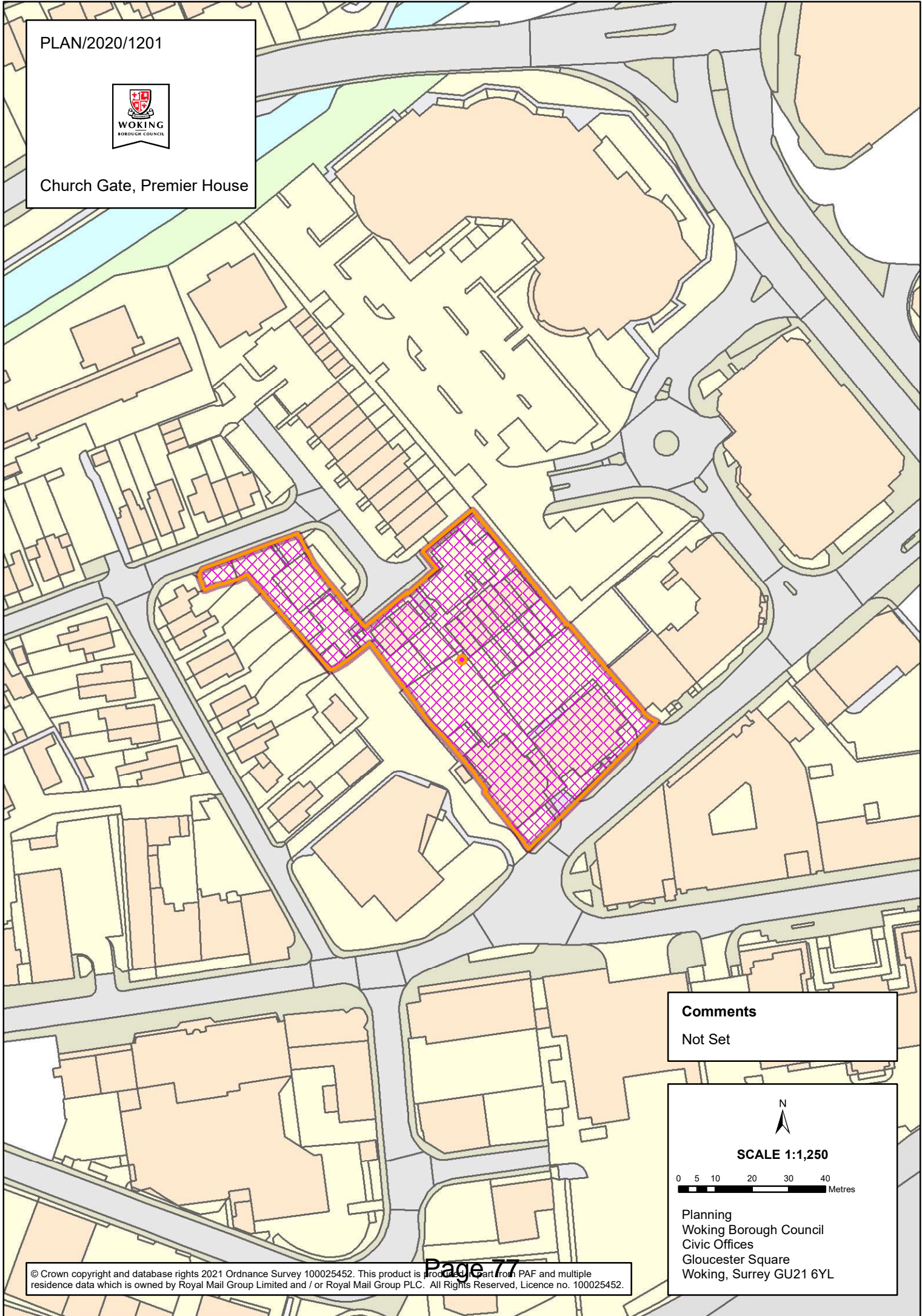
Display of an inteDemolition of Church Gate, Premier House (both fronting Church Street West) and Nos.28-37 Vale Farm Road (Incl.) and erection of a building ranging in height from Ground plus 16 storeys to Ground plus 4 storeys to provide x243 residential apartments (Class C3), commercial space (Class E), ancillary spaces, landscaped amenity areas, parking spaces, vehicular and pedestrian accesses and cycle store including refurbishment works to existing playground on Vale Farm Road.rnally illuminated fascia sign



PLAN/2020/1201



Church Gate, Premier House



Comments
Not Set

N
↑

SCALE 1:1,250

0 5 10 20 30 40
Metres

Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking, Surrey GU21 6YL

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6b PLAN/2020/1201

WARD: C

LOCATION: Church Gate (Nos.9-11 Church Street West), Premier House (Nos.15-19 Church Street West), Nos.28-37 Vale Farm Road (Incl.) and Play Area, Vale Farm Road, Woking, Surrey, GU21 6DJ

PROPOSAL: Demolition of Church Gate, Premier House (both fronting Church Street West) and Nos.28-37 Vale Farm Road (Incl.) and erection of a building ranging in height from Ground plus 16 storeys to Ground plus 4 storeys to provide x243 residential apartments (Class C3), commercial space (Class E), ancillary spaces, landscaped amenity areas, parking spaces, vehicular and pedestrian accesses and cycle store including refurbishment works to existing playground on Vale Farm Road.

APPLICANT: Westmede Properties Ltd & Burleigh Estates Ltd

OFFICER: Benjamin Bailey

REASON FOR REFERRAL TO COMMITTEE

The application is recommended for approval and (i) involves the provision of more than five dwelling houses and (ii) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more. It thus falls outside the Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

Demolition of Church Gate, Premier House (both fronting Church Street West) and Nos.28-37 Vale Farm Road (Incl.) and erection of a building ranging in height from Ground plus 16 storeys to Ground plus 4 storeys to provide x243 residential apartments (Class C3), commercial space (Class E), ancillary spaces, landscaped amenity areas, parking spaces, vehicular and pedestrian accesses and cycle store including refurbishment works to existing playground on Vale Farm Road.

Site Area (total):	0.4043 ha (4,043 sq.m)
Built Area (proposed):	0.2928 ha (2,928 sq.m)
Existing dwellings:	10
Proposed dwellings:	243 (+233)
Existing density (total site):	25 dph (dwellings per hectare)
Proposed density (total site):	601 dph
Proposed density (built area):	830 dph

PLANNING STATUS

- Urban Area
- Woking Town Centre (partial - southern section)
- High Density Residential Area (partial - northern section)
- Surface Water Flood Risk (High/Medium - both partial)
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)

RECOMMENDATION

That authority be delegated to the Development Manager (or their authorised deputy) to **Grant** planning permission subject to:

- (i) Prior completion of an Appropriate Assessment, supported by Natural England; and
- (ii) Recommended conditions and Section 106 Legal Agreement.

SITE DESCRIPTION

The site encompasses three main 'areas'; Church Gate, Premier House and Vale Farm Road.

Church Gate is a three storey office building with a mansard style roof, predominately finished in brick with vertical window bays. There is car parking laid to tarmac at the rear, accessed from Church Street West. Limited soft landscaping exists to both the front and rear with boundaries within the rear car parking area enclosed by close-board timber fencing.

Premier House is a three storey office building constructed during the 1980s, again with a mansard style roof. Areas laid to hardstanding, and demarcated for car parking, are situated to the rear. Vehicular access is gained from Church Street West.

Nos.28-33 Vale Farm Road (incl.) form a single terrace of x6 two storey dwellings below a hipped roof with a central front gable element, with private rear gardens and car parking provided to the frontage. Nos.34-37 Vale Farm Road are x4 dwellings provided within a single two storey hipped roof building, with amenity space provided at the rear. Nos.28-37 (incl.) Vale Farm Road were granted planning permission in the late 1990s as part of a wider development of x40 dwellings in Vale Farm Road (ref: PLAN/1998/0491). The site also includes some existing parking spaces provided within Vale Farm Road and the play area which also formed part of the development permitted in the late 1990s as part of the wider residential development in Vale Farm Road.

RELEVANT PLANNING HISTORY

Whole site:

PLAN/2017/1301 - EIA Screening Opinion for redevelopment of site to provide up to 250 dwellings and ancillary facilities in buildings ranging in height from ground plus 15 storeys to ground plus 7 storeys following demolition of existing office and residential buildings.
Environmental Statement Not Required (11.12.2017)

Church Gate (Nos.9-11 Church Street West):

PLAN/2019/1093 - External alterations including refurbishment of existing mansard roof with windows and rooflight inserted and additional windows and fenestration alterations on the north, south, west and east elevations.
Permitted subject to conditions (20.12.2019)

PLAN/2019/1090 - Prior notification for change of use from Office (Class B1(a)) to x31 dwellings (x18 studio, x10 one bedroom and x3 two bedroom) (Class C3).
Prior Approval - Approved (20.12.2019)

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PLAN/2018/0741 - Construction of two storey extension across building to form x9 dwellings (x3 one bedroom, x4 two bedroom and x2 three bedroom) and roof terrace, with associated cycle storage and refuse/recycling storage (amended plans).
Permitted subject to conditions and S106 agreement (19.08.2019)

PLAN/2017/1361 - Construction of two storey extension across building to form x14 dwellings and roof terrace.
Refused (08.03.2018)

COND/2017/0056 - Discharge of condition 03 (Contamination) of PLAN/2016/0438 dated 13.06.2016 (Prior notification for a proposed change of use - conversion of office building (Class B1a) to create 32 dwellings (Class C3)).
Details approved (12.07.2017)

PLAN/2016/0478 - Proposed external alterations including refurbishment of existing mansard roof with windows and rooflight inserted and additional windows and fenestration alterations on the north, south, west and east elevations. (Amended description and Amended Plans).
Permitted subject to conditions (17.11.2016)

PLAN/2016/0438 - Prior notification for a proposed change of use - conversion of office building (Class B1a) to create 32 dwellings (Class C3).
Prior Approval - Approved (13.06.2016)

82/1098 - Demolition of existing and the erection of a three storey office building with ancillary car parking.
Permitted subject to conditions (18.02.1983)

81/0510 - The demolition of existing buildings and the erection of a three storey office building and provision of car parking.
Permitted subject to conditions (17.11.1982)

Premier House (Nos.15-19 Church Street West):

PLAN/2020/0020 - Prior notification for change of use of an existing office (B1a use) to create 29 new flats (C3 use).
Prior Approval - Approved (20.03.2020)

PLAN/2018/0918 - Construction of two storey extension across building to form x9 dwellings (x2 one bedroom and x7 two bedroom) and roof terrace, with associated bicycle storage and refuse/recycling storage.
Permitted subject to conditions and S106 agreement (21.08.2019)

PLAN/2017/1415 - Construction of two storey extension across building to form x14 dwellings (x14 one bedroom) and roof terrace.
Refused (04.04.2018)

PLAN/2017/0165 - Prior approval for a proposed change of use from Office (Class B1(a)) to dwellinghouse (Class C3) to provide 29no. 1 bedroom dwellings.
Prior Approval - Approved (30.03.2017)

83/1206 - Variation of condition 5 (requiring occupation by Berkeley Homes) of Consent 82/0297 to permit occupation of the whole building by Hogan Systems.
Permitted (11.01.1984)

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83/0341 - Variation of conditions 3, 7 and 10 on Consent 82/0297 to allow development of building sited at 15a - 19 Church Street West in isolation of the second building at 21 - 23 Church Street West.

Permitted subject to conditions (02.11.1983)

82/0297 - The demolition of existing houses, the execution of site works, the erection of three storey office buildings in two blocks and provision of 29 car parking spaces at 15a - 23 Church Street West, Woking.

Permitted subject to conditions (01.06.1982)

Nos.28-37 Vale Farm Road (Incl.) and Play Area, Vale Farm Road:

PLAN/1998/0491 - Erection of 40 residential units together with access, parking areas, open space and landscaping.

Permitted subject to conditions and S106 agreement (05.10.1998)

CONSULTATIONS

Environment Agency: This planning application is for development we do not wish to be consulted on.

Natural England: Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required: (1) An Appropriate Assessment and (2) Details of Suitable Alternative Natural Greenspace (SANG) capacity. Without this information, Natural England may need to object to the proposal. Please re-consult Natural England once this information has been obtained.

(Officer Note: The present position of Natural England is catered for within the recommendation)

Historic England: On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions.

Wood plc on behalf of WBC Environmental Health (Noise): No objection subject to recommended conditions (conditions 15 – 22 inclusive refer).

Wood plc on behalf of WBC Environmental Health (Air quality): To be updated via a written update.

Contaminated Land Officer (WBC): No objection subject to recommended conditions (conditions 31 – 36 inclusive refer).

Drainage and Flood Risk Team (WBC) (second response): No objection subject to recommended conditions (conditions 27 – 30 inclusive refer).

Senior Arboricultural Officer (WBC): No objection subject to recommended conditions (conditions 6 and 26 refer).

Kempton Carr Croft (LPA's Financial viability Consultant): The scheme remains significantly in deficit and currently unable to provide any additional element of affordable housing. Recommend that a late stage viability review is undertaken once approximately 70% of the units have been let or sold in order that the viability of the scheme can be reassessed and the possibility of providing an off-site commuted payment can be revisited.

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Historic Buildings Advisor (WBC): I see from the records that there was a Design Review Meeting/Design South East on 18/10/19 followed by four pre-app meetings to further review the amended and emerging scheme. The agents claim to have addressed many of the suggestions put forward by the panel. This final submission does at least seek to break up the mass of the triple-height block by the skilful use of balconies and other details of articulation which creates interest. Since the design has already passes several phases of assessment, I have no further observations.

Joint Waste Solutions: Happy with the placement of the bin stores; they are at ground level and look to have easy access to the tipping point. Following clarification are content with quantum of bin storage. Condition 24 refers.

County Archaeologist (Surrey CC): Border Archaeology's report is a fair assessment of the archaeological potential of the application area. I am in broad in agreement with the conclusions. Having considered the low archaeological potential of the site, the likely extent of impacts from recent development, and this office's advice for similar, recent, proposed developments nearby, I am content that even a limited watching brief is not merited should this proposal be permitted. No further action is therefore required in relation to this proposal as regards the buried archaeological heritage.

County Highway Authority (Surrey CC): No objection subject to conditions (conditions 08 – 14 inclusive refer) and S106 legal agreement provisions for Car Club provisions and Travel Plan auditing.

Lead Local Flood Authority (Surrey CC): Under local agreements, the statutory consultee role under surface water drainage is dealt with by Woking Borough Council's Flood Risk Engineering Team.

Surrey CC Minerals & Waste Planning Policy Team (Minerals Planning Authority): The County Council (as the Minerals Planning Authority) are concerned that the rail aggregates depot has potential to create a significant amount of noise, particularly overnight when construction, road and railway noise will be lower. It is not clear, however, if any mitigation or monitoring is proposed to avoid complaints from potential future residents of the development with regards to noise from the rail aggregates depot. Hence the County Council (as the Minerals Planning Authority) wishes to raise objection to this proposal until such time as information is provided which gives the necessary reassurance to the county council that the that potential noise nuisance from the depot can be suitably mitigated by the applicant.

(Officer Note: The applicant has submitted further information to address this response which has been provided to the Minerals Planning Authority (MPA). Further comment from the MPA is awaited and will be reported via written update)

Surrey CC Senior Planning Officer: No comments received.

Affinity Water: No comments received.

Thames Water Development Planning: Thames Water would advise that with regard to surface water network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. Thames Water would advise that with regard to waste water network and sewage treatment works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

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Network Rail: Object - on basis that there exists potential that this proposal will not have appropriately considered noise from the Goods Yard.

(Officer Note: The applicant has submitted further information to address this response which has been provided to Network Rail. Further comment from Network Rail is awaited and will be reported via written update)

South Western Trains Ltd: No comments received.

UK Power Networks: No comments received.

Southern Gas Networks: No comments received.

Thamesway: No objection subject to recommended condition (condition 39 refers).

National Grid Asset Protection Team: No comments received.

Civil Aviation Authority (CAA): No comments received.

National Air Traffic Services Ltd (NATS): No safeguarding objection to the proposal.

Heathrow Airport: No safeguarding objections to the proposed development.

Farnborough Airport: No comments received.

Fairoaks Airport: No safeguarding objections to the proposed development.

National Police Air Service (NPAS): No comments received.

Air Ambulance Units: No comments received.

MOD Safeguarding: No comments received.

Surrey Fire and Rescue Service: The Fire Authority are neutral towards this development. We are however, concerned that that this development, alongside the one planned for Goldsworth Road, may dramatically impact on the Service's ability to mobilise to the East and North of the Town Centre.

(Officer Note: Fire safety matters are addressed outside of planning control. The Goldsworth Road proposal referred to – presumably PLAN/2020/0568 – was refused at Planning Committee on 12 January 2021)

Surrey Heath Borough Council: No comments received.

Guildford Borough Council: No comments received (although consultation acknowledged).

Runnymede Borough Council: No comments received.

Elmbridge Borough Council: No objection.

REPRESENTATIONS

x584 neighbour notification letters of the application have been sent out, in addition to the application being advertised on the Council's website and by statutory press (published in the 14 January 2021 edition of the Woking News and Mail newspaper) and site notices. Due to the relatively large size of the site a full set of site notices have been posted at x3 separate locations around the site (on Church Street West, Oaks Road and Vale Farm Road).

In response to the consultations undertaken **x29 letters of objection** have been received (including from the Oaks and Vale Farm Road Residents Group). The points raised in the representations received are given below:

Character

- Proposal will dwarf the surrounding buildings including Birchwood Court, the Coign Church, Nos.21-25 Church Street West and Goldvale House
- Out of character with the street scene
- There are no buildings greater than 7 storeys in close proximity to the proposal
- About 10 storeys higher than any of the neighbouring buildings
- Relies heavily on other proposed planning proposals with no consideration as to if any of these remain viable to develop
- High rise construction is very expensive to build and Woking is littered with unimplemented planning consents where viability is questionable
- Particularly now with minimal commuting taking place the demand for a further 243 apartments with so many nearing completion at town centre council inspired development is doubtful
- 8 storeys would be acceptable
- High-over density of development
- Nearby buildings are generally 3 or 4 storeys
- Proposed development on Goldsworth Road was refused by the Planning Committee
- 243 dwellings will far exceed the Council's Core Strategy, especially when taken into account with application ref: PLAN/2020/0568 on Goldsworth Road for 929 dwellings (*Officer Note: PLAN/2020/0568 was refused by the Planning Committee at its 12 January 2021 meeting*)
- The proposed density is well above the site allowance / DPD (*Officer Note: The site is not allocated in the emerging Site Allocations DPD. No Development Plan policy sets an 'upper limit' on residential density*)
- Loss of green spaces around Vale Farm Road
- Loss of existing gardens of houses to be demolished
- Loss of trees
- Does not contribute to town centre and shopping itself
- Greater clarity is needed on what is needed for the town centre/Primary Shopping Area, and how this has bearing on tall buildings put in residential areas and what the development brings beyond simply more residential units
- What is Woking's strategy for the development of the town?
- Why is there such focus on a concentration high density tall buildings in a small area to the west of the town?
- Vale Farm Road is a pleasant cul-de-sac/square with small children's' park
- The proposal appears to have no ground level residential features, so houses forming part of the local residential picture will be removed and the participation/ambiance of the square and community life could be affected
- Sheer size will disproportionately dominate local homes and residents

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- Vale Farm Road is currently aesthetically pleasing with matching brick houses of varying heights
- A large building with white/grey cladding is out of character
- The Design and Access Statement refers to the Coign Church gaining approval to build 13 storeys, which it says they chose not to pursue. Have been unable to verify the latter statement
- Would contradict Policy CS24 which requires all development proposals to positively benefit landscape and townscape character, and local distinctiveness
- Would be contrary to Policies CS1 and CS21 which state that new developments need to fit with the surroundings
- The proposed design crosses into a residential area; by building a commercial unit with an exit into a residential area which has a small play area, this proposal is total out-of-keeping and disruptive
- Does not fall fully within Woking Town Centre boundary
- Too high density – appears 571 dwellings per hectare which is well above the 200 threshold
(Officer Note: The 200dph set out by Policy CS10 is not a 'threshold'/upper limit)
- The height, scale, massing and visual impact are inappropriate and unjustified for a location straddling the Town Centre boundary and which infiltrates an area of 2-3 storey dwellings
- Since the development sits in part outside the Town Centre boundary, the height exceeds WBC strategy
- Absence of a clear vision and masterplan for major developments in Woking
- Policy CS10 states that higher density will be permitted where it can be justified in terms of sustainability and where the character of the area would not be compromised. Part of this development sits outside the Town Centre boundary, accentuating the excessive density and lack of adherence to guidance
- Could set a precedent with negative impact on other current lower density development applications around Woking
- Site is located beyond Victoria Way, the designated Town Centre border
(Officer Note: The boundary of Woking Town Centre is defined by the Council's Proposals Map. The southern section of this site falls within the Woking Town Centre boundary)

Amenity

- Building will overshadow the surrounding buildings including Birchwood Court, the Coign Church, 21-25 Church Street West and Goldvale House
- Loss of daylight to Birchwood Court
- No.29 Oaks Road is not included within the submitted daylight and sunlight report
(Officer Note: No.29 Oaks Road does not contain any windows in elevations which would be impacted by the proposal)
- Report concludes that there will only be very minimal cumulative impact as a result of this future baseline scenario. It does not consider in my view that many of the rooms tested fail the guideline tests already and therefore a proposed building of such proportions which makes the position worse should not be permitted
- Sunlight and daylight report includes only immediately adjacent properties. The proposed Coign Church assessment included additional properties and shading was an issue for a number of properties not included in this developer's report.
(Officer Note: An amended daylight and sunlight report has been submitted during the course of the application and includes assessment of additional buildings)
- Overlooking/loss of privacy to Birchwood Court
- Loss of light to No.25 Vale Farm Road

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- Will result in further years of noise, mess and disruption during construction – already endured this for other works in Woking Town Centre
- Already feel squashed by the massive tower blocks that have been built around Vale Farm Road
- The whole feel of Woking has changed in recent years
- Overlooking of garden and house of No.27 Oaks Road
- Overlooking/loss of privacy to gardens and houses in Oaks Road and Vale Farm Road
- Overbearing to the houses in Oaks Road and Vale Farm Road
- Generation of noise - will make working from home more difficult due to construction noise

Highways/parking

- Insufficient parking spaces for residents
- Lack of cycle space provision
- The latest government figures indicate that, statistically, 27% of UK households have two cars and 43% have one car
- May be close to the town centre but most people will have at least one car
- Will add to existing parking pressure
- Private parking spaces already get parked in by strangers occasionally
- The current contractors working in Woking Town Centre have been parking in Vale Farm Road for years
- Road safety will be compromised – Oaks Road and Vale Farm Road are Victorian roads, heavily used for parking and HGVs would struggle during construction
- Building of nearby Welcome Church – much smaller than this – caused delays and frequent complaints from residents
- Woking Fire Brigade [SIC] describe Vale Farm Road as “*the most dangerous road in Woking*” due to parking problems
- Ongoing development of Woking Town Centre results in much disruption for residents including that cars have been unable to turn right from Church Street West onto Victoria Way for several years and pedestrians cannot walk to the Town Centre directly from Church Street West
- Likely to be substantial impact on traffic flow along the relatively narrow and width restricted Goldsworth Road unless adequate provision is made
- An example of the sensitivity of Goldsworth Road traffic flow to minor influences is provided by the frequent blockage of the eastbound lane, particularly at weekends, caused by log-jamming at the 'Morrisons Roundabout' (on Goldsworth Road) by cars accessing the McDonalds drive-through
- Plans make no provision for electric vehicle charging points
(Officer Note: *Such details can be secured through planning condition(s)*)
- Any construction traffic on Vale Farm Road, especially between Wilbury Road to the junction of Oaks Road, would be difficult and unsafe as well as adversely affecting Vale House (on the junction of Oaks and Vale Farm Road) which provides sheltered housing for the elderly

General

- Contrary to national and Minerals Plan requirements the application proposals could prejudice the existing and future operation of the safeguarded rail aggregates depot and contrary to Local Plan policies appropriate noise assessment of the Goods Yard has not been submitted
- House price has been negatively impacted by Woking Town Centre development
(Officer Note: *Potential impact upon house price(s) does not constitute a material planning consideration*)

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- The Council don't clean Millennium Park on Vale Farm Road or the leaves that fall from it
- The plans trespass on private properties, especially Nos.27 and 29 Oaks Road
(Officer Note: The third party land has been omitted from the application site red-line by way of amended plans. The applicant has also subsequently confirmed that they are content the application site red-line consists of only land as per the ownership certificate completed within the application form)
- The plans are inaccurate and trespass on 6 further properties
(Officer Note: The applicant has confirmed that they are content the application site red-line, as amended, consists of only land as per the ownership certificate completed within the application form)
- Did not receive an invitation to the consultation event held in late 2019 so can only assume invitations were not given to all relevant households as claimed
- Submitting this application on Christmas Eve shows a lot of cynicism as it appears to be a deliberate ploy to make people less likely to find out about it and have fewer working days in which to respond.
(Officer Note: An applicant is free to submit an application at any time they wish. The statutory public consultation on the application (i.e. neighbour notification letters, press notice, site notices) did not commence until the New Year and have been undertaken for the required statutory periods; therefore the applicant has not 'gained' in any manner through the date of submission)
- Would welcome improvements to the playground however, as a Council run playground, improvements should be possible without this development
- The applicant has not held community consultation
- The Site Allocations DPD (p.386) states regarding The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ that "*It is anticipated that the site would yield 78 net additional dwellings (85 gross). Residential including Affordable Housing, community uses*". This application proposes 243 apartments on a smaller area
- Site is not included in the last Site Allocations DPD
(Officer Note: This, in itself, is not a barrier to potential development. The site falls within the Urban Area)
- Request that the developer engage with the Basingstoke Canal Society and the Basingstoke Canal Authority so that the opportunities provided by the Basingstoke Canal for recreation and exercise are properly recognised. The impacts of the development should be adequately mitigated by way of financial contribution, either through Community Infrastructure Levy or S106 contributions to ensure the ongoing upkeep, accessibility, width and surface enhancements and public information provisions for this section of the canal as enhancements to Woking's Green Infrastructure.

Housing

- Far exceed any requirement to provide additional housing in Woking Borough
- Nos.28-37 Vale Farm Road, which are proposed to be demolished, are people's homes, where some have lived for 20 years
- Why demolish family homes to build flats?
- Will remove family homes owned by Hyde Housing Association (Nos.28-37 Vale Farm Road)
- There is no agreement that buildings demolished will be replaced by an equivalent number of family homes elsewhere in Woking Borough
- Loss of family houses would be contrary to planning policy
- Insufficient number of affordable homes – the Woking Core Strategy requires 40% affordable housing (i.e. 97 dwellings)

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- Planning permission already exists for the existing office blocks to be converted into housing
(Officer Note: Both Church Gate and Premier House benefit from extant prior approvals for office-to-residential change of use)
- Economic conditions and working habits have drastically changed (due to the COVID pandemic) compared to when the development was submitted making it no longer required
(Officer Note: The planning application was submitted to the Council on 24 December 2020, well after the start of the COVID-19 outbreak in England. The proposal is primarily for housing)
- The Victoria Square development already meets and exceeds demand for new flats
- Apartments are small and apartment sizes fail to account for the change in modern living brought about from the Covid pandemic where space to work from home has become the norm
- Apartments would have no natural light
(Officer Note: This assertion is entirely incorrect. Please see the main report text)
- Housing mix is not in line with the needs assessments and not enough space for families (105 out of 243 for single occupancy and further 66 for double occupancy)
- Will remove 10 affordable dwellings
- Will provide no 3 bedroom residential units and therefore not provide the family units Working urgently requires
- Post Covid will multi occupancy residential units such as these be acceptable?
- Post Covid will flats such as these with open plan living areas be suitable for couples working for the majority of time from home?

Infrastructure

- Insufficient drainage to accommodate this proposal
- Latest in a series of developments that look at the creation of dwellings without taking into impact upon infrastructure such as hospitals and schools
- Likely to put increased pressure on the Fire Service when trying to access Victoria Way

COMMENTARY

Since initial submission the application has been the subject of amended plans which have reduced the red-lined application site in size and omitted the provision of x2 proposed new car parking spaces. This is because, during the public consultation process, it became apparent that the relevant area of land fell on which those x2 new parking spaces were to be provided was within the private ownership of parties upon whom Notice 1 had not been served and whom had not been included within Certificate B. Given this change represents a reduction in the overall development proposed further public consultation was not undertaken on these amended plans. It must be borne in mind that this change, in the context of the overall proposed development, is minor.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019)

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 7 - Ensuring the vitality of town centres

Section 8 - Promoting healthy and safe communities

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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

Woking Core Strategy (2012)

CS1 - A spatial strategy for Woking Borough
CS2 - Woking Town Centre
CS7 - Biodiversity and nature conservation
CS8 - Thames Basin Heaths Special Protection Areas
CS9 - Flooding and water management
CS10 - Housing provision and distribution
CS11 - Housing mix
CS12 - Affordable housing
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 Development Plan Document (DMP DPD) (2016)

DM1 - Green infrastructure opportunities
DM2 - Trees and landscaping
DM5 - Environmental pollution
DM6 - Air and water quality
DM7 - Noise and light pollution
DM8 - Land contamination and hazards
DM16 - Servicing development
DM17 - Public realm
DM20 - Heritage assets and their settings

South East Plan (2009) (saved policy)

NRM6 - Thames Basin Heath Special Protection Areas

Surrey Minerals Plan Core Strategy Development Plan Document (2011)

MC1 - Spatial strategy - location of mineral development in Surrey
MC6 - Safeguarding mineral resources and development
MC16 - Rail aggregate depots

Supplementary Planning Documents (SPD's)

Design (2015)
Parking Standards (2018)
Outlook, Amenity, Privacy and Daylight (2008)
Affordable Housing Delivery (2014)
Climate Change (2013)

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Supplementary Planning Guidance (SPG)
Heritage of Woking (2000)

Other Material Considerations

Planning Practice Guidance (PPG)
National Design Guide (NDG) (2019)
Planning (Listed Buildings and Conservation Areas) Act 1990
The Conservation of Habitats and Species Regulations 2017
Thames Basin Heaths Special Protection Area Avoidance Strategy
Circular 06/2005: Biodiversity and Geological Conservation
Woking Character Study (2010)
Woking Borough Council Strategic Flood Risk Assessment (SFRA) (November 2015)
Community Infrastructure Levy (CIL) Charging Schedule (2015)
Waste and recycling provisions for new residential developments
Technical Housing Standards - Nationally Described Space Standard (NDSS) (March 2015)
Housing Infrastructure Fund (HIF) Recovery strategy for Woking Town Centre: Section 106 tariff Guidance note

PLANNING ISSUES

1. The main planning considerations in determining this application are:
 - General policy framework for the consideration of the application
 - Land use and principles
 - Design and impact upon the character of the area
 - Built heritage
 - Archaeology (below-ground heritage)
 - Impact upon neighbouring residential amenity
 - Noise, including Surrey Minerals Plan considerations
 - Air quality
 - Wind microclimate
 - Solar reflective glare
 - Contamination
 - Amenities of future occupiers
 - Transport and accessibility
 - Thames Basin Heaths Special Protection Area (TBH SPA)
 - Arboriculture
 - Sustainable construction requirements, including connecting to the existing CHP network
 - Flooding and water management
 - Aviation

having regard to the relevant policies of the Development Plan, other relevant material planning considerations and national planning policy and guidance.

General policy framework for the consideration of the application

2. 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*".

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The National Planning Policy Framework / Planning Practice Guidance

3. The National Planning Policy Framework (NPPF) (2019) comprises an overarching set of planning policies and details how the Government expects them to be applied. The NPPF is a material consideration in the determination of this application. However, the starting point for decision making remains the Development Plan which retains primacy.
4. The Planning Practice Guidance (PPG) is a web-based resource and provides detailed Government advice on matters which relate to the operation of the planning system in practice. The guidance in the PPG supports the policies contained within the NPPF.

The Development Plan / SPD's / SPG's

5. The Development Plan comprises the Woking Core Strategy (2012), the Development Management Policies Development Plan Document (DM Policies DPD) (2016) and Saved Policy NRM6 of the South East Plan 2009 (which is relevant to residential development). A number of other Supplementary Planning Documents (SPD's) and Supplementary Planning Guidance (SPG's) are also relevant to the consideration of this application and these generally provide more detailed information on topic based matters.

Land use and principles

Loss of existing uses

6. There are two existing uses on the site, being commercial (i.e. office) and residential. Consideration needs to be given to the loss of these existing uses.

Commercial (office)

7. The proposed development would result in the loss of the existing office floorspace (i.e. formerly falling within Class B1a – now falling within the new Class E), within both Premier House and Church Gate, which cumulatively measures circa 1,189 sq.m GIA. Both Premier House and Church Gate fall within Woking Town Centre, as defined by the Proposals Map.
8. Policy CS2 sets out an indicative development amount within Woking Town Centre of approximately 27,000 sq.m of additional office floorspace to be provided as part of mixed-use developments and states that the proposals will be achieved through, inter alia “safeguarding of existing office floorspace where there is evidence to justify that”.
9. Planning assessment of this loss of office floorspace is heavily affected by the amendments to The Town and Country Planning (Use Classes) Order 1987 (as amended), brought into force by The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, on 1 September 2020. These recent changes should be afforded significant weight. Government has seen fit to remove, inter alia, former Use Class B1a and subsume uses within that former use class into the new Class E (Commercial, business and service uses); this means that movement between use as a shop, to provide financial and professional services (not medical), café or restaurant or for office purposes is not development for planning purposes, and does not require planning permission. These changes rather reduce the weight which can be afforded to policy CS2 in respect of protecting office (former class B1a) provision as it means that office uses can be changed to use as a shop, to provide financial and professional services (not medical), café or restaurant without requiring planning permission.

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10. The submitted Planning Statement states that “*the office accommodation very evidently no longer meets the needs of modern office occupiers*”; no substantive evidence has been provided as part of the application to verify this statement such that this statement alone cannot be afforded great weight. However the submitted Planning Statement also states that “*it is the Applicant’s intention to implement extant and pending prior approval planning permissions for the conversion of the office accommodation to residential use, should the enclosed proposals not receive planning permission. While this is to protect the commercial position of the Applicant, it does mean that the office accommodation will be lost whether permission is granted for the enclosed proposals or not*”.
11. Church Gate benefits from prior approval for office-to-residential change of use (ref: PLAN/2019/1090), which remains extant until 20.12.2022, with planning permission for external alterations (ref: PLAN/2019/1093) also remaining extant until 20.12.2022 and further planning permission for a two storey extension to form x9 dwellings (ref: PLAN/2018/0741) also remaining extant until 19.08.2022. Premier House benefits from prior approval for office-to-residential change of use (ref: PLAN/2020/0020), which remains extant until 20.03.2023, and for a two storey extension for form x9 dwellings (ref: PLAN/2018/0918), which remains extant until 21.08.2022. Given these extant prior approvals and planning permissions across both Church Gate and Premier House, all of which remain extant and capable of lawful implementation for at least a further 16 month period, there is no reason to doubt that, in the event this planning application was to be refused, the applicant would proceed to implement these prior approvals and planning permissions, which would result in the loss of the existing office floorspace. These extant prior approvals and planning permissions therefore form a ‘fallback’ position of very significant weight in respect of the loss of office floorspace.
12. Overall, the extant prior approvals and planning permissions, combined with the recent amendments to The Town and Country Planning (Use Classes) Order 1987 (as amended), lead to the conclusion that no defensible objection can be sustained in respect of the loss of existing office floorspace within Woking Town Centre.
13. It should also be noted that the proposed development includes circa 399 sq.m of commercial space (Class E) at lower-ground and upper-ground floor levels. Whilst the new Class E provides for a range of uses, these are indicatively labelled on the lower ground floor plan as “Café and Business Area” and as “Business Area” on the upper ground floor plan, and therefore provide an indication of the applicant’s occupational aspirations, which would provide some element of commercial use within Woking Town Centre.

Residential

14. The northerly section of the site contains x10 existing dwellings within Vale Farm Road, which were permitted under ref: PLAN/1998/0491. These x10 existing dwellings would all be demolished to facilitate the proposed development and consist of x6 three bedroom dwellings (at Nos.28-33 (incl.) Vale Farm Road) and x4 one bedroom dwellings (at Nos.34-37 (incl.) Vale Farm Road (incl.)). Policy CS11 states that:

“The Council will not permit the loss of family homes on sites capable of accommodating a mix of residential units unless there are overriding policy considerations justifying this loss.”
15. The reasoned justification text to Policy CS11 identifies family accommodation as 2+ bedroom units which may be houses or flats (emphasis added). As such the scheme would not result in the loss of family homes on the site because x72 two bedroom flats would be provided as part of the proposed development, therefore mitigating, in policy terms, the loss of the x6 existing three bedroom dwellings. The proposal would therefore comply with Policy CS11 in this regard.

Proposed uses

16. The NPPF and Policy CS25 of the Woking Core Strategy (2012) promote a presumption in favour of sustainable development. The site constitutes Previously Developed Land (PDL) wholly within the Urban Area, partially within Woking Town Centre and partially within a High Density Residential Area, as these areas are defined by the Proposals Map. Policy CS1 states:

“The Core Strategy will make provision for the delivery of the following scale of uses between 2010 and 2027.

- *4,964 net additional dwellings, with an overall affordable housing provision target of 35%*

.... Most of the new development will be directed to previously developed land in the town, district and local centres, which offers the best access to a range of services and facilities. The scale of development that will be encouraged in these centres will reflect their respective functions and nature....

Woking Town Centre will be the primary focus of sustainable growth to maintain its status as an economic hub with a flourishing, diverse and innovative economy and a transport hub which provides transport services, links and communication linking people to jobs, services and facilities. The town centre is designated as a centre to undergo significant change and the provision of a range of shops, cultural facilities, jobs and housing to meet locally identified needs and the needs of modern businesses will be encouraged. Main town centre uses as defined in the NPPF, will be acceptable in principle, subject to the requirements of the policies of the Core Strategy.

In the town centre, well designed, high density development that could include tall buildings and which enhances its image will be encouraged, but without compromising on its character and appearance and that of nearby areas.”

17. Paragraph 1.5 of the Core Strategy states:

“the need to concentrate most new development in sustainable locations where facilities and services are easily accessible by all relevant modes of travel such as walking, cycling and public transport is paramount. The town, district and local centres are the most sustainable location for new development in this context because they offer a range of services and facilities that will enable this objective to be achieved”.

18. Paragraph 3.7 of the Core Strategy states:

“Land is a limited and finite resource in Woking. Its efficient use is central to the strategy to deliver the vision for the Core Strategy. The strategy therefore seeks to maximise the efficient use of land by concentrating most new development on previously developed land at high densities”.

19. Table 2 of the Core Strategy sets out the hierarchy of centres in Woking Borough, making clear that Woking Town Centre is the Borough’s principal centre, an important location for shopping, offices, entertainment, cultural and community activities and a key transport interchange, that it serves the whole Borough and has a primary role within the regional economy.

20. Policy CS2 of the Core Strategy states that:

“The Council will support the development of the town centre as the primary centre for economic development in the Borough and as a primary economic centre in the South

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East. The Town Centre is the preferred location for town centre uses and high density residential development. New development proposals should deliver high quality, well designed public spaces and buildings, which make efficient use of land, contribute to the functionality of the centre and add to its attractiveness and competitiveness.”

21. Policy CS2 goes on to highlight the scale of development to be accommodated in Woking Town Centre. This includes an indicative amount of 2,180 additional dwellings, substantial amounts of additional office (approximately 27,000 sq.m) and retail floorspace (up to 75,300 sq.m) together with social, community and transport infrastructure as set out in the Infrastructure Delivery Plan (IDP). Woking Town Centre is also the preferred location for other Town Centre Uses as defined in the Glossary, including leisure and entertainment facilities, more intensive sport and recreation uses, and arts, culture and tourism development.
22. Policy CS2 sets out that proposals will be achieved through:
- “1. mixed-use high density redevelopment of existing sites*
 - 2. refurbishment of outmoded sites*
 - 3. intensification of existing sites*
 - 4. change of use of existing employment uses where this will not undermine the delivery of the proposed development set out in the policy and the other objectives of the Core Strategy*
 - 5. safeguarding of existing office floorspace where there is evidence to justify that.”*
23. The proposed development would result in:
- a gain of 233 dwellings (with associated private and communal amenity spaces) – this would make a positive and significant contribution towards the delivery of the target of 2,180 additional dwellings within Woking Town Centre by 2027;
 - a loss of 1,889 sq.m (GIA) of B1(a) office use but a gain of 399 sq.m (GIA) Class E use representing an overall loss of 1,490 sq.m (GIA) of non-residential uses – the delivery of employment floorspace is encouraged by Policy CS2
24. The proposal would represent mixed-use, high density redevelopment of an existing site, which is supported in principle by Policy CS2. The proposed uses are acceptable in principle, and would contribute to the sustainable growth of Woking Town Centre - a key objective of the Woking Core Strategy (2012) - and the delivery of a town centre use (399 sq.m of Class E use) and high density residential development as identified in Policy CS2.
25. With regard to the proposed residential use, other Development Plan policies need to be considered, particularly those relating to density, housing mix, affordable housing, heritage and conservation and design.

Residential development including density

26. Policy CS10 confirms that housing provision is integral to the creation of a sustainable community in Woking and, to achieve this aim, the Council will ensure that there are sufficient homes built in sustainable locations. Therefore Policy CS10 sets out that the main urban areas will be the focus for new housing development. The site falls entirely within the Urban Area, with the southerly section of the site falling within Woking Town Centre and the northerly section of the site falling within a High Density Residential Area, as these areas are defined by the Proposals Map. The reasoned justification text to Policy CS10 sets out that Woking Town Centre is one of the broad locations for long-term residential development in accordance with the overall spatial approach of the Core Strategy, helping to minimise the impact on important biodiversity and landscape features and offers the greatest scope to reduce the need to travel by private vehicle because of the proximity to existing services,

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jobs and public transport. Furthermore, the use of Woking Town Centre sites will help minimise the amount of land that will be needed to be released from the Green Belt to meet housing need.

27. Policy CS10 sets out an indicative density range for sites in Woking Town Centre in excess of 200 dwellings per hectare (dph), also stating that *“the density ranges set out are indicative and will depend on the nature of the site”*, that *“Density levels will be influenced by design with the aim to achieve the most efficient use of land”* and that *“higher densities than these guidelines will be permitted in principle where they can be justified in terms of the sustainability of the location and where the character of an area would not be compromised”*. The correct interpretation of *“sustainable location”*, in the context of the Core Strategy, is set out in paragraph 3.5, which describes a *“need to concentrate most new development in sustainable locations where facilities and services are easily accessible by all relevant modes of travel such as walking, cycling and public transport is paramount. The town, district and local centres are the most sustainable location for new development in this context because they offer a range of services and facilities that will enable this objective to be achieved”*.
28. Within Policy CS10 an indicative density range, in excess of 200 dph, is also set out for *“Woking Town Centre - as a broad location”*. Paragraph 5.55 of the Core Strategy states that *“it is considered that there is additional housing potential in Woking Town Centre that will arise in the latter part of the Plan period from sites that have not yet been specifically identified. This can contribute to the housing land supply in the last 5 years of the Plan period. Woking Town Centre is therefore identified as one of the broad locations for long-term residential development. This is in accordance with the overall spatial approach, helping to minimise the impact on important biodiversity and landscape features and offers the greatest scope to reduce the need to travel by private vehicle because of the proximity to existing services, jobs and public transport. Furthermore, it will help to minimise the amount of land that will need to be needed to be released from the Green Belt to meet housing need”*.
29. Given the total site area of 0.4043 ha the proposed 243 dwellings result in a density of 601 dph - thus in excess of 200 dph as required by Policy CS10. On the basis of only the built area (i.e. the built footprint – 0.2928 ha) the density would be 830 dph. Whilst the northerly section of the site falls outside the Woking Town Centre boundary it nonetheless falls within a High Density Residential Area, as defined by the Proposals Map. Paragraph 5.61 of the Core Strategy states that *“Development proposals in the High Density Residential Areas, as defined on the Proposals Map, will be permitted at densities generally in excess of 70dph in order to make the most efficient use of land”*. High density does not always indicate poor design, though it can indicate overdevelopment. High densities can have benefits such as encouraging greater interaction between residents, enhancement of economic viability, support for public transport use, energy efficiency and reducing overall demand for development land and urban sprawl.
30. It is highly material that x167 of the x243 proposed new dwellings (i.e. 68.72%) would fall within the Woking Town Centre boundary, as it is defined on the Proposals Map, this being the most sustainable location within the Borough. Whilst x76 (31.28%) of the proposed new dwellings would fall outside of the Woking Town Centre boundary x52 of these dwellings would be provided at third floor level or lower (i.e. not within a ‘tall building’ element). Overall the new dwellings proposed would very largely fall within the Woking Town Centre boundary and, even where they would not, they would nonetheless fall within a High Density Residential Area and be situated immediately adjacent to the Woking Town Centre boundary.
31. It is therefore clear that the site is in a highly sustainable location which offers very significant scope to reduce the need the travel by private vehicle because of the proximity of

existing services, jobs and public transport within Woking Town Centre. Residential development of this scale would also help to optimise the use of Previously Developed Land (PDL) and thus minimise the impact on important biodiversity and landscape features, and the use of Green Belt land to meet housing need (as per paragraph 5.55 of the Core Strategy). The residential density proposed is therefore not intrinsically inimical to the development given the location of the site although paragraph 5.64 of the Core Strategy emphasises that densities sought should not negatively affect the quality and character of an area and the general well-being of residents – the implications of a development of 601 dph (on basis of total site area) / 830 dph (on basis of only built footprint area) are addressed within the relevant sections of this report.

32. Whilst the site is not identified within the emerging Site Allocations Development Plan Document (SA DPD), and therefore constitutes a 'windfall' site, the absence of proposed allocation within the SA DPD is not inimical to the proposed housing-led redevelopment of the site, which would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of Woking Town Centre more broadly. In this respect paragraph 5.55 of the Core Strategy is also of great relevance, stating that "*it is considered that there is additional housing potential in Woking Town Centre that will arise in the latter part of the Plan period from sites that have not yet been specifically identified. This can contribute to the housing land supply in the last 5 years of the Plan period. Woking Town Centre is therefore identified as one of the broad locations for long-term residential development.*" This site is an example of such a site, having not been identified in the emerging SA DPD. If permitted and subsequently built out the site would be very likely to contribute to the housing land supply in the last 5 years of the Plan period (i.e. between 2022 and 2027).
33. It must also be borne in mind that one of the core objectives of achieving sustainable development, as per the NPPF, is an economic objective – to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Redevelopment of the site in the manner proposed provides a major opportunity to enhance economic activity and employment for both the construction and operational phases of the development; the proposed development would provide additional spend in the local area by the demolition and construction workforce and the new housing provided would accommodate new residents, resulting in a major positive impact for economic activity within the wider Borough and within Woking Town Centre (the principal centre of the Borough) in particular.
34. Paragraph 68 of the NPPF states that "*to promote the development of a good mix of sites local planning authorities should [inter alia]...support the development of windfall sites through their policies and decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes*". Great weight should be afforded to the benefit of using this suitable site, which is partially within Woking Town Centre, and otherwise within a High Density Residential Area, for the provision of net additional homes.

Residential development - housing mix

35. Policy CS11 states that "*all residential proposals will be expected to provide a mix of dwelling types and sizes to address the nature of local needs as evidenced in the latest Strategic Housing Market Assessment in order to create sustainable and balanced communities [and that] the appropriate percentage of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme.*" The latest Strategic Housing Market Assessment (SHMA) is the 2015 publication.

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36. The following table compares the different sizes of dwellings within the proposed development and level of need identified within the latest SHMA (2015 publication):

Dwelling size	Proposed development	SHMA Need (2015)	
		Market	Affordable
1 bedroom	70.37% (171)	10%	40%
2 bedrooms	29.63% (72)	30%	30%
3 bedrooms	0% (0)	40%	25%
4+ bedrooms	0% (0)	20%	5%

37. It can be seen that the proposed development would provide a mixture of 1 bedroom and 2 bedroom dwellings and that the percentage of 2 bedroom dwellings (29.63%) almost exactly matches the respective SHMA need (30%).
38. It is highly material that x167 of the x243 dwellings proposed (i.e. 68.72%) would fall within the Woking Town Centre boundary. Whilst x76 (31.28%) of the dwellings proposed would fall outside of the Woking Town Centre boundary these dwellings would nonetheless be provided within a High Accessibility Area and immediately adjacent to the Woking Town Centre boundary. Policy CS11 makes clear that Woking Town Centre is only an example of a location suitable for high density developments. As previously set out the site location is accepted as sufficiently sustainable for a high density development, notwithstanding that part of it is beyond the Woking Town Centre boundary. The impact of high density development on the character of the area is discussed later within this report.
39. Whilst the provision of 1 bedroom dwellings would be above the SHMA need, and no 3 bedroom and 4+ bedroom dwellings would be provided, paragraph 5.73 of the Core Strategy states that “*lower proportions of family accommodation (2+ bedroom units which may be houses or flats) will be acceptable in locations in the Borough such as the town and district centres that are suitable for higher density developments*”. This site is such a location. The proposal is a high density development and therefore the flexibility of Policy CS11 (which is monitored Borough-wide), and the clear recognition in paragraph 5.73 of the Core Strategy that lower proportions of larger sized units will (emphasis added) be acceptable in these circumstances, leads to a conclusion that the proposed housing mix is appropriate in this location.

Residential development - affordable housing

40. Policy CS12 of the Core Strategy states that “*all new residential development on previously developed (brownfield) land will be expected to contribute towards the provision of affordable housing in accordance with the following criteria...on sites providing 15 or more dwellings, or on sites of over 0.5ha (irrespective of the number of dwellings proposed), the Council will require 40% of dwellings to be affordable*”. However Policy CS12 also sets out that “*the proportion of affordable housing to be provided by a particular site will take into account the following factors...the costs relating to the development; in particular the financial viability of developing the site (using an approved viability model)*”. Policy CS12 provides a clear set of considerations that will be taken into account in determining the final proportion of on-site affordable housing and detailed guidance is provided by SPD Affordable Housing Delivery (2014).
41. Paragraph 57 of the NPPF sets out that it is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage and that the weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the

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viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

42. With this in mind, the applicant has set out in the planning application form that no affordable housing is being proposed and has submitted the application with a financial viability assessment report (prepared by Savills) and a build costs estimate (prepared by Capital & Provincial) to demonstrate why the proposed development cannot viably provide any element of affordable housing, either on site or as a commuted payment in lieu. The Local Planning Authority (LPA) has retained specialist advisors to assess the submissions made by the applicant in this respect. Kempton Carr Croft (KCC) have analysed the submitted financial viability assessment report and build costs estimate, including an interrogation of build costs, and have undertaken further research into the Gross Development Values, Benchmark Values, Build Costs and other inputs adopted for the development. Whilst there are issues of difference (i.e. build costs etc) between the assessment submitted by the applicant and that undertaken for the LPA by Kempton Carr Croft (KCC) the conclusion of KCC is nevertheless that it would not be financially viable for the applicant to provide any element of affordable housing, either on site or as a commuted payment in lieu.
43. However, despite being reduced to a level of developer's profit (8.91% - KCC's calculation) significantly lower than that stated as being required by a developer (20% of Gross Development Value (GDV) on the residential element and 15% of GDV on the commercial element), the financial viability assessment report prepared for the applicant (by Savills) states that "*the applicant is prepared to proceed with the development in the hope that the balance of costs and values improves over the life of the project*". KCC have therefore recommended that a late stage viability review is undertaken once approximately 70% of the units have been let or sold in order that the viability of the scheme can be reassessed and the possibility of providing an off-site commuted payment can be revisited. This could be secured through the Section 106 legal agreement.
44. The applicant states that development viability would have to improve substantially before current accepted indicators of viability are met, let alone a surplus generated, and is also concerned that the inclusion of a late stage viability review introduces financial uncertainty, makes it more difficult to fund the scheme and, ultimately, more difficult to deliver. The applicant has therefore offered an off-site commuted payment of £364,000 towards affordable housing to be made upon first occupation of the development, in lieu of a late stage viability review, if that is the preference of the Council; this is in order to provide certainty to the Council and help scheme delivery. Equally, if the Council decide they would prefer a late stage viability review, the applicant would be content for the application to be determined on either basis.
45. KCC have commented that it is impossible to say for certain, but values would need to improve, or costs would need to decrease, quite considerably before a commuted sum similar to £364,500, as is currently offered by the applicant, could be achieved. KCC also comment that values in Woking have not generally exceeded £525 to £550 psf over the last few years and with a number of flatted schemes currently being planned there will be a significant amount of competition for purchasers if these all come forward at a similar time.; competition tends to suppress values rather than increase them, due to the supply and demand principle. In addition KCC comment that a decrease in build costs has not been seen for many years, they are only increasing, and with the effects of Brexit and the Covid-19 pandemic being keenly felt, these issues are only further pushing the costs of materials up, together with pushing the length of construction out due to the amount of social distancing that needs to be implemented on sites, meaning that currently fewer trades people can operate at the same time. As such KCC comment that there is no guarantee that a surplus/commuted sum would not be forthcoming, but there would need to be a large increase in values and decrease in costs for this to occur which current market patterns do

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not indicate would be likely. It is therefore recommended that the offer made by the applicant of a commuted sum towards affordable housing of £364,000 is accepted in lieu of a late stage viability review.

46. The proposed development will require the demolition of x10 units of existing affordable housing located at Nos.28-37 Vale Farm Road (incl.); these were provided as the affordable dwellings relating to planning permission ref: PLAN/1998/0941 and are now owned and managed by the Hyde Group. The applicant states that the Hyde Group have an agreement in-principle with the Council's Housing Services team to rehouse the existing Vale Farm Road Hyde Group tenants and a sum of circa £1,500,000 has been agreed between the Hyde Group and WBC Housing Services to facilitate this. The applicant states that vacant possession of the Hyde Group owned part of the site will be contingent upon all existing Hyde Group tenants having been suitably rehoused and that the S106 can secure that all the Hyde Group tenants are rehoused prior to commencement of development.
47. On the basis of the preceding it is considered that Policy CS12 would be addressed.

Non-residential floorspace

48. Whilst the southerly section of the site falls within Woking Town Centre, as defined by the Proposals Map, it does not fall within the Primary Shopping Area in which Policy CS2 identifies that A1 retail uses (now falling within new Class E) will be the main focus. Therefore no requirement exists within planning policy to provide any retail floorspace, as appears to be suggested by some submitted letters of representation.
49. The southerly (i.e. Church Street West) section of the site presently provides two office buildings (Church Gate and Premier House), the loss of which has previously been considered in this report. An element (circa 399 sq.m) of modern commercial floorspace will be re-provided within the proposed development in the form of the new Class E use, which was inserted into The Town and Country Planning (Use Classes) Order 1987 (as amended) on 1 September 2020, and includes uses as a shop, to provide financial and professional services (not medical), café or restaurant or for office purposes. Movement between these uses within Class E is not development for planning purposes, and does not require planning permission. All of these uses are Town Centre Uses, as defined by the Glossary to the Core Strategy, and therefore appropriate in principle in accordance with Policy CS2, further supporting the development of Woking Town Centre as the primary centre for economic development in the Borough.
50. Overall therefore, subject to the further planning considerations set out within this report, the principle of the proposed development is considered to be acceptable, and in accordance with the Development Plan.

Design and impact upon the character of the area

Policy context

51. The NPPF sets out that one of the fundamental functions of the planning and development process is to achieve the creation of high quality buildings and places and that good design is a key aspect of sustainable development.
52. Policy CS1 of the Woking Core Strategy (2012) establishes Woking Town Centre as the primary focus for sustainable growth and states that '*In the town centre, well designed, high density development that could include tall buildings and which enhances its image will be encouraged, but without comprising on its character and appearance and that of nearby*

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areas'. The reasoned justification for Policy CS1 goes on to state that '*Tall buildings can act as gateway and focal points in the Town Centre and they can represent the efficient use of land...*'.

53. Policy CS2 of the Woking Core Strategy (2012) places great weight on high quality development in the Town Centre and states that '*New Development proposals should deliver high quality, well designed public spaces and buildings, which make efficient use of land, contribute to the functionality of the centre and add to its attractiveness and competitiveness*'.
54. Policy CS21 of the Woking Core Strategy (2012) states that tall buildings can be supported in the town centre where they are well designed and can be justified within their context requires development proposals to '*respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land*'.
55. Policy CS24 states that future development should be well-suited and sensitive to its location to protect the Borough's different character areas, whilst accommodating the change needed to contribute to environmental, social and economic objectives. Development in this location should enhance the townscape character of Woking Town Centre, taking into account views and landmarks, appropriate building styles and materials.
56. There is an emerging character in Woking Town Centre for high density developments and tall buildings established by the Victoria Square development which is well advanced in construction and includes towers of 34, 30 and 23 storeys (PLAN/2014/0014) and planning application ref: PLAN/2016/0742 at Nos.30-32 Goldsworth Road, which has a resolution to grant planning permission subject to S106, included 35 and 31 storey towers. Woking Town Centre is generally characterised by a modern and varied townscape. Other existing tall buildings in the west and south-west of Woking Town Centre include the New Central development at 21 storeys, the 'Centrium' development at 16 storeys and Export House at 17 storeys.
57. The site is very largely located within Woking Town Centre, as defined by the Proposals Map. The proposed development takes the form of a single building consisting of a 17 storey central 'spine' element, with lower 'shoulder' elements on both sides (12 and 8 storeys respectively); these tallest 17, 12 and 8 storey elements all front Church Street West and fall within the Woking Town Centre boundary, as defined by the Proposals Map. The central 'spine' element would reach circa 60.9m AGL (Above Ground Level) in maximum height, with the 'shoulder' elements reaching maximum heights of circa 45.0m (12 storeys) and 30.9m (8 storeys) AGL respectively.
58. Ground floor level, as presented to Church Street West, would appear visually as a single storey albeit takes the form of a double height space which would accommodate an internal mezzanine level which would be set back from the front facade. The central 'spine' element would be heavily stepped, gradually stepping down in height to a 5 storey element, which would span the width of the Vale Farm Road part of the site, presenting to the termini of one of the 'arms' of Vale Farm Road. Two podium level communal external amenity spaces would be provided between the two 'shoulder' elements and the 5 storey element, with circa 30.5m separation provided between these facing elements. Above this podium level the building would be essentially "H"-shaped in plan form.
59. The tallest element of the proposed development would reach 17 storeys in height. The proposed development is therefore clearly 'tall' for the purposes of SPD Design (2015),

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which sets out that the criteria against which proposals for tall buildings will be considered include, but are not necessarily limited to, the following:

- *Be of exceptional design quality and subject to a formalised design review process during the evolution of the scheme;*
- *Not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing, glare, aviation navigation and telecommunications interference;*
- *Contribute positively to the setting of identified heritage assets that might be affected by the proposal;*
- *Take account of key views both across the site and long views towards the building itself. Design proposals will need to take into account the need for the building to be designed so it is seen in the round; and*
- *Pay particular attention to the environment created at ground floor. Proposals must be appropriate to the streets and spaces they address and should exploit opportunities for improvement of existing and creation of new public spaces.*

60. These criteria will inform the analysis undertaken within this report.

61. In line with the requirements of SPD Design (2015), as a tall building, the scheme has been subject to a formalised design review process prior to submission; being presented to the Design South East (Dse) Woking Design Review Panel (DRP) on 18 October 2019.

62. The key recommendations of the DRP are summarised below:

- A simpler compositional and material approach to the design of the current elevations could create a more elegant building that appears more comfortable in its massing. Potential for the two main facades of the building to specifically respond to the different character of the adjacent contexts by addressing the mews type square at the rear facing Vale Farm Road, and the more public civic frontage facing Church Street West at the front.
- The strategy around the terraces and greenery needs to be much more developed.
- The quality of internal communal spaces should be improved as they will be fundamental to the daily experience of residents and visitors.
- Many of the flats are relatively small which must be addressed either by improving their internal layouts, increasing their size, or both.
- The front of the building does not interact with the street in a satisfactory manner. This could be improved by allowing the building to meet the pavement more directly and by making the ground floor lobby space more visible from the street.

63. Since the DRP the proposed development has been amended, as set out within the Design and Access Statement (DAS).

64. The DAS sets out that the site is close to the junction of Goldsworth Road and Church Street West, which is a significant 'arrival point' into Woking Town Centre from the west.

65. The site is located towards the western periphery of Woking Town Centre, where the character is variable, and characterised by 4 and 5 storey buildings alongside low-rise dwellings and low-rise, low-density light industrial areas. Woking has recently seen the development of a number of tall buildings – to which the applicant refers in order to support the addition of the proposal's taller element of development within Woking Town Centre.

66. The tallest elements of the building would address Church Street West close to its junction with Goldsworth Road, which are main routes connecting to the 'commercial core' of Woking Town Centre from the west. This junction, characterised by mixed uses and commercial

office buildings, can be considered something of a 'gateway' to Woking Town Centre and there is potential to improve the arrival experience at this location. Birchwood Court (Nos.49-55 Goldsworth Road) is a predominantly 5-storey building which rises to 7 storeys on its western elevation and already provides a focal point at the junction of Church Street West with Goldsworth Road. The proposed tallest elements can be considered to further enhance this 'gateway', albeit they do not very directly address it. It is a material consideration, albeit of somewhat limited weight, that the Local Planning Authority resolved to grant planning permission (ref: PLAN/2014/0941) for a 12 storey tower on the adjacent Welcome (former Coign) Church site. Whilst the required S106 legal agreement was never completed by that applicant, and thus that planning permission was never issued, that resolution nonetheless went some way towards establishing the principle of a tall building in this general location, serving to mark this western approach to Woking Town Centre. It is also material that the Welcome Church have since implemented planning permission (ref: PLAN/2018/0410, as subsequently amended) for, inter alia, a new auditorium, such that a tall building will now not come forwards on that adjacent site. In the absence of a tall building on the adjacent Welcome Church site the part of the Church Street West frontage included within this application is the next logical location for a tall building to serve to mark this western 'gateway' to Woking Town Centre. It is also of weight that the DRP panel report states, at paragraph 3.1, that *"we do not object to the height of the building, particularly in relationship to the emerging context of nearby taller buildings in Woking town centre. There is a relative modesty to the building, which we support, however the building is still large and the approach to massing does not mitigate this size as well as it could"*.

67. The heavily stepped form of the central 'spine' element would provide a number of private and communal external amenity spaces. The tallest 17 storey element would be relatively slim where presented to Church Street West with the chamfered bay serving to reduce the perceived width of this element further. Whilst the central 'spine' element of the building would be very deep this depth would be mitigated by the heavily stepped form, which would gradually descend in height to 5 storeys where fronting Vale Farm Road, with further mitigation being provided by the chamfered 'ends' of the stepped elements of this central 'spine'. In closer range views the essentially 'H' shaped plan form (above podium level) of the building would be readily evident, with the central 'spine' heavily set away from the side boundaries of the site, thus serving to break up the bulk and massing of the building. The combination of the "H" shaped plan form (above podium level), the stepped heights of the central 'spine' and 'shoulders' would serve to mitigate the mass and bulk of the building. A good level of articulation would be provided by a combination of inset and projecting balconies.
68. In views west along Church Street West, and from the Goldsworth Road / Church Street West junction, the tallest elements of the proposed development in particular would be seen against the existing 'backdrop' of the replacement red car park (ref: PLAN/2018/1114), presently well advanced in construction, which itself would have x12 'readable' storeys and measure 40.6m AGL (above ground level) to the main roof height, being comparable in height to the 12 storey 'shoulder' element (circa 45.0m AGL) and greater in height than the 8 storey 'shoulder' element (circa 30.9m AGL).
69. In such views the proposed development would also be viewed in close context with the existing 11 storey Premier Inn hotel on Church Street West (ref: PLAN/2011/0671) which measures 36.0m in height AGL at its tallest, greater than that of the 8 storey 'shoulder' element (circa 30.9m AGL). In views from the north, particularly from the opposite side of the Basingstoke Canal, from Horsell Moor and Brewery Road, the heavily stepped nature of the central 'spine' element would be readily apparent, as would the lower 12 and 8 storey heights of the 'shoulder' elements either side of the tallest element of the central 'spine'. The building would clearly be prominent from short-range views – particularly from the corner of Poole Road, the Morrison's roundabout, and Vale Farm Road – however it is considered that

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it would be an attractive design and its relative height can be seen as a positive attribute that signals its proximity to the 'commercial core' of Woking Town Centre.

70. The central 'spine' and adjoining 'shoulder' elements would be clad with natural limestone panels, a similar approach to that taken in respect of the residential towers at the nearby Victoria Square development. The top two floors of both the central 'spine' and the adjoining 'shoulders' would be stepped back from the main façade and display a differing architectural language to the lower elements - a metal clad approach - so as to 'terminate' these elements of the building. The side and 'rear' elevations would be largely finished in white render, a material evident to elevations of the nearby New Central tower (close to Victoria Arch) and at Centrium and Eastgate (close to Woking railway station), which also utilise a similar stepped building form to that of the central 'spine' element; the light render finish would imbue a 'lightness' to this element of the building. There is articulation in the fenestration layout and variety in the external cladding materials which would serve to further mitigate the mass and bulk, in addition to the general building form.
71. Along Church Street West, and Vale Farm Road, the ground floor facades would be heavily glazed, with elements of glazing dissected by metal 'fins', resulting in a contemporary finish. The approach to these ground floor facades, in heavily glazing them in order that they present an active frontage, and facilitating views of the activity within, is appropriate.
72. Whilst 17 storeys is a tall element within its immediate context, it is considered that the tower is appropriate in townscape terms as it is located towards the western edge of Woking Town Centre in what could perform as a 'gateway' location to the 'commercial core' of Woking Town Centre and can be considered to relate to a number of taller buildings including the x11 storey Premier Inn hotel, the replacement x12 storey red car park (under construction), and the x30+ storey Victoria Square development nearby. The design overall is considered to make a positive contribution to the street scene and pays regard to scale, height, proportions, building lines, layout and materials of nearby buildings and land. The design is considered to meet the design requirements of policies CS2, CS21 and CS24. Whilst it is acknowledged that the site as a whole, and thus the proposed building, does not fall within the Woking Town Centre boundary, as defined by the Proposals Map, the tallest elements do fall within the Woking Town Centre boundary and the building descends to 5 storeys in order to address the more suburban context of Vale Farm Road.
73. The site falls within Character Area 10: 'Woking Town Centre' of the Woking Character Study 2010, within the area shaded grey and referenced as 'Town Centre Redevelopment'. It is closely bounded by 'Modern', 'Late Victorian' and 'Other'. The Townscape and Visual Assessment submitted with the application also states that the periphery of the commercial area does have a sense of being 'left behind' with the injection of modern development into the central area of Woking Town Centre.
74. There would be an indirect affect upon some surrounding townscape areas, and there will clearly be an awareness of the proposed development from a number of locations, albeit often in the background of views and in many places only partially visible above existing buildings and/or tree coverage. However the scheme is considered to be of a high quality. Furthermore, in many views the configuration of the building, with heavily stepped heights to its central 'spine' and 'shoulders', will provide visual interest. The building will also be seen as part of a wider townscape defining the location of Woking Town Centre, which is identified as undergoing significant change within the Woking Core Strategy (2012).
75. In summary, it is considered that the adopted approach in terms of design, layout and height is sound and justifiable and will create a high quality addition to the skyline of Woking Town Centre in its own right as a landmark development at a key intersection. It is clear that the scheme would result in a significant development largely within Woking Town Centre.

Nevertheless, the proposal is considered to be of high quality, taking into account the site's opportunities and constraints.

Built heritage

Policy background

76. A key objective of the Core Strategy is to preserve and enhance the heritage assets of the Borough. Policy CS20 seeks to protect and enhance the Borough's heritage assets in accordance with relevant legislation and guidance in the National Planning Policy Framework (NPPF). Policy CS21 lists a number of design criteria that new development should meet, and the SPD Design (2015) provides supplementary guidance on the design of new development affecting heritage assets.
77. Policy CS20 states that new development must respect and enhance the character and appearance of the area in which it is proposed whilst making the best use of the land available and that new development should also make a positive contribution to the character, distinctiveness and significance of the historic environment. Policy CS20 states that the heritage assets of the Borough will be protected and enhanced in accordance with relevant legislation and national guidance as set out in the NPPF. In this regard heritage assets include, inter alia (others not relevant in this instance), Listed Buildings (statutory and non-statutory) and Conservation Areas. Policy CS20 also states that there will be a presumption against any development that will be harmful to a listed building.
78. Policy DM20 provides more detail on the design of development proposals which affect a heritage asset and/or their setting. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that:
- “in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”*
79. Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that:
- “in the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area”*
80. The Glossary to the NPPF provides a number of definitions with regard to assessing the impact upon heritage assets:
- “Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing);*
- Setting of heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surrounding evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral; and*

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Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance"

81. It is one of the core principles of the NPPF that heritage assets should be conserved in a manner appropriate to their significance. Chapter 16 of the NPPF, at paragraph 190, sets out that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal. Paragraphs 193-202 of the NPPF set out the framework for decision making in planning applications relating to heritage assets and this application takes account of the relevant considerations in these paragraphs.
82. Paragraph 197 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application and that "*in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*".
83. In terms of built heritage impacts it is the degree of harm, rather than the scale of development which must be assessed. Harm may arise from works to the asset itself or from development within its setting. The application proposes no works to heritage assets and therefore the only built heritage harm which may potentially arise would be as a consequence of development within the setting of nearby built heritage assets.

Assessment

Statutory listed building

84. The closest statutory listed building to the site is:

Woking Signal Box, Woking Station at West End of Platforms 2 and 3 (Grade II) –

85. Architectural and historic interest because it demonstrates the changing styles of railway architecture during the 1930s. Although currently standing unoccupied, the building retains a variety of its architectural detailing and retains its character as an Art-Deco 1930s Signal Box.
86. Situated approximately 315m south-east of the site, the signal box is positioned at the centre of the railway tracks of the South Western Railway, along the western edge of Woking Station. Several high-rise buildings are situated to the south of Signal Box, south of the station. To the north, mature planting and fencing separate the listed Signal Box from the High Street and associated buildings, creating a degree of separation between built form. Due to the collective considerations that the signal box is best experienced from within its immediate setting, due to the security and fencing associated with Woking Station, distance, and the level of intervening development, including the existing tall buildings which form the Victoria Square development, between the site and the signal box, the proposed development would preserve the significance of this designated heritage asset.

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87. Other statutory listed buildings within the locality are sufficiently distant, and with intervening landscape and built form, such that there would be no degree of harmful indirect effects upon their significance.

Conservation areas

88. The site is not located within a Conservation Area, however, a number of Conservation Areas are situated within the surrounding area that have the potential to be indirectly affected by the scheme. These are:

Woking Town Centre Conservation Area

89. Situated approximately 300m south-east of the site. It comprises the historic core of Woking and includes the surviving 19th century buildings and historic street pattern of the town. It is these elements which principally define its special interest. Interspersed with more recent 20th and 21st century developments are the original Victorian shopping parades built in the 1860s alongside the coming of the railway and the subsequent development of 'new' Woking. The architectural quality of the buildings varies significantly. Nevertheless, the properties display an eclectic mix of architectural merit with many significant features typical to the architectural ornamentation and design of the Victorian era.
90. The historic core of the CA is wholly experienced within a distinctly urban context; it is surrounded by late-20th century and modern built development which is demonstrative of the expansion of Woking Town Centre and the movement of its principal retail core from the historic High Street towards the areas around Wolsey Place and The Peacocks Shopping Centres. As such, the CA surroundings have been significantly altered through the continual redevelopment of the town.
91. The proposed development will have little visual or perceptual effect upon the Woking Town Centre CA. The existing tall buildings forming the development at Victoria Square lie between the site and the CA; due to their height and form these existing tall buildings would restrict any intervisibility between this CA and the proposed development. Furthermore the relatively tight urban grain of this CA, and height and form of the buildings within, restrict views in the direction of the site. Whilst the proposed development may be visible in some very limited views from within the CA it would nonetheless be appreciated within the context of many modern and tall buildings that are visible throughout the CA. Consequently it is considered that the proposed development would preserve the special interest of the Woking Town Centre CA.

Basingstoke Canal Conservation Area

92. Situated approximately 100m north of the site. Historic canal completed in 1794 which traverses the Borough. Its boundary forms a linear CA and is focused upon the canal as well as some of the immediate adjoining land and built development. Its essential role in transport assisted the development of many towns along the banks. Today, it provides a strip of rural land for wildlife and recreational activities. Its special interest is defined by the historic waterway and its role in the development of the town.
93. The stretch of the CA which runs through the urban area, including through Woking Town Centre, to the north of the site is experienced within the context of the surrounding urban environment. Nonetheless it is acknowledged that the towpath route, notwithstanding its traversal of the urban area in this location, does have a sense of removal from the urban noise and activity.

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94. From along the canal towpath, there are views, often glimpsed, towards the existing tall buildings, including the existing tall building development at Victoria Square, Export House, the replacement red car park (under construction) and the Premier Inn hotel on Church Street West, which define Woking Town Centre. There is also a constant awareness of the movement, traffic, people and development associated with this part of the urban area. Views of the surrounding urban context are, however, in places partially, and in places heavily, screened by the existing vegetation which borders the canal. As such, views and glimpses of the proposed development would be seen in this context, and in the context of existing tall buildings in Woking Town Centre. There would remain circa 100m of separation between the proposed development (at that point it would be 5 storeys in height) and the canal and there will be no sense of overbearing or reduction of the open aspect of the waterway. Consequently, the proposed development would preserve the special interest of the Basingstoke Canal CA.

Other Conservation Areas

95. In addition to the preceding there are other Conservation Areas situated within a 1km (i.e. 1,000m) radius of the site. These include:
96. Wheatsheaf CA - situated approximately 551m north-east of the site. Characterised by a mid-Victorian to late-Victorian residential settlement. The area is well developed in a linear structure featuring large properties of good architectural quality; the houses are either detached or semi-detached and sit on large plots. There are a number of locally listed properties within the CA which date from the early 19th century and were among the first to be built in the area. The area abuts Wheatsheaf Common, a historic recreational ground.
97. Ashwood Road / Heathside Road CA - situated approximately 625m south-east of the site. A mid-19th century residential development with a formal shield shaped layout. The earliest buildings in the CA originate from the 1860s. These buildings were constructed after Henry Abraham, the architect for Brookwood Cemetery, set out a road layout for the area. In 1870, there were two buildings within the area boundaries, Heathside Farm and Oldlands Farm, the rest of the area was farm lands. Over time these farm lands were divided up to form a residential development. The historic road pattern is still in place and the area consists of large detached dwellings set on large landscaped plots. The houses are typical of the Arts and Crafts style and have strong architectural quality and design. Many properties feature detailed chimneys, ornate brick work, large dormers and steeply pitched roofs.
98. Horsell CA - situated approximately 451m north-west of the site. By the mid-12th century there were signs of settlement in the Horsell area. The Church of St Mary The Virgin also dates from this period. The development is characterised by good quality late Victorian and Edwardian houses which remain virtually intact; the properties are large and have substantial gardens. Most of the buildings are of limited architectural and historic interest but all contribute to the street scene and many are locally listed.
99. Mount Hermon CA - situated approximately 575m south-west of the site. Probably the most significant development in Woking south of the railway line following the completion of the station in 1838. Contains excellent examples of Edwardian suburban housing; the majority of the original houses in the area have a distinctive architectural style with steep pitched roofs and decorative timber work to the elevations.
100. Any changes to the setting of the preceding Conservation Areas would relate only to the appearance of the taller proposed building in remote views, the boundary of all these preceding CAs being at least 400m distant and generally further distant than this. Given the separation distances involved, combined with the 17 storey maximum height (circa 60.9m AGL) of the proposed development, that the proposed development would have lower height

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'shoulders' and a heavily stepped central 'spine', the proposed development would not be particularly apparent in views from within these CAs. Whilst the proposed development may be visible in some, albeit likely very limited viewpoints, from within these CAs such views are likely to consist of only the upper floors of the central 17 storey 'spine' element, which steps down in height to the north, and in which the proposed development would form part of the existing tall buildings cluster which is emerging within Woking Town Centre. Consequently, the proposed development would preserve the special interest of the preceding CAs.

Locally listed building

101. The closest locally listed building to the site is Nos.65-77 Goldsworth Road, approximately 65m to the west/south-west. The proposed development would have only an indirect effect, on this non-designated heritage asset, mainly in views moving towards the site from a westerly direction along Goldsworth Road. However in such views the proposed development would be read against the existing 'backdrop' of the replacement red car park, presently well advanced in construction, which would have x12 'readable' storeys and viewed in close context with the existing 11 storey Premier Inn hotel on Church Street West, among other mixed development types within the 'commercial core' of Woking Town Centre. As such the proposed development would not harm the significance of this non-designated heritage asset.
102. Other non-designated heritage assets within the locality are sufficiently distant, and with intervening landscape and built form, such that there would be no degree of harmful indirect effects upon their significance.

Conclusion on built heritage

103. The Council's Historic Buildings Advisor does not raise any issues with the proposed development in built heritage terms. Historic England do not wish to offer any comments on the application. Overall the proposed development would result in no direct effect upon any built heritage asset (archaeology is considered separately). Furthermore the proposed development would not be harmful to the setting (an indirect effect) of any statutory listed building or Conservation Areas (designated heritage assets) or any locally listed buildings (non-designated heritage assets). The proposed development therefore complies with Policy CS20 of the Woking Core Strategy, Policy DM20 of the DM Policies DPD, the relevant provisions of the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

Archaeology (below-ground heritage)

104. Section 16 of the NPPF places the conservation of archaeological interest as a material planning consideration. Paragraph 189 of the NPPF states that where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. Policy CS20 states that on all development sites over 0.4 hectares an archaeological evaluation and investigation will be necessary if, in the opinion of the County Archaeologist, an archaeological assessment demonstrates that the site has archaeological potential.
105. Whilst the site does not fall within an Area of High Archaeological Potential (AHAP) the site area exceeds 0.4 hectares. An archaeological desk-based assessment report has been submitted with the application and assesses the archaeological potential of the application area and the likely impact of the proposed development on archaeological remains. The principal conclusions of the assessment are that there are no known heritage assets within

the application area, the application area is considered to have a low potential to contain buried remains from all archaeological periods, with only a modestly higher potential for prehistoric remains, cartographic sources indicate that the application area was former heathland and open agricultural land up to the late 19th-century, when it was developed for housing and was further developed in the 1980s and 1990s with the construction of Church Gate, Premier House and Nos.28-37 Vale Farm Road. The assessment sets out that no archaeological investigations were undertaken during these previous developments, which are likely to have had a major impact on below ground deposits, and therefore concludes that a limited watching brief during construction might be appropriate mitigation, should the proposal be permitted.

106. The County Archaeological Officer comments that the submitted desk-based report is a fair assessment of the archaeological potential of the application area, that they are in broad agreement with the conclusions and that, having considered the low archaeological potential of the site, the likely extent of impacts from recent development, and the County Archaeology office's advice for similar, recent, proposed developments nearby, they are content that even a limited watching brief is not merited should the proposal be permitted. Therefore no further action (i.e. conditions) is therefore required and, in respect of archaeology, the proposed development complies with policies CS20 and DM20 and the relevant provisions of the NPPF.

Impact upon neighbouring residential amenity

107. Policy CS21 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. More detailed guidance is provided within SPD Outlook, Amenity, Privacy and Daylight (2008).

Daylight and sunlight impacts

108. The impact of the proposed development upon nearby existing residential properties has been assessed by the applicant within a Daylight and Sunlight Report (dated March 2021) (hereafter referred to as the assessment) carried out in compliance with the methodology outlined within the Building Research Establishment (BRE) Guide 'Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice (2011)', a recognised industry tool for assessing these effects (hereafter referred to as the BRE Guide). The BRE guide is however a guide and compliance is not mandatory, since the actual effect can be influenced by other factors. The BRE Guide is referred to within SPD Outlook, Amenity, Privacy and Daylight (2008).
109. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasizes that the advice given is not mandatory and the BRE Guide should not be seen as an instrument of planning policy; the (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout and design. The BRE Guide also sets out that in special circumstances the developer or Local Planning Authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.
110. It is also a material consideration that Paragraph 123(c) of the NPPF states that "*local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering*

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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)".

111. Rooms in adjoining or nearby housing where daylight is required include living rooms, kitchens and bedrooms. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed as daylight is not required to these rooms. Vertical Sky Component (VSC) and No Sky Line ('NSL') are the primary tests used to assess the impact of new development upon the daylighting of existing buildings.
112. Commercial properties are generally not treated as having a reasonable expectation of daylight or sunlight because they are usually designed to rely on electric lighting to provide sufficient light by which to work rather than natural daylight or sunlight.

Vertical Sky Component (VSC)

113. Vertical Sky Component (VSC) quantifies the amount of skylight falling on a vertical wall or window, measured on the outer pane of the window. According to the BRE Guide if the VSC, with the new development in place, is both less than 27% and less than 0.8 times (ie. a greater than 20% reduction) of its former value (pre-development), occupants of the existing building will notice the reduction in the amount of skylight; for the purposes of this report changes below this threshold will be identified as a 'negligible' effect. It should be noted that 'noticeable', as per the BRE Guide, is a different test than that set out within Policy CS21, which refers to 'significant' harm.
114. It is important to note that although the VSC is the best guide to determine impacts, as it describes the amount of light entering a window and how it is affected by an obstruction, other factors not considered, such the size or use of the room, how large the windows are, whether rooms have more than one window, or if they are dual aspect and so have another source of daylight, are also relevant, as they all potentially affect the significance of the impact in terms of living conditions and usability.

No Sky Line (NSL)

115. Where room layouts are known, the impact on the daylighting distribution in existing buildings can be found by plotting the 'no sky line' in each of the main rooms. For housing this would include living rooms, dining rooms and kitchens; the BRE Guide states that bedrooms should also be analysed although they are less important. The no sky line divides points on the working plane (in housing assumed to be horizontal and 0.85m high) which can and cannot see the sky. The BRE Guides states that if, following construction of a new development, the no sky line moves so that the area of the existing room, which does not receive direct daylight, is reduced to less than 0.8 times its former value (ie. a greater than 20% reduction) this will be noticeable to the occupants, and more of the room will appear poorly lit; for the purposes of this report changes below this threshold will be identified as a 'negligible' effect. It should be noted that 'noticeable', as per the BRE Guide, is a different test than that set out within Policy CS21, which refers to 'significant' harm.
116. The BRE Guide also states that the guidelines need to be applied sensibly and flexibly; if an existing building contains rooms lit from one side only and greater than 5.0m deep, then a greater movement of the no sky line may be unavoidable.

Average Daylight Factor (ADF)

117. The most effective way to assess quality and quantity of daylight within rooms is by calculating the Average Daylight Factor (ADF). The ADF, which is a measure of the overall amount of daylight in a space, is the ratio of the average illuminance on the working plane in a room to the illuminance on an unobstructed horizontal surface outdoors, expressed as a percentage.

118. The ADF takes into account the VSC value, i.e. the amount of skylight received on windows, the size and number of windows serving a single room, the diffuse visible transmittance of the glazing used, the maintenance factor and the reflectance of the room surfaces. Therefore ADF is considered as a more detailed and representative measure of the daylight levels within rooms. Where there are multiple windows serving a single room the ADF due to each one can be added together. The ADF value determines the level of interior illumination that can be compared with BS 8206-2, recommending minimum values of:

- Kitchens 2.0%
- Living rooms 1.5%
- Bedrooms 1.0%

119. The assessment considers potential VSC and NSL impacts on surrounding residential properties together with the resultant ADF.

120. The VSC and NSL analysis results for the proposed development demonstrate that the effect upon the daylight amenity of the following properties will be negligible, meaning that no alteration, or a small alteration from the existing scenario which is within the numerical levels suggested in the BRE Guidelines, would arise. On this basis loss of daylight amenity will not be noticeable to occupants of the following buildings and would result in negligible effect:

- 21 Oaks Road
- 23 Oaks Road
- 27 Oaks Road
- 65 Vale Farm Road
- 67 Vale Farm Road
- 69 Vale Farm Road
- 26 Vale Farm Road
- 27 Vale Farm Road
- Cap Gemini House
- Spectrum House
- 65-71 Goldsworth Road
- 73-77 Goldsworth Road
- 2 Oaks Road
- 4 Oaks Road
- 6 Oaks Road
- 8 Oaks Road
- 10 Oaks Road
- 12 Oaks Road
- 14 Oaks Road
- 16 Oaks Road
- Vale House
- 1-16 Vale Farm Road (incl.) (flatted block)
- 20-32 Goldsworth Road – 2016 resolved to grant PP subject to S106 scheme

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121. Some of the rooms within the following properties will experience VSC and/or NSL alterations which are beyond those described previously and so fall to be considered in more detail. The below provides further information in respect of these impacts and comments on the level of harm:

No.25 Oaks Road

- 3 windows tested
- 1 fail (33%)
- Only a single first floor window/room is impacted beyond the BRE Guidelines. The NSL loss (20.26%) is very marginally beyond the BRE 'noticeable' effect of 20.00% and the VSC loss only 6.95% (compared to the BRE 'noticeable' effect of 20.00%). In addition the affected room is highly likely to be a bedroom given its location in the first floor at the rear and retains ADF of 1.27%, above the BRE Guideline of 1.0% for bedrooms. Having regard to these cumulative factors very small harm arises.

Nos.21-25 Church Street West

122. Of the 67 windows tested 9 windows fail the BRE Guidelines (i.e. 13%). Nos.21-25 is a present office building. Although benefiting from prior approval for change of use to residential (ref: PLAN/2018/0176 - which has been assessed) development under that prior approval must be completed by 03.04.2021 in order to be lawful. There is no evidence of development to implement PLAN/2018/0176 having been commenced and the assessed situation, with Nos.21-25 being within residential use, is therefore a rather 'notional' one. The daylight impacts are considered to predominantly give rise to small to moderate harms, when taking into account the combined considerations of VSC, NSL and retained ADF, albeit there are three significant harms albeit these occur to 'notional' habitable residential rooms as opposed to existing habitable residential rooms. The BRE Guideline fails are considered in further detail below:

Ground floor

- 14 windows tested
- 2 fails (14%)
- LKD/R1 – The mean VSC loss of 43.32% is significant although NSL loss of 2.49% is very minor. The LKD nonetheless retains ADF of 2.14%, in excess of the 1.50% BRE Guideline. Small harm.
- Bedroom/R2 – The mean VSC loss of 67.48%, and NSL loss of 53.89%, are both significant although the bedroom retains ADF of 0.83%, not significantly below the BRE Guideline of 1.00%. Moderate harm.

First floor

- 22 windows tested
- 3 fails (14%)
- LKD/R1 – The mean VSC loss of 40.17% is significant, although NSL loss of 1.13% is very minor. LKD nonetheless retains ADF of 2.38%, in excess of the 1.50% BRE Guideline. Small harm.
- Bedroom/R2 – The VSC loss of 76.35%, and NSL loss of 69.66%, are both significant although the bedroom retains ADF of 0.85%, not significantly below the BRE Guideline of 1.00%. Moderate harm.
- LKD/R3 – The mean VSC loss of 24.99% is moderate, and the NSL loss of 0.76% very minor. The LKD nonetheless retains ADF of 1.90%, in excess of the 1.50% BRE Guideline. Small harm.

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Second floor

- 22 windows tested
- 1 fail (5%)
- Bedroom/R2 – The VSC loss of 83.43%, and NSL loss of 83.34%, are both significant although the bedroom retains ADF of 0.65% compared to the 1.00% BRE Guideline. Significant harm.

Third floor

- 9 windows tested
- 3 fails (33%)
- Bedroom/R1 – The VSC loss of 69.01%, and NSL loss of 62.61%, are both significant however bedroom nonetheless retains ADF of 1.02%, above the 1.00% BRE Guideline. Small harm.
- LKD/R2 – The VSC loss of 68.96%, and NSL loss of 59.46%, are both significant – LKD retains ADF of 0.48% compared to BRE Guideline of 1.50%. Significant harm.
- LKD/R3 - VSC loss of 64.92%, and NSL loss of 65.68%, are both significant – LKD retains ADF of 0.59% compared to BRE Guideline of 1.50%. Significant harm.

Birchwood Court

123. Of the 56 windows tested 22 windows fail the BRE Guidelines (i.e. 39%). It is noted that Birchwood Court benefitted from planning permission (ref: PLAN/2014/0340), granted on 30.03.2015, for the conversion of part of the ground floor to x4 further flats. Development to implement this planning permission does not appear to have commenced and PLAN/2014/0340 therefore appears to have lapsed on 30.03.2018; as such the ground floor 'windows' do not need to be considered.

124. The daylight impacts are considered to predominantly give rise to moderate harms, with some small harms also, when taking into account the combined considerations of VSC, NSL and retained ADF, albeit there are a five significant harms. There is some significant loss of daylight impact to Birchwood Court. However when balanced with the BRE guidance and National Planning Practice Guidance, such impacts are considered unavoidable in a Town Centre location where development is designed to reflect its surroundings. The BRE guidance and National Planning Practice guidance states that lower daylight levels may be unavoidable in urban locations. Balancing these points, along with the benefits of the proposal and the requirement to make efficient use of land as set out in Paragraph 123 of the NPPF (2019), overall the proposed development is considered, on balance, to form an acceptable relationship with Birchwood Court in respect of daylighting impacts. The BRE Guideline fails are considered in further detail below:

First floor

- 14 windows tested
- 6 fails (43%)
- LKD/R1 – The mean VSC loss of 54.27% is significant although NSL loss is below 20% 'noticeable' effect. LKD retains ADF of 1.13% compared to BRE Guideline of 1.50%. Moderately harmful.
- Bedroom/R2 – The VSC loss of 66.29%, and NSL of 66.02%, are both significant although the bedroom retains ADF of 0.84%, not significantly below the BRE Guideline of 1.00%. Moderately harmful.
- LKD/R3 – The mean VSC loss of 69.22%, and NSL of 69.63%, are both significant – LKD retains ADF of 0.56% compared to BRE Guideline of 1.50%. Significantly harmful.

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- Bedroom/R4 – The mean VSC loss of 68.39%, and NSL of 53.25%, are both significant although the bedroom retains ADF of 1.05%, above the 1.00% BRE Guideline. Small harm.
- Bedroom/R5 – The VSC loss of 66.40%, and NSL loss of 78.82%, are both significant – Bedroom retains ADF of 0.71% compared to 1.00% BRE Guideline. Moderately harmful.
- Bedroom/R8 – The VSC loss of 42.81% is significant, although NSL loss is below 20% 'noticeable' effect. Bedroom retains ADF of 0.45% compared to 1.00% BRE Guideline. Moderately harmful.

Second floor

- 14 windows tested
- 6 fails ((43%)
- LKD/R1 – The mean VSC loss of 55.63% is significant although NSL loss is below 20% 'noticeable effect'. LKD retains ADF of 1.21% compared to BRE Guideline of 1.50%. Moderately harmful.
- Bedroom/R2 – The VSC loss of 67.66%, and NSL of 63.80%, are both significant although the bedroom retains ADF of 0.89%, not significantly below the BRE Guideline of 1.00%. Moderately harmful.
- LKD/R3 – The mean VSC loss of 70.07%, and NSL of 73.68%, are both significant. LKD retains ADF of 0.61% compared to BRE Guideline of 1.50%. Significantly harmful.
- Bedroom/R4 – The mean VSC loss of 69.89%, and NSL of 52.67%, are both significant although the bedroom retains ADF of 1.13%, above the BRE Guideline of 1.00%. Small harm.
- Bedroom/R5 – The VSC loss of 67.96%, and NSL of 77.85%, are both significant - bedroom retains ADF of 0.75% compared to 1.00% BRE Guideline. Moderately harmful.
- Bedroom/R8 – The VSC loss of 44.48% is significant although NSL loss of 2.46% is well below the 'noticeable' effect. Bedroom retains ADF of 0.46% compared to 1.00% BRE Guideline. Moderately harmful.

Third floor

- 14 windows tested
- 6 fails (43%)
- LKD/R1 – The mean VSC loss of 51.81% is significant although NSL loss of 14.01% is below the 'noticeable' effect. LKD retains ADF of 1.48%, not significantly below the BRE Guideline of 1.50%. Moderately harmful.
- Bedroom/R2 – The VSC loss of 67.80%, and NSL loss of 61.76%, are both significant although bedroom retains ADF of 0.93%, not significantly below the BRE Guideline of 1.00%. Moderately harmful.
- LKD/R3 – The mean VSC loss of 68.26%, and NSL loss of 70.96%, are both significant. LKD retains ADF of 0.81% compared to the BRE Guideline of 1.50%. Significantly harmful.
- Bedroom/R4 – The mean VSC loss of 67.58%, and NSL loss of 50.53%, are both significant however the bedroom retains ADF of 1.45%, beyond the BRE Guideline of 1.00%. Small harm.
- Bedroom/R5 – The mean VSC loss of 67.67%, and NSL loss of 75.89%, are both significant – bedroom retains ADF of 0.79% compared to 1.00% BRE Guideline. Moderately harmful.
- Bedroom/R8 – The VSC loss of 44.81% is significant, although the NSL loss of 1.59% is well below the 'noticeable effect' – bedroom retains ADF of 0.48% compared to 1.00% BRE Guideline. Moderately harmful.

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Fourth floor

- 11 windows tested
- 3 fails (27%)
- Bedroom/R1 – The VSC loss of 63.79%, and NSL loss of 41.99%, are both significant – bedroom retains ADF of 0.69% compared to 1.00% BRE Guideline. Moderately harmful.
- LKD/R2 – The mean VSC loss of 68.82%, and NSL of 43.24%, are both significant – LKD retains ADF of 1.01% compared to 1.50% BRE Guideline. Significantly harmful.
- Bedroom/R3 – The mean VSC loss of 63.31%, and NSL loss of 69.47%, are both significant – bedroom retains ADF of 0.59% compared to 1.00% BRE Guideline. Significantly harmful.

Sixth floor

- 3 windows tested
- 1 fail (33%)
- LKD/R1 – The mean VSC loss of 22.20% is just beyond the 20.00% 'noticeable' effect, and NSL loss is 0%). LKD retains ADF of 3.37%, well above the 1.50% BRE Guideline. Small harm.

Greenwood House (upper levels of Woking Fire Station)

125. Of the 24 windows tested 10 windows fail the BRE Guidelines (i.e. 41%). However the daylight impacts are considered to wholly give rise to small harms, when taking into account the combined considerations of VSC, NSL and retained ADF. The BRE Guideline fails are considered in further detail below:

First floor

- 6 windows tested
- 4 fails (66%)
- Bedsit/R2 – NSL loss of 23.21% a small margin beyond 'noticeable' effect and VSC loss of 16.66% is below 'noticeable' effect – Room retains ADF of 1.20%. Small harm.
- Bedsit/R3 – NSL loss of 20.05% a very small margin beyond 'noticeable effect' - mean VSC loss of 11.37% well below 'noticeable' effect – Room retains ADF of 1.52%. Small harm.
- Bedsit/R4 – VSC loss of 20.13% a very small margin beyond 'noticeable' effect. Moderate NSL of 32.35% - Room retains ADF of 1.11%. Small harm.
- Bedsit/R5 – VSC loss of 20.94% a very small margin beyond 'noticeable effect'. Moderate NSL loss of 38.68% - Room retains ADF of 1.33%. Small harm.

Second floor

- 6 windows tested
- 2 fails (33%)
- Bedsit/R4 – Moderate NSL loss of 30.06% although VSC loss of 19.03% is below 'noticeable' effect – Room retains ADF of 1.16%. Small harm.
- Bedsit/R5 – Moderate NSL loss of 33.38% although VSC loss of 19.66% is below 'noticeable' effect - Room retains ADF of 1.38%. Small harm.

Third floor

- 6 windows tested
- 3 fails (50%)
- Bedsit/R3 – NSL loss of 23.29% a small amount beyond 'noticeable' effect and mean VSC loss of 9.20% is below 'noticeable' effect – Room retains ADF of 1.72%. Small harm.

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- Bedsit/R4 – NSL loss of 28.18% is not significantly beyond ‘noticeable’ effect and VSC loss of 17.55% below ‘noticeable’ effect – Room retains ADF of 1.18%. Small harm.
- Bedsit/R5 – NSL loss of 27.45% is not significantly beyond ‘noticeable’ effect and VSC loss of 18.06% below ‘noticeable’ effect – Room retains ADF of 1.40%. Small harm.

Fourth floor

- 6 windows tested
- 1 fail (16%)
- Bedsit/R4 – NSL loss of 24.76% is not significantly beyond ‘noticeable’ effect and VSC loss of 16.70% below ‘noticeable’ effect – Room retains ADF of 0.46%. Small harm.

Technology House, 48-54 Goldsworth Road

126. The BRE Guidelines fails occur only at third floor. Above ground floor level Technology House presently provide office floorspace. Although benefiting from prior approval for change of use to residential (ref: PLAN/2020/0244 - which has been assessed) development under that prior approval must be completed by 29.04.2023 in order to be lawful. The assessed situation, with Technology House (above ground floor level) being within residential use, is therefore a rather ‘notional’ one. The daylight impacts are considered to wholly give rise to small harms, when taking into account the combined considerations of VSC, NSL and retained ADF. The BRE Guideline fails are considered in further detail below:

Third floor

- 10 windows tested
- 4 fails (40%)
- Unknown/R1 – NSL loss of 22.96% is not significantly beyond ‘noticeable’ effect and VSC loss of 18.23% below ‘noticeable’ effect. Small harm.
- Unknown/R2 – NSL loss of 27.24% is not significantly beyond ‘noticeable’ effect and VSC loss of 17.72% below ‘noticeable’ effect. Small harm.
- Unknown/R4 – NSL loss of 23.73% is not significantly beyond ‘noticeable’ effect and VSC loss of 16.56% below ‘noticeable’ effect. Small harm.
- Unknown/R6 – NSL loss of 21.90% is not significantly beyond ‘noticeable’ effect and VSC loss of 15.35% below ‘noticeable’ effect. Small harm.

Sunlight impacts

Sunlight impact to windows

127. Unlike daylight, which is non-directional and assumes that light from the sky is uniform, the availability of sunlight is dependent on the orientation of the window, or area of ground, being assessed relative to the position of due south. The BRE guide recommends that all main living rooms facing within 90° of due south (ie. facing from 90° to 270°) should be checked for potential loss of sunlight; kitchens and bedrooms are less important.

128. The BRE Guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of APSH between 21 September and 21 March (for ease of reference this period is referred to as ‘winter months’), and receives less than 0.8 times its former sunlight hours during either period (i.e. more than a 20% reduction) and has a reduction in sunlight received over the whole year greater than 4% of APSH. In this context ‘Probable sunlight hours’ means the

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total number of hours in the year that the sun is expected to shine on unobstructed ground, allowing for average levels of cloudiness for the location in question.

129. There are 97 windows serving residential 6 properties (either existing residential or with extant prior approval for office-to-residential conversion) surrounding the site which are relevant for sunlight amenity assessment, which have all been assessed in terms of total and winter APSH. The APSH method of assessment indicates that the proposed development will result in fully BRE compliant APSH alterations to 82.5% (i.e. 80 out of 97) of the windows tested, such that the effect of the proposed development upon the sunlight amenity of these windows would be negligible. These properties are as follows:

- Cap Gemini House (office-to-residential prior approval)
- Birchwood Court
- 65-71 Goldsworth Road
- 73-77 Goldsworth Road

130. Where an existing residential property, or a property with extant prior approval for office-to-residential conversion, will experience sunlight amenity impacts which are beyond those identified within the BRE Guide these fall to be considered in more detail. The table below provides further information in respect of these impacts and comments on the level of harm.

No.25 Oaks Road

- 2 windows tested
- 2 fails (100%)
- Unknown/R3 – W3 - 50% loss of WPSH (i.e. from 4 hrs to 2 hrs)
- Unknown/R3 – W4 - 25% loss of APSH (i.e. from 28 hrs to 21 hrs) and 40% in WPSH (i.e. from 5 hrs to 3 hrs)

Nos.21-25 Church Street West

131. Of the 37 windows tested 16 windows fail the BRE Guidelines (i.e. 43%), although windows at third floor level comply with the BRE Guidelines and therefore are not included within these calculations. Nos.21-25 is a present office building. Although benefiting from prior approval for change of use to residential (ref: PLAN/2018/0176 - which has been assessed) development under that prior approval must be completed by 03.04.2021 in order to be lawful. There is no evidence of development to implement PLAN/2018/0176 having been commenced and the assessed situation, with Nos.21-25 being within residential use, is therefore a rather 'notional' one. The BRE Guideline fails are considered in further detail below:

Ground floor

- 9 windows tested
- 3 fails
- LKD/R1 - W1 - 100% loss of APSH (i.e. 20 hrs) and 100% WPSH (i.e. 2 hrs)
- LKD/R1 - W2 - 66.67% loss of APSH (from 24 hrs to 8 hrs) and no loss of WPSH
- LKD/R3 - W4 - 30.43% loss of APSH (from 23 hrs to 16 hrs) and below 20% loss of WPSH

First floor

- 14 windows tested
- 6 fails
- LKD/R1 - W2 – Loss of 100% both APSH and WPSH (i.e. 21 hrs and 2 hrs respectively)

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- LKD/R1 - W3 – Loss of 100% both APSH and WPSH (i.e. 27 hrs and 4 hrs respectively)
- LKD/R1 - W5 - Loss of 100% both APSH and WPSH (i.e. 12 hrs and 2 hrs respectively)
- LKD/R1 - W6 – Loss of 100% both APSH and WPSH (i.e. 22 hrs and 3 hrs respectively)
- LKD/R1 - W7 – Loss of 71.05% APSH and 33.33% (i.e. from 38 hrs to 11 hrs and from 6 hrs to 4 hrs respectively)
- LKD/R3 - W9 – Loss of 50% APSH (i.e. from 32 hrs to 16 hrs) – retains 5 hrs WPSH

Second floor

- 14 windows tested
- 7 fails
- LKD/R1 - W2 – Loss of 100% both APSH and WPSH (i.e. 21 hrs and 2 hrs respectively)
- LKD/R1 - W3 - Loss of 100% both APSH and WPSH (i.e. 27 hrs and 4 hrs respectively)
- LKD/R1 - W4 – Loss of 100% APSH (i.e. 14 hrs) – No loss of WPSH
- LKD/R1 - W5 – Loss of 100% both APSH and WPSH (i.e. 28 hrs and 5 hrs respectively)
- LKD/R1 - W6 – Loss of 100% both APSH and WPSH (i.e. 24 hrs and 4 hrs respectively)
- LKD/R1 - W7 – Loss of 80.70% APSH (i.e. from 57 hrs to 11 hrs) – retains 5 hrs WPSH
- LKD/R3 - W9 – Loss of 62.26% APSH (i.e. from 53 hrs to 20 hrs) – retains 9 hrs WPSH

Sun on the ground

132. The BRE Guide sets out that the availability of sunlight should be checked for all open spaces where sunlight is required, including gardens and sitting out areas (such as those between non-domestic buildings and in public squares) and recommends that at least 50% of the area should receive at least two hours of sunlight on 21st March (spring equinox), stating that, if, as a result of a new development, an existing garden or sitting out area does not meet the 50% criteria, and the area which can receive two hours of sunlight on 21st March is less than 0.8 times its former value (i.e. a greater than 20% reduction), then the loss of sunlight is likely to be noticeable.

133. In respect of sunlight the existing play area on Vale Farm Road has been considered as have the private rear gardens of properties on the eastern side of Oaks Road (i.e. Nos.21, 23, 25, 27 and 29). The assessment demonstrates that, with one exception, these areas would all very comfortably exceed the recommendations of the BRE Guide, receiving at least 2 hours direct sunlight on the 21st March to between 64% and 97% of any individual area, thus representing a 'worst case' reduction of 3% to any individual area, well below the 20% BRE Guide noticeable 'threshold'. Whilst one individual area would receive 2 hours direct sunlight on the 21st March to 46% of its area this is the existing situation and thus falls within the BRE Guide.

Cumulative daylight and sunlight effects

134. The following cumulative schemes are within sufficient proximity to the site to have an effect to those neighbouring residential receptors under assessment:

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- Nos.20-32 Goldsworth Road (ref: PLAN/2016/0742) – resolved to grant PP subject to S106 legal agreement
- Replacement red car park, Victoria Way (ref: PLAN/2018/1114)

135. The sunlight and daylight report demonstrates that there will only be very minimal cumulative daylighting and sunlighting effects, over and above the proposed effects previously discussed in detail, as a result of the preceding cumulative schemes taken in combination with the proposed development. It must be noted that any cumulative daylighting and sunlighting effects primarily arise as a result of the Nos.20-32 Goldsworth Road (ref: PLAN/2016/0742) scheme, which has received a resolution to grant PP subject to S106 legal agreement. Given that a subsequent planning application has been submitted, and refused, on that site it is unclear whether PLAN/2016/0742 will be granted and implemented.

Outlook and privacy

136. SPD Outlook, Amenity, Privacy and Daylight (2008), within Table 1, sets out the following recommended minimum separation distances for achieving privacy for three and over storey relationships:

- Front to front elevation: 15 metres
- Back to back elevation: 30 metres
- Front or back to boundary/flank: 15 metres
- Side to boundary: 2 metres

137. 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.

138. The impact of the development upon nearby properties within commercial uses does not need to be considered, although the impact on any development potential of adjoining sites may need to be considered. The key neighbouring amenity considerations are those of Birchwood Court, properties on the eastern and western side of Oaks Road, properties in Vale Farm Road and at Greenwood House (above Woking Fire Station). The impact upon the prior approval at adjacent Nos.21-25 Church Street West will also be considered.

Birchwood Court:

139. Birchwood Court is an apartment block on the corner of Church Street West and Goldsworth Road. Existing apartments are located at first floor level and above. Planning permission (Ref: PLAN/2014/0340) was granted on 30.03.2015 for the conversion of part of the ground floor to x4 further apartments however development to implement this planning permission does not appear to have commenced and the planning permission therefore appears to have lapsed on 30.03.2018.

140. The central front 'bay' of the building would be situated circa 16.9m from the facing elevation of Birchwood Court with the primary' front elevation circa 1.9m further distant (i.e. 18.8m); the proposal thus exceeds the recommended minimum front to front elevation separation distance (of 15.0m) set out by SPD Outlook, Amenity, Privacy and Daylight (2008). Therefore, together with the Woking Town Centre location of this southerly section of the site, no significantly harmful loss of privacy would arise to Birchwood Court. Clearly, due to

the combined proximity and vertical facing height of the proposed development, outlook from the windows within the facing elevation of Birchwood Court would be impacted by the proposal. However this factor alone does not intrinsically equate to a significantly harmful overbearing effect, particularly in this Woking Town Centre context, and the proposed development would have two lower 'shoulder' elements on its Church Street West elevation which would serve to reduce this effect to a degree. Overall the proposed development is not considered to result in a significantly harmful overbearing effect due to bulk, proximity or loss of outlook upon Birchwood Court.

Properties on the eastern side of Oaks Road:

141. The closest residential property on the eastern side of Oaks Road would be No.21 Oaks Road. The closest corner of the 5 storey element (circa 17.4m high AGL) would be located circa 18.0m distant from the closest corner of the rear boundary of the curtilage of No.21 (i.e. which marks the terminus of the rear garden of No.21) and circa 33.0m distant of the closest corner of the dwelling of No.21. The relationship between the 5 storey element and No.21 would be rather oblique. Given that this relationship is considered to be, on balance, acceptable in this location fringing the Woking Town Centre boundary it follows that the impacts upon Nos.23, 25, 27 and 29 Oaks Road, which would all be further distant from the proposed development, would also be acceptable.
142. Whilst the central 'spine' elements and the 'shoulder' elements would be greater in height they would be located further distant from, and step up in height as they move away from, properties on the eastern side of Oaks Road such that these elements are not considered to result in a significantly harmful overbearing effect due to bulk, proximity or loss of outlook to properties on the eastern side of Oaks Road, notwithstanding that they would be readily apparent to these occupiers.

Properties on the western side of Oaks Road, the flats above Nos.65-71 Goldsworth Road and the flats rear of Nos.73-75 Goldsworth Road:

143. Properties on the western side of Oaks Road (i.e. Nos.2-4 and Nos.6-8), the flats above Nos.65-71 Goldsworth Road and the flats rear of Nos.73-75 Goldsworth Road would all be located at least circa 60.0m from the proposed development. The proposed development would have a maximum height of 60.9m AGL notwithstanding that the stepped central 'spine', and the lower 'shoulder' elements would be the closest elements to these properties. Given the retained separation distances, combined with the varying heights of the proposed development, no significantly harmful overbearing effect due to bulk, proximity or loss of outlook would occur to these properties, notwithstanding that the proposed development would be readily apparent to these occupiers.

Nos.17-27 Vale Farm Road (inclusive):

144. Nos.17-27 Vale Farm Road (incl.) form a terraced block of townhouses to the north-west of the site. The closest property to the proposed development would be end-of-terrace No.27. Where fronting Vale Farm Road the proposal would step down to five storeys - reaching circa 17.4m in height AGL (above ground level) - with a communal terrace atop the roof. Above ground floor level (where the residential accommodation would be provided) this five storey element would be located circa 11.0m from the side elevation, and circa 7.0m from the side boundary, of No.27. Nos.17-27 Vale Farm Road (incl.) provide rear amenity spaces split across ground and first floor levels, with conservatories typically located on terraces at first floor level. Ground floor level is given over to garages and non-habitable spaces (i.e. utility/store) and the upper floor window within the side elevation of No.27 serves non-habitable space (i.e. stair/landing). These properties are orientated at a 90° angle in relation

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to the facing 5 storey element such that no harmful overlooking would arise into the dwellings of Nos.17-27 themselves.

145. The five storey element of the proposal would therefore fall short of the recommended minimum front or back to boundary/flank separation distance (of 15.0m) set out by the SPD. Whilst the nature of the external rear amenity space at No.27, and the lack of any habitable room windows within the side of No.27, would mitigate this effect to some degree it remains the case that some harmful impact would be sustained to the rear amenity space of No.27, by reason of overbearing effect and loss of privacy. Some harmful overbearing effect, albeit to a lesser degree than that at No.27, would also be sustained to the rear amenity space of No.26 although the increased separation distance beyond No.26 would result in acceptable impacts to the rear amenity spaces of Nos.17-25 Vale Farm Road (incl.). It is however of considerable weight that Nos.17-27 (incl.) exist immediately adjacent to the Woking Town Centre boundary, and within a High Density Residential Area, as both are defined by the Proposals Map. The environment immediately to the rear of Nos.17-27 (incl.) is formed by a large surface car park associated with Cap Gemini House, which is readily evident as is the commercial 'core' of Woking Town Centre and the existing tall buildings of Victoria Square.

Nos.65-69, Millennium Court and Vale House, Vale Farm Road:

146. Nos.65-69 is a short terrace of two storey houses, Millennium Court is a 3.5 storey apartment block and Vale House two storey apartment block; all are located to the north-west on Vale Farm Road. The closest, 5 storey element (circa 17.4m high AGL), of the proposed development would be located circa 43.0m (in the case of Nos.65-69), circa 82.0m (in the case of Millennium Court) and circa 84.0m (in the case of Vale House) distant of these properties. The proposed development would have a maximum height of 60.9m AGL notwithstanding that this stepped central 'spine', and the lower 'shoulder' elements, would be situated even further distant from these properties. Given the retained separation distances, combined with the varying heights of the proposed development, no significantly harmful overbearing effect due to bulk, proximity or loss of outlook would occur to these properties, notwithstanding that the proposed development would be readily apparent to these occupiers.

Greenwood House (above Woking Fire Station):

147. There is residential accommodation at first floor level and above within Woking Fire Station (which is known as Greenwood House). Approximately 40.0m separation would be retained between the closest points of the proposed development (i.e. the lower 'shoulder' element) and the residential accommodation at first floor levels and above. Furthermore, there would be a slightly oblique and offset relationship between the front elevation of the proposed development and that of Greenwood House. The proposed development would have a maximum height of circa 60.9m AGL notwithstanding that the closest, lower 'shoulder' element to Greenwood House would have a maximum height of circa 30.9m AGL. Given the retained separation distance, combined with the varying heights of the proposed development, no significantly harmful overbearing effect due to bulk, proximity or loss of outlook would occur to occupiers of Greenwood House, notwithstanding that the proposed development would be readily apparent to these occupiers.

Technology House

148. Technology House is located to the south-west. Above ground floor level Technology House presently provides office floorspace. Although benefiting from prior approval for change of use to residential (ref: PLAN/2020/0244 - which has been assessed) development under that prior approval must be completed by 29.04.2023 in order to be lawful. The assessed situation, with Technology House (above ground floor level) being within residential use, is

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therefore a rather 'notional' one. Approximately 37.0m separation would be retained between the closest points of the proposed development (i.e. the lower 'shoulder' element) and the 'notional' residential accommodation at first floor levels and above. Furthermore, there would be a slightly oblique and offset relationship between the front elevation of the proposed development and that of Technology House. The proposed development would have a maximum height of circa 60.9m AGL notwithstanding that the closest, lower 'shoulder' element to Technology House would have a maximum height of circa 30.9m AGL. Given the retained separation distance, combined with the varying heights of the proposed development, no significantly harmful overbearing effect due to bulk, proximity or loss of outlook would occur to 'notional' occupiers of Technology House, notwithstanding that the proposed development would be readily apparent to these occupiers.

Spectrum House

149. Spectrum House is a former office/retail building located on the corner of Poole Road and Goldsworth Road which has been converted from office/retail-to-residential, as a result of prior approvals; a further floor of residential accommodation has also been constructed as a result of a grant of planning permission. Approximately 63.0m separation would be retained between the closest points of the proposed development (i.e. the lower 'shoulder' element) and Spectrum House. Furthermore, there would be a very much oblique and offset relationship between the front elevation of the proposed development and that of Spectrum House. The proposed development would have a maximum height of circa 60.9m AGL notwithstanding that the closest, lower 'shoulder' element to Technology House would have a maximum height of circa 30.9m AGL. Given the retained separation distance, combined with the varying heights of the proposed development, no significantly harmful overbearing effect due to bulk, proximity or loss of outlook would occur to 'notional' occupiers of Spectrum House, notwithstanding that the proposed development would be readily apparent to these occupiers.

Nos.21-25 Church Street West:

150. Nos.21 - 25 Church Street West is an existing four storey office building (with the fourth floor contained within the mansard roof) to the north-east, located beyond the shared access drive onto Church Street West. This building demonstrates existing glazed openings within its side (south-west) elevation facing towards the site. Although benefiting from prior approval for change of use to residential (ref: PLAN/2018/0176) development under that prior approval must be completed by 03.04.2021 in order to be lawful. There is no evidence of development to implement PLAN/2018/0176 having been commenced and the assessed situation, with Nos.21-25 being within residential use, is therefore a rather 'notional' one.
151. These south-west facing glazed openings are shown (at each of ground, first, second and third floors) within the proposed floor plans of the prior approval to serve as both single and secondary aspect to bedrooms and living areas. The living areas at ground to second floors (inclusive) would also be served by windows within the front and rear elevations of Nos.21-25, which would remain materially unaffected by the proposed development. These front and rear facing windows would retain outlook to the living areas, notwithstanding the south-west facing openings. A single bedroom within the centre of each of these floor plans would be served by a window facing directly towards the site. Whilst the proposal would substantially increase the height of the vertical facing wall presented to the side (south-west) elevation of Nos.21-25 it is not considered that the outlook afforded to the windows within the side elevation of Nos.21-25 would be significantly harmed over and above the existing situation. As existing (i.e. without the proposed development) the side-facing (south-west) windows within Nos.21-25, if utilised for residential purposes, would face directly onto a brick wall approximately 3.6m away. Whilst the height of the vertical facing wall of the proposed

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development would increase substantially this inherent limited outlook would not alter materially.

152. For the collective preceding reasons the proposed development would not result in significantly harmful overbearing effect due to bulk, proximity or loss of outlook.

Noise, including Surrey Minerals Plan considerations

153. Paragraph 170 of the NPPF sets out that planning decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of, inter alia, noise pollution. Paragraph 180 of the NPPF sets out that planning decisions should also ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a. *Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;*
- b. *Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason*

154. Policy CS21 requires development to be designed to avoid significant harm to the environment and general amenity, resulting from, inter alia, noise. Policy DM5 states that in areas of existing noise or other types of pollution, new development sensitive to the effects of that pollution is unlikely to be permitted where the presence of that sensitive development could threaten the ongoing viability of existing uses that are considered desirable for reasons of economic or wider social need, such as safeguarded industrial uses, through the imposition of undue operational constraints.

155. For noise generating forms of development, or proposals that would affect noise-sensitive uses, Policy DM7 requires a statement detailing potential noise generation levels and any mitigation measures proposed to ensure that all noise is reduced to an acceptable level, stating that development will only be permitted where mitigation can be provided to an appropriate standard with an acceptable design, particularly in proximity to sensitive existing uses or sites. Policy DM7 states that in general, the following values will be sought for residential development:

- *Day time (7am – 11pm) 35 dB LAeq4 16 hours in all rooms and 50 dB in outdoor living areas.*
- *Night time (11pm – 7am) 30 dB LAeq 8 hours and LAmax5 less than 45 dB in bedrooms.*

156. With reference to noise levels in external amenity areas BS 8233:2014 *Guidance on sound insulation and noise reduction for buildings* states that for traditional amenity spaces, such as gardens and patios, it is desirable for noise levels to not exceed 50dB LAeq, with an upper guideline value of 55dB LAeq in noisier environments, although recognises that recommended values are not achievable in all circumstances where development might be desirable, and that in higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels, and other factors, such as the convenience of living in these locations or making efficient use of land resources, might be warranted.

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157. BS 8233:2014 states that other locations, such as balconies, roof gardens and terraces, are also important in residential buildings where normal external amenity space might be limited or not available (ie. in flats). BS 8233:2014 states that in these locations, specification of noise limits is not necessarily appropriate for small balconies as these may be included for uses such as drying washing or growing pot plants although the general guidance on noise in amenity space is still appropriate for larger balconies, roof gardens and terraces, which might be intended to be used for relaxation. Achieving levels of 55dB LAeq or less might not be possible at the outer edge of these areas, but should be achieved in some areas of the space. In terms of noise external amenity areas are considered for use during day time (0700 - 2300hrs), as per Policy DM7.
158. The application has been submitted with a noise assessment (dated December 2020), which sets out that during noise surveys construction noise dominated the noise environment at the site, although road traffic noise on Church Street West was also a major contributor, as well as railway noise and regular aircraft noise.
159. The noise assessment identifies that suitable internal noise levels can be achieved at the 'front' facade with a standard double-glazed window system coupled with a ventilation package and at the 'rear' facade with a standard double-glazed window system also coupled with a ventilation package. It will be necessary to ensure that ventilation is adequate such that the design of the building does not rely on windows being opened to ensure that the dwellings are well ventilated.
160. The noise assessment identifies that the location of the amenity space to the rear, shielded from noise from the main roads and the railway, is likely to be the optimal design in terms of reducing noise in outdoor amenity areas. The LAeq,16hours at the 'front' façade was measured to be 65 dB, which is in excess of the "upper guideline value" of 55 dB. However, the noise assessment sets out that the amenity space to the rear is likely to offer significant protection, potentially in the region of 10 dB or more, when considering both the barrier attenuation offered by the proposed building itself, as well as the distance attenuation between the main roads and the railway. Therefore, whilst not all outdoor amenity space is likely to benefit from the acoustic screening afforded by the building, future residents should have access to quiet outdoor amenity space. Whilst the 50dB referenced in Policy DM7 may not be achieved to all outdoor amenity spaces the policy states that in general (emphasis added) that value will be sought for residential development. This site is located very largely within Woking Town Centre and therefore a small compromise between a slightly elevated noise level to the outdoor amenity spaces and factors such as the convenience of living in this highly sustainable location and making efficient use of land, is warranted.
161. The noise assessment sets out that, at this stage in the design process, the noise output of specific items of plant have yet to be determined and therefore it is not possible to provide a full and detailed assessment of the likely impact of plant noise. To ensure that an adverse impact as a consequence of plant noise is unlikely, the noise assessment recommends that the Rating noise level from the plant is below background noise level at the closest residential property.
162. In respect of traffic noise the noise assessment uses data from the Transport Assessment which shows that as there will be a small increase in traffic flows as a consequence of the proposed development, and as such also a small increase in noise levels at nearby receptor locations. However, the increase in noise levels will be less than 1 dB(A) LA10,18hr; a change of less than 3 dB(A) is normally considered to be imperceptible such that there would be no harmful impacts due to traffic noise.

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163. The noise assessment has been considered by an external noise consultant (Wood plc), on behalf of WBC Environmental Health, who raises no concerns subject to recommended conditions (conditions 15 - 22 inclusive refer).

Railway aggregates yard – Surrey Minerals Plan

164. The site falls within the 400m consultation zone around the safeguarded Downside Woking rail aggregates depot located off of Guildford Road, to the south of the railway, which is presently operated by the Day Group. Rail aggregate depots allow the importation of minerals such as crushed rock and marine-dredged aggregate into Surrey from other parts of the country. The Woking rail aggregate depot is identified in the Surrey Minerals Plan (SMP) Core Strategy Development Plan Document (2011). Policy MC6 of the SMP states that “*infrastructure and sites used, or proposed to be used, for minerals development - rail aggregate depots and sites for production of recycled and secondary aggregate - will be safeguarded. Local planning authorities will be expected to consult the mineral planning authority on proposals for non-mineral development in the consultation area around such sites*”.
165. The proposal would not directly affect the Woking rail aggregate depot albeit would introduce a new sensitive land use (i.e. residential) to the southern (i.e. Church Street West) section of the site and therefore has the potential to prejudice the use of the rail aggregate depot over and above the existing situation. The Minerals Planning Authority (Surrey County Council), Day Group (the present operators of the railway aggregates yard) and Network Rail (the freeholder of the yard) have all raised ‘holding objections’. However, in response, the applicant has submitted an acoustic impact assessment (dated March 2021) to seek to demonstrate that the mitigation (i.e. glazing and ventilation) already proposed will be sufficient to ensure suitable internal noise levels within the dwellings and therefore avoid any potential prejudicial impact upon the operations of the railway aggregates yard. A written update will be provided in respect of this matter.

Air quality

166. Paragraph 181 of the NPPF sets out that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA) and Clean Air Zones, and the cumulative impacts from individual sites in local areas and that opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Paragraph 181 of the NPPF also sets out that planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
167. Policy CS21 requires development to be designed to avoid significant harm to the environment and general amenity resulting from noise, dust, vibrations, light or other releases. Policy DM5 states that when assessed individually or cumulatively, development proposals should ensure that there will be no unacceptable impacts on, inter alia, air quality. Policy DM6 states that development that has the potential, either individually or cumulatively, for significant emissions to the detriment of air quality, particularly in designated Air Quality Management Areas or in areas at risk of becoming an Air Quality Management Area, 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. Policy DM6 states that an air quality assessment will be required for schemes proposing, inter alia, development in excess of 100 dwellings or 10,000 sq.m other floorspace (or equivalent combination) anywhere in the Borough.

168. The application has been submitted with an air quality assessment (dated December 2020) which identifies that the site is not within or adjacent to a designated Air Quality Management Area (AQMA). The air quality assessment has been carried out using the ADMS-Roads detailed dispersion model to determine the impact of emissions from road traffic on sensitive receptors. Predicted concentrations have been compared with the air quality objectives. The results of the assessment indicate that annual mean nitrogen dioxide (NO₂) concentrations are below the objective in the 'without' and 'with' development scenario. Annual mean concentrations of particulate matter (PM₁₀ and PM_{2.5}) are also predicted to be below the annual mean objective in the 'without' and 'with' development scenario. Based on the evidence it is estimated that there will be no exceedances of either short term objective for nitrogen dioxide or particulate matter.
169. Activities associated with the demolition and construction of the proposed development will give rise to a risk of dust impacts at existing sensitive receptors during demolition, earthworks and construction, as well as from trackout of dust and dirt by vehicles onto the public highway. The assessment of effects from dust during demolition and construction has been undertaken in accordance with Institute of Air Quality Management (IAQM) Guidance on the assessment of dust from demolition and construction (2014); the dust emission magnitude is considered to be medium for demolition and earthworks, large for construction, and small for trackout. Mitigation measures are predicted to ensure that residual effects from construction works would be 'not significant'; this is a standard approach, is considered appropriate and can be secured through condition.
170. WBC Environmental Health have commissioned an external air quality consultant (Wood plc) to review the submitted air quality assessment on their behalf. This response is awaited and therefore a written update will be provided in respect of this matter.

Wind microclimate

171. The tall buildings strategy within SPD Design (2015) requires proposals for tall buildings to not adversely affect the site's surrounds in terms of, inter alia, wind. The application has been submitted with a desk-top study wind microclimate report (prepared by BRE), the purpose of which is to identify the potential significance of the issue by focussing attention on locations where unpleasant wind conditions are likely to occur, and to discuss wind amelioration measures if necessary. It should be noted that long-term siting (i.e. on balconies/roof terraces/podiums), together with entrance door usage, are the most wind sensitive activities.
172. The assessment sets out that the ground level wind conditions at the site are dominated by winds blowing from south-westerly directions although other wind directions are considered because there are specific features of this development that could potentially create strongly accelerated winds. The assessment sets out that the major axis of the site is a north-west/south-east direction, that the proposed development has balconies around every facade, and that there are roof terraces at various levels which are intended to be used as amenity spaces.
173. In respect of prevailing south-westerly winds the assessment identifies that the podium level amenity space on the south-west side of the 'spine' element will be adversely affected by wind but that the proposed development will tend to shelter the remainder of the site from south-westerly winds such that everywhere around the site the ground level wind conditions are likely to be suitable for their intended pedestrian activities, including at the main entrances. The assessment identifies that a number of the roof terraces would be exposed

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to south-westerly winds and therefore the perimeters of these areas are likely to experience winds not suitable for amenity use. The exceptions to this are the roof terrace atop the north-east 'shoulder' and the podium level space on the north-east side; both of these areas would be sheltered from south-westerly winds and wind conditions are therefore likely to be suitable for amenity use.

174. The assessment sets out that balcony wind conditions are difficult to assess and that it is a common misconception that the highest wind conditions always occur at balconies near to the top of buildings; wind tunnel testing shows that the worst-case balcony conditions often occur close to the ground. Nonetheless, apart from exposed corner locations, the wind conditions on balconies are generally suitable for amenity usage whatever the building height or exposure. In this case the exposed balconies are located at the west and south corners of the 6-storey wing and the 10-storey wing, and also the west corner balconies along the 'spine' building. The remaining balconies are sheltered from approaching south-westerly winds and are therefore likely to be suitable for their intended purposes.
175. In respect of cardinal wind directions (i.e. north, south, east, and west winds) the assessment sets out that the orientation of the site means that winds blowing from the cardinal directions would not blow perpendicular to any of the building facades and that, taking into account both the corner sheltering and the relative infrequency and strength of these approaching winds, the ground level wind conditions everywhere around the site are likely to be suitable for their intended pedestrian activities. The assessment identifies that the relative infrequency and strength of these approaching winds also means that the wind conditions at the roof terraces and balconies are likely to be suitable for their intended purposes.
176. In respect of north-east winds the assessment judges that the wind conditions at the north-east podium level space are likely to be suitable for amenity use in the summer, but not in the winter and that this podium would act to prevent winds reaching ground level and therefore wind conditions everywhere else around the site are likely to be suitable for their intended pedestrian activity. In respect of north-east winds the assessment identifies that the effects of wind amelioration, reduced frequency and reduced strength all mean that the balcony and other roof terrace locations are all likely to have wind conditions that are appropriate for their intended uses.
177. In respect of south-east winds, which are relatively weak, the assessment identifies that there is significant shelter afforded by the 5/6-storey buildings to the south-east of the site and therefore the wind conditions everywhere around the site (i.e. at ground level, on the roof terraces and on the balconies) are likely to be suitable for their intended uses. In respect of north-west winds the assessment identifies that, taking into account reduced frequency and reduced wind strength, the ground level wind conditions everywhere around the site are likely to be suitable for their intended pedestrian uses.
178. The assessment identifies that roof terrace wind conditions, except for the south-westerly podium area, can be ameliorated through the installation of screens or barriers (of between 1.5m and 2.0m in height), or the planting (i.e. trees, bushes) of wind tolerant species, around the south-west perimeters of the respective terraces, such that the wind conditions at the perimeters of these areas would then be likely to become suitable for their intended uses.
179. The assessment identifies that appropriate and sufficient screens/barriers/canopies are required to mitigate winds to the south-west podium area and that, with such measures installed, wind conditions everywhere around this podium are likely to become suitable for the intended use.

180. It is important to note that the efficacy of wind mitigation devices cannot be predicted by means of a qualitative desk-based study and that to demonstrate that such devices mitigate the wind conditions as predicted, quantitative testing (i.e. by model-scale wind tunnel testing) needs to be undertaken. The applicant has appointed BRE to undertake model-scale wind tunnel testing, with the reporting of that testing due to be submitted in late March. Thereafter the results, and any required conditions or S106 provisions, will be summarised within a written update.

Solar reflective glare

181. The tall buildings strategy within SPD Design (2015) requires proposals for tall buildings to not adversely affect the site's surrounds in terms of, inter alia, glare. The application has been submitted with a solar glare analysis report (prepared by Delva Patman Redler LLP).

182. The BRE Guidelines makes the following statement regarding the potential for reflected solar glare on a development:

“Glare or solar dazzle can occur when sunlight is reflected from a glazed facade or area of metal cladding. This can affect road users outside and the occupants of adjoining buildings. The problem can occur either when there are large areas of reflective tinted glass or cladding on the facade, or when there are areas of glass or cladding, which slope back so that high altitude sunlight can be reflected along the ground. Thus solar dazzle is only a long-term problem for some heavily glazed (or mirror clad) buildings. Photovoltaic panels tend to dazzle because they are designed to absorb light.”

183. The BRE Guidelines outline a brief methodology for evaluation of the scale of a solar glare issue: *“If it is likely that a building may cause solar dazzle, the exact scale of the problem should be evaluated...by identifying key locations such as road junctions and windows of nearby buildings, and working out the number of hours of the year that sunlight can be reflected to these points.”* Reflected solar glare (or “solar dazzle”) can only arise when all of the following conditions are met: (i) sky conditions are clear enough for the sun to be visible (ii) the facade material is sufficiently specular (reflective) at the viewing angle of the observer and (iii) the observer’s position and sun position are such that the observer can see a reflection of the sun in the building facade.

184. Solar glare assessments simulate the path of the sun for the entire year around a proposed development in order to establish the locations, times, duration and direction of solar reflections and identify where these may affect sensitive locations, with a particular focus on road users or railways.

185. There are no quantitative criteria within the BRE Guidelines regarding acceptable levels of solar glare. There is, however, research which suggests that the significance of a glare occurrence is largely dependent upon its angle from the line of sight and the relevance of this with respect to the human field of vision. Glare occurrences that could encroach on the foveal view (3° from the visual axis) are likely to cause significant visual impairment or distraction; lengthy occurrences within approximately 10° of the centre of the visual axis are potentially the most hazardous, would often be considered major and mitigation would be required.

186. Between 10° and 30° corresponds to Near Periphery field of view and therefore where glare occurs between these angles, the impact would be considered minor or moderate depending upon the location and use of the adjacent sensitive receptor and the period of time the glare occurs for. An angle of greater than 30° corresponds to the Far Periphery field of view and

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therefore the risk of reflective solar glare causing a hazard is reduced. As such, the impact would be considered to be of very minor significance.

187. Key viewpoints are generally considered to be relevant adjacent local traffic junctions and sections of road likely to be affected due to their orientation and direction of traffic flow in relation to the site. At selected sensitive locations a test point is positioned, and potential glare field of view images are produced to provide a 'snapshot' representing a typical viewer's field of vision, and the angle of the reflection from the line of view. The results are summarised as follows:

Test point	Location	Distance from site	Impact
1	Goldsworth Road Approaching Pedestrian Crossing (travelling east)	approx. 58m	Very minor adverse highly localised, short term (albeit periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 62 minutes at intermittent intervals covering a period between Midday through to around 4pm from January to April and again from August through to December. Taking into account weather data solar dazzle is predicted for 1,178 minutes per year and never for more than 62 minutes for any isolated occasion. None of these effects are within 10° and in fact all of these effects are beyond 45°, thus limiting the sensitivity of these potential instances of glare on road users.			
2	Goldsworth Road Approaching roundabout (travelling east)	approx. 30m	Very minor adverse highly localised, short term (albeit periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 60 minutes at intermittent intervals covering a period from 11am through to 6pm throughout the year. Taking into account weather data solar dazzle is predicted for 1,492 minutes per year and never for more than 62 minutes for any isolated occasion. None of these effects are within 10° and in fact all of these effects are beyond 30°, thus limiting the sensitivity of these potential instances of glare on road users.			
3	Church Street West (travelling west)	approx. 100m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 14 minutes at intermittent intervals covering a period between Midday through to around 6pm to 7pm March through to May and again from late July through to September. Taking into account weather data solar dazzle is predicted for 92 minutes per year and never for more than 6 minutes for any isolated occasion. None of these effects are within 10°, with only very limited effects at around 15° spreading out to around 50°, thus limiting the sensitivity of these potential instances of glare on road users.			
4	Forge End entering roundabout (travelling south)	approx. 65m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 28 minutes at intermittent intervals covering a period between 5am to 7am and then again around 3pm to 4pm March through to September. Taking into account weather data solar dazzle is predicted for 586 minutes per year and never for more than 6 minutes for any isolated occasion. None of these effects are within 10°, with only very limited effects at around 30° spreading out to around 85°, thus limiting the sensitivity of these potential instances of glare on road users.			
5	Victoria Way (turning south around the corner of Debenhams)	approx. 171m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 16 minutes at intermittent intervals covering two separate periods between 6am and 9am February through to			

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April and again from August through to early November. Taking into account weather data solar dazzle is predicted to be 56 minutes per year and never for more than 6 minutes for any isolated occasion. Only a very short period of effects are within 10°, with all remaining effects extending out to 40°, thus limiting the sensitivity of these potential instances of glare on road users.			
6	Goldsworth Road entering roundabout (travelling east) (i.e. Morrison's roundabout)	approx. 228m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 28 minutes at intermittent intervals covering two separate periods between 2pm and 6pm January, March, September, November and December. Taking into account weather data solar dazzle is predicted for 204 minutes per year and never for more than 6 minutes for any isolated occasion. None of these effects are within 10°, with only very limited effects at around 15° spreading out to around 30°, thus limiting the sensitivity of these potential instances of glare on road users.			
7	Poole Road turning corner to head north towards junction	approx. 123m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 70 minutes at intermittent intervals covering two separate periods briefly around 6am and then again around Midday through to 5pm across the year apart from June. Taking into account weather data solar dazzle is predicted for 678 minutes per year and never for more than 6 minutes for any isolated occasion. None of these effects are within 10°, with only very limited effects at around 20° spreading out to around 50°, thus limiting the sensitivity of these potential instances of glare on road users.			
8	Poole Road turning east onto Goldsworth Road	approx. 63m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 80 minutes at intermittent intervals covering two separate periods briefly around 11am and again between 1pm to 5pm across the year apart from June. Taking into account weather data solar dazzle is predicted for 2,356 minutes per year and never for more than 6 minutes for any isolated occasion. Only a very short period of effects are within 10°, and with all remaining effects extending out to almost 80°, thus limiting the sensitivity of these potential instances of glare on road users.			

188. It is possible that reflected solar glare from the proposed development would be experienced at locations and distances different from the key test points assessed within the submitted report, albeit at distances further from the proposed development the duration of reflected solar glare would be both shorter and the effects more benign. The key test points assessed are considered a robust selection of relevant adjacent local traffic junctions and sections of road likely to be affected due to their orientation and direction of traffic flow in relation to the site.

189. The technical analysis within the report demonstrates that for the vast majority of the year there would be a largely negligible solar glare effect. As with any tall building some reflected solar glare is likely to be unavoidable at certain times of the day, assuming that there are clear skies at these times to enable the sun to reflect off the building facades. However the technical analysis demonstrates that such potential effects would be highly localised, short term effects of minor adverse significance and therefore would not be detrimental to the safe movement of road traffic.

Contamination

190. Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by, inter alia, remediating contaminated land, where appropriate. Paragraphs 178 - 179 (inclusive) of the NPPF relate to, inter alia, land

contamination and advise that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from, inter alia, land contamination, that, after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990, that adequate site investigation information, prepared by a competent person, is available to inform these assessments and that where a site is affected by, inter alia, contamination issues, responsibility for securing a safe development rests with the developer and/or landowner.

191. Policy DM8 states that proposals for new development should demonstrate that any existing contamination will be addressed by appropriate mitigation measures, to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area, that the proposed development will not cause the land or groundwater to become contaminated, to the detriment of future use or restoration of the site or so that it would cause unacceptable risk of pollution in the surrounding area and that adequate site investigation information should be provided with development proposals, including the site's history, potential contamination sources, pathways and receptors, and where appropriate, physical investigation, chemical testing, and a risk assessment to cover ground gas and groundwater.
192. The application has been submitted with an environmental desk study and preliminary risk assessment report (prepared by Apple Environmental) which states that there is some potential for residual ground contamination at the site due to former on-site activities, including the demolition of previous structures (i.e. 1980s and 1990s era demolitions) and the deposition of made-ground. The report recommends that intrusive soil sampling be undertaken across the site, from two depths at each location. The report also identifies that it will be necessary for the existing building structures to be surveyed for asbestos prior to demolition, and for any proposed imported soils to arrive as 'fit for purpose', as well as being independently analysed for contamination.
193. The Contaminated Land Officer has reviewed the application and raises no objection subject to recommended conditions to secure (i) site investigation proposal, (ii) site investigation and risk assessment, (iii) detailed remediation method statement, (iv) remediation validation report, (v) evidence that the building(s) were built post-2000 or an intrusive pre-demolition asbestos survey and (vi) measures to address any unexpected ground contamination. Subject to these recommended conditions (conditions 31 - 36 inclusive refer) the development would comply with Policy DM8 and the relevant provisions of the NPPF in respect of contamination.

Amenities of future occupiers

194. Paragraph 127 of the NPPF states that planning decisions should ensure that developments, inter alia, create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Space standards

195. Apartments would be provided across a single storey, with the exception of x4 duplex two bedroom apartments set across parts of 15th and 16th floor levels.
196. The following table shows the relevant ranges of gross internal floor areas (GIA), with all apartments exceeding the relevant minimum GIAs set out within the Technical housing standards – nationally described space standard (NDSS) (March 2015):

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Number of bedrooms (b)	Number of bed spaces (persons)	Minimum GIA in scheme (sq.m)	Maximum GIA in scheme (sq.m)	NDSS Minimum (sq.m)	NDSS Compliant?
1b	1p	38 (shr) 39 (bath)	48.1 (shr) 42.3 (bath)	37(shr) 39 (bath)	Yes Yes
1b	2p	50	59	50	Yes
2b	3p	61.1	69	61	Yes
2b	3p (duplex)	72	72	70	Yes
2b	4p	70	76	70	Yes
2b	4p (duplex)	90	90	79	Yes

* Note: Shr = Shower

Outlook

197. New residential accommodation within the two 'shoulder' elements (fronting Church Street West) and the 5 storey element (fronting Vale Farm Road) would mutually face across the two intervening external amenity 'podiums'. A minimum separation distance of circa 30.5m would be achieved between the facing elevations of the 5 storey element and both 'shoulders', thus ensuring sufficient levels of privacy would be achieved. The 5 storey element would measure circa 13.0m in height above the 'podium' level, exceeding the separation distance (circa 30.5m) to the 'shoulder' elements and ensuring that no harmful overbearing effect would arise, and that good levels of outlook would be provided to, future occupiers of both 'shoulder' elements in this respect. The height above 'podium' level of the 8 storey 'shoulder' element would measure circa 26.5m, thus less than the retained separation distance (circa 30.5m), ensuring that no harmful overbearing effect would arise, and that good levels of outlook would be provided to, future occupiers of the 5 storey element in this respect. Whilst the vertical facing height of the taller 'shoulder' element would exceed the circa 30.5m separation distance to the 5 storey element it would not do so significantly and its uppermost two storeys would be set in, thus reducing the impact of this element upon future occupiers of the 5 storey element; these combined factors would ensure that no harmful overbearing effect would arise, and that good levels of outlook would be provided to future occupiers of the 5 storey element in this respect.
198. In respect of the new residential accommodation facing towards the site boundaries these units would all do so at upper ground floor level or above such that good levels of outlook would be provided to all habitable rooms; whilst outlook at lower levels (i.e. upper ground floor and first floor levels) would be more restricted than at more upper levels none of the surrounding buildings are so close, and so high, such that acceptable levels of outlook would be achieved, particularly given the largely Woking Town Centre location of the site.

Daylight

199. The Building Research Establishment (BRE) Guidelines 'Site Layout Planning for Daylight and Sunlight 2011: A Guide to Good Practice' recognise the importance of receiving adequate daylight within new residential accommodation and are intended to be read in conjunction with the British Standard, BS 8206-2: 2008 Lighting for Buildings Part 2: Code of Practice for Daylighting (BS 8206-2). It must also be noted that paragraph 123c of the NPPF states that local planning authorities "*should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this framework*" and that "*in this context, 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.*"

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200. The Average Daylight Factor (ADF) calculates the average illuminance within habitable rooms and is the most detailed of the daylight calculations because it takes into account multiple factors, including not just the physical nature/use of the space behind the window, but also the window transmittance and internal surface reflectivity. The ADF value determines the level of interior illumination that can be compared with BS 8206-2, recommending minimum values of:

- Kitchens 2.0%
- Living rooms 1.5%
- Bedrooms 1.0%

201. The Daylight and Sunlight report assesses proposed habitable rooms at upper ground, first, second and third floor levels, with results as below (table extracted from report):

Floor level	Total number of rooms tested	Number of rooms meeting ADF guidelines	Number of rooms below ADF guidelines
Upper ground	48	48	0
First	64	64	0
Second	64	64	0
Third	73	73	0
Total	240	240	0

202. The report demonstrates that 100% (i.e. 240 out of the 240) of the proposed habitable rooms assessed would satisfy the BRE guidelines for ADF. Whilst corresponding rooms above third floor level have not been tested these will clearly will receive improved levels, compared to those tested at upper ground to third floor levels, of ADF given their elevated positions and thus will fully satisfy the BRE Guidelines for ADF, resulting in a total of 560 habitable complying with the BRE Guidelines for ADF.

203. The No-Sky Line (NSL) shows the extent of light penetration into the room at working plane level, (i.e. 850mm above floor level). If a substantial part of the room falls behind the NSL, the distribution of light within the room may look poor. The NSL assessment demonstrates that 88.75% (i.e. 213 out of the 240) of the habitable rooms assessed between upper ground to third floor levels (incl.) would meet or exceed the NSL BRE Guidelines. Whilst a total of 27 habitable rooms within the lowest four residential floors will infringe the NSL criteria in all these cases more than 50% of the room will benefit from good daylight penetration. It must be borne in mind that the NSL test relates to daylight penetration into the room and therefore, often also includes circulation/storage space at the rear of the room. Daylight penetration is most important towards the first half of a room, closest to the window, as this is usually the principal area where the expectation for daylight will be highest. Furthermore above third floor level all habitable rooms will comply; there is a total of 560 habitable rooms within the building and therefore the overall NSL compliance rate would be 95.2%.

204. Overall the proposed development will achieve 100% compliance of the primary ADF assessment criteria for new habitable rooms and over 95% compliance of the supporting NSL assessment criteria. It is thus clear that the very great majority of habitable rooms would benefit from excellent daylight levels and that the provision of daylight overall is of a high standard, particularly having regard to the largely Woking Town Centre location of the site.

205. The assessment also addresses the effect of cumulative schemes (i.e. the replacement red car park and the resolved to grant (subject to S106) scheme at Nos.20-32 Goldsworth Road) upon the daylighting amenity of the proposed development, demonstrating that 235 (i.e. 97.91%) of the 240 habitable rooms assessed (at the lowest four residential levels) would

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satisfy the primary ADF guidelines and 208 (i.e. 86.66%) of the 240 habitable rooms assessed (at the lowest four residential levels) would satisfy the NSL guidelines (daylight distribution), thus demonstrating that there will only be minimal additional impact on daylighting amenity and that these cumulative schemes do not unduly compromise the daylighting amenity of the proposed development.

Amenity spaces

206. In terms of amenity space SPD Outlook, Amenity, Privacy and Daylight (2008) does not form part of the Development Plan although it provides guidance on how Policy CS21 could be applied. SPD Outlook, Amenity, Privacy and Daylight (2008) states that:

“dwellings specifically designed not to be used for family accommodation do not require any specific area to be set aside for each as private amenity space. This would apply to one and two bedroom flats and any other forms of dwelling less than 65sq.m. floorspace together with specified forms of non-family tenure...however, all forms of dwelling should seek to incorporate some modest private sunlit area...at higher levels, particularly in the case of flats, a simple terrace or balcony might be incorporated”.

207. SPD Outlook, Amenity, Privacy and Daylight (2008) also states that:

“in the most dense urban locations of Woking Town Centre...where multi storey developments including flats, duplex apartments and townhouses are intended for family accommodation (for this purpose all flats or duplex apartments with two bedrooms or more and exceeding 65 sq.m. gross floor space) alternative forms of on-site amenity provision may be permitted in lieu of a conventional private garden...use of a communal amenity space or, where it is safe to do so, a suitable area of landscaped roof garden or terrace, may be acceptable for this purpose if it provides an equivalent area of amenity value”.

208. Private amenity space, in the form of either a winter garden, a private balcony, a roof terrace or a private area located at the edge of the podium or a roof terrace would be provided to x235 of the x243 proposed apartments (i.e. to 96.7% of all apartments). The apartments which would not benefit from private amenity space are as follows:

- P11 at 8th and 9th floor levels (1b1p - 40 sq.m) (x2 apartments)
- P12 at 8th and 9th floor levels (1b1p - 42 sq.m) (x2 apartments)
- P3 at 12th floor level (1b1p - 40 sq.m) (x1 apartment)
- P2 at 13th and 14th floor levels (2b4p - 70 sq.m) (x2 apartments)
- P2 at 15th floor level (2b3p - 62 sq.m) (x1 apartment)

209. It is material that, with the exception of apartment refs: P2 at 13th and 14th floor levels, these apartments are not intended for family accommodation; for this purpose, as per the SPD, all flats or duplex apartments with two bedrooms or more and exceeding 65 sq.m. gross floor space. In any case, as allowed by the SPD, occupiers of these two family accommodation apartments would (alongside occupiers of other apartments benefitting from private amenity space) have access to communal amenity space.

210. In addition to private amenity space being provided to 96.7% of the proposed apartments future occupiers would have use of the following external communal amenity spaces:

- Upper ground ('podium') - Fitness terrace (circa 320 sq.m) and petanque terrace (circa 376 sq.m)
- 4th floor - Sky park (circa 376 sq.m)

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- 6th floor - Outdoor yoga terrace (circa
- 8th floor - Wildlife terrace (circa 110 sq.m)
- 8th floor - Foliage terrace (circa 137 sq.m)
- 10th floor - Alfresco terrace (79 sq.m)
- 12th floor - Herb terrace (circa 132 sq.m)

211. The submission also provides landscaping plans and strategy of the external communal amenity spaces, showing these areas being able to accommodate a variety of potential amenity uses and how a high quality landscape design could be implemented to achieve high quality spaces.

212. The BRE Guidelines acknowledge that sunlight in to external amenity spaces is important, recommending that at least half of the area in question should receive at least 2 hours of sunlight on 21st March, as this date represents average annual conditions and therefore sunlight amenity is expected to increase after this point, to a maximum on the summer solstice (21st June). The applicant has therefore undertaken overshadowing assessments for external amenity areas at ground floor and first floor levels. Whilst 21st March has been assessed by the applicant the submitted assessment sets out that the average temperate maximum temperature during March is 10°C, with inclement weather, which is not conducive to 'sitting out' in external amenity spaces, which are predominantly used in the summer months which are much more conducive to outdoor activities. The following tables show the results of these assessments:

213. The daylight and sunlight report demonstrates that, with the exception of the 'podium' level petanque terrace, all external community amenity spaces would receive more than 2 hours of direct sunlight on 21 March and, as such, that a very good level of sunlit amenity would be provided to these spaces. Whilst the 'podium' level petanque terrace would fall below the 50% BRE recommendation this area would nonetheless provide valuable external amenity space for future occupiers who would still have access to good levels of sunlight on the alternative 'podium' and roof terraces

214. Taking into account the largely Woking Town Centre location of the site, and that the scheme would provide flatted development, the overall approach to external amenity space provision is considered to be of a good standard and acceptable.

Transport and accessibility

215. The NPPF promotes sustainable transport (Section 9), stating that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 108 of the NPPF states that decisions should take account of whether:

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

216. Paragraph 109 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

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217. Paragraph 111 of the NPPF 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 reflected within Policy CS18.

218. Policy CS18 states that the Council is committed to developing a well-integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities, and minimises impacts on biodiversity and that this will be achieved by, inter alia:

- *Locating most new development in the main urban areas, served by a range of sustainable transport modes, such as public transport, walking and cycling to minimise the need to travel and distance travelled.*
- *Ensuring development proposals provide appropriate infrastructure measures to mitigate the adverse effects of development traffic and other environmental and safety impacts (direct or cumulative). Transport Assessments will be required for development proposals, where relevant, to fully assess the impacts of development and identify appropriate mitigation measures. Developer contributions will be secured to implement transport mitigation schemes.*
- *Requiring development proposals that generate significant traffic or have significant impact on the Strategic Road Network to be accompanied by a travel plan, clearly setting out how the travel needs of occupiers and visitors will be managed in a sustainable manner.*
- *Implementing maximum car parking standards for all types of non-residential development, including consideration of zero parking in Woking Town Centre, providing it does not create new or exacerbate existing on-street car parking problems. Minimum standards will be set for residential development. However, in applying these standards, the Council will seek to ensure that this will not undermine the overall sustainability objectives of the Core Strategy, including the effects on highway safety. If necessary, the Council will consider managing the demand and supply of parking in order to control congestion and encourage use of sustainable transport.*

219. The reasoned justification text to Policy CS18 states:

“The main urban centres offer a wide range of retail, employment and community services. It is in these areas where public transport interchanges and walking and cycling networks are readily available. By concentrating development in the main urban centres, the amount and length of journeys can be minimised, particularly by private car, as the needs of the population can be met by the services and facilities around them, and use of sustainable transport modes can be maximised. This will lead to a reduction in energy consumption, efficient use of public transport, lower transport carbon emissions and an overall improvement in the well-being of the population due to the health benefits of walking and cycling and increased social inclusion.”

220. The reasoned justification text to Policy CS18 further states that:

“Woking Rail Station provides a fast and frequent service to London, intra-regional and local rail services and is an interchange for the Railair coach service to London Heathrow Airport. Woking as a transport hub has a direct linkage to the economic viability and vitality of the town centre and rest of the borough. The rail station is a

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focus for providing an integrated transport interchange to influence a shift in behaviour to non-car modes of travel. Works to improve capacity at Woking Rail Station are included in the Infrastructure Delivery Plan.”

221. The application has been submitted with a Transport Assessment (TA) and Residential Travel Plan (RTP), both prepared by Mode Transport Planning.

Pedestrian and vehicular access / local highway network

222. The site is located towards the western edge of Woking Town Centre and incorporates the office buildings of Church Gate and Premier House and Nos.28-37 Vale Farm Road (incl.). Church Gate is currently accessed by vehicles via an under-croft access from Church Street West which leads to a rear car park. Premier House is accessed via an existing access drive from Church Street West, which is shared with the adjacent office at building at Nos.21-25 Church Street West. Pedestrian access for both Church Gate and Premier House is from Church Street West. Nos.28-37 Vale Farm Road are accessed both by vehicles and pedestrians via Vale Farm Road and Oak's Road, which join with Goldsworth Road at a 4-arm roundabout and priority junction respectively.

223. Working in partnership Surrey County Council and Woking Borough Council have commenced works on Woking's Integrated Transport Project (WITP) for Woking Town Centre, phase 4 of which includes proposed amendments / improvements to the local highway network in the vicinity of the site, along Church Street West, as follows:

- Build out and reduce the eastern end of Church Street West to one lane north-east bound towards Victoria Way;
- A new bus stop and associated layby, adjacent to Nos.21-25 Church Street West;
- New uncontrolled tactile paving crossing points along the north-western side of Church Street West; and,
- New traffic signals (right turn only) and signalised pedestrian crossing at the junction with Victoria Way.

224. The TA considers collision data in respect of the local highway network surrounding the site for the most recent five-year period (between 01.11.2015 and 31.10.2020) and concludes that there are not any unusual patterns or trends of recorded collisions observed within the study area and therefore no inherent highway safety issues exist on the local highway network surrounding the site which would likely be exacerbated by the proposed development. The TA also notes that no accidents were recorded at, or within, the immediate location of the main vehicular access from Church Street West which will serve the proposed development.

225. The main vehicular access point will utilise the existing access from Church Street West between Premier House and Nos. 21-25 Church Street West; this access is to be widened to circa 5.5 metres to allow vehicles to efficiently and safely pass each other. A secondary vehicular access from Vale Farm Road will also be provided at the existing turning head, with access also provided from Vale Farm Road to the x11 external car parking spaces.

226. Church Street West will provide pedestrian access with Vale Farm Road also providing pedestrian access. There are circa 2.0 - 2.5 metre wide footways along Church Street West, which will be maintained and enhanced. Phase 4 of the WITP will offer further public realm improvements, including wider/more attractive pedestrian facilities along the northern side of the Church Street West carriageway. Footways will be improved eastbound towards Woking Town Centre, including the provision of a new bus stop and layby facility; further enhancing the sustainable location of the site.

Walking and cycling

227. Walking is the most sustainable mode of transport. There are high quality pedestrian facilities within the vicinity of the site and throughout Woking Town Centre. Footways on Church Street West, Goldsworth Road and Victoria Way provide easy and convenient walking routes towards Woking Town Centre, Woking railway station and local bus stops. Many of the streets within Woking Town Centre are pedestrianised and have been subject to recent significant enhancements, which has contributed to the provision of a high quality local environment for pedestrians.
228. Cycling is also a highly sustainable mode of travel and has been seen as an increasingly important mode of travel, especially for commuting journeys, and has the scope to be used to undertake shorter-distance journeys otherwise undertaken by public transport or by car. There are recommended, advisory and signed cycle routes within the vicinity of the site; on Church Street West, Goldsworth Road, Poole Road, Commercial Way and Kingsway. Furthermore, separate cycle lanes are shown within Surrey CC's interactive 'Cycle Infrastructure Map' as routing along Victoria Way and the High Street to the east of the site; both of these lanes form a part of the National Cycle Network (NCN) Route 223 which links Woking to Guildford to the south and the settlements of Weybridge and Chertsey to the north-east.
229. The indicative 'Woking Walking & Cycling' map, published by Travel Smart in Surrey, recommends Brewery Road, the A3046, Horsell Moor, Goldsworth Road, Poole Road, High Street, The Broadway, Church Street East, and Chertsey Road as being safe and accessible routes for cyclists; these cycle routes provide good connections to facilities and amenities that are located throughout Woking Town Centre and the surrounding area. An off-road cycle path is routed along the Saturn Trail canal towpath which has a northeast-southwest alignment to the north of the site and town centre; the route is on the NCN Route 221 and offers links to Brookwood to the south-west and Sheerwater to the north-east.
230. Literature published by Sustrans suggests that whilst definition of an acceptable cycle distance cannot be fixed, an approximate and sound guide for a comfortable cycling distance could be up to 5 miles (about 8 kilometres) over a half-hour period, which links with recommended minimum amounts of adult physical activity of five thirty-minute units weekly. A cycle catchment threshold of five kilometres extends westwards to include Horsell and Knaphill and north-east to West Byfleet. At eight kilometres the catchment would run through to Weybridge to the north-east and Guildford to the south. It is therefore feasible for cycling to and from the site to be undertaken from within a wide catchment area and for a number of different trip purposes.
231. The TA sets out that the multi-modal percentages from 2011 Census Method of Travel to Work data for the Woking Town Centre Output Area have been applied to the residential vehicle trip rates from the TRICS assessment to generate a multi-modal trip assessment for the proposed development:

Mode	Mode split (%)	2-Way Development Trips	
		AM Peak (08:00 - 09:00 hrs)	PM Peak (17:00 - 18:00 hrs)
Cycle	2%	3	3
Walk	17%	22	28
Rail ('linked')	31%	40	51
Bus ('linked')	2%	3	3

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232. Therefore it is estimated that the proposed development would result in the generation of an additional walking trip circa every 3 minutes in the AM peak, and circa every 2 minutes in the PM peak, and the generation of an additional cycle trip circa every 20 minutes in both the AM and PM peaks.
233. Including 'linked trips' (i.e. to/from nearby rail and bus services), and assuming a 'worst case' scenario that all such 'linked trips' were started/ended by foot, the proposed development would result in the generation of an additional walking trip just less than circa every 1 minute in both the AM and PM peaks; not all of these trips would move in the same direction. Including 'linked trips' (i.e. to/from nearby rail and bus services), and assuming a 'worst case' scenario that all such 'linked trips' to/from rail and bus services were started/ended by cycle, the proposed development would result in the generation of an additional cycle trip circa every 1.5 minutes in the AM peak and circa every 1 minute in the PM peak; again, not all of these trips would move in the same direction. The surrounding high quality pedestrian and cycle network would have ample capacity to accommodate these additional pedestrian and cyclist flows and maintain a high level of service.

Proximity to local facilities and amenities

234. There are a number of local facilities and amenities in and around Woking Town Centre within close proximity to the site that can be easily accessed by walking, cycling or public transport. The following table - extracted from the TA - demonstrates that a number of facilities and amenities are within a 20-minute walk and 10-minute cycle of the site:

Facility	Walking time (mins)	Cycle time (mins)
Woking Library	6	4
Post Office (Commercial Way)	6	5
The Peacocks / Wolsey Place Shopping Centres	4	3
Lion Retail Park	23	7
Sainsbury's Supermarket (Wolsey Place)	4	3
Morrison's Supermarket	9	3
Asda Supermarket (Lion Retail Park)	24	8
Woking Community Hospital	10	4
Pure Gym (Horsell)	13	6
Woking Leisure Centre	16	6
Woking Park	17	6
The Park School	16	6
St. Dunstan's Primary School	20	7
St. Andrews School (Horsell)	21	7
Goldsworth Primary School	11	4
Horsell Junior School	23	8
Sythwood Primary School	28	8
Woking High School	23	8

235. The preceding clearly supports the scope of the site to reduce the dependency on travel by the private car for a number of journey purposes. It is evident that a large number of key facilities are accessible from the site through non-car modes, being accessible in the first instance by foot and not requiring the additional use of local public transport or private car, with all of these also accessible within a practical cycle journey
236. For the purpose of commuting, which is the key travel purpose particularly during peak periods, the 'acceptable' walking distance, as guided by the Chartered Institute of Highways and Transportation (CIHT), is defined as 1 kilometre, which incorporates the full extent of Woking Town Centre, with its retail and leisure opportunities, as well as Woking railway station and the High Street link road bus stops.

Rail

237. Woking railway station is located an approximate 7-minute walk (circa 550 metres) to the east of the site, within the 800 metre 'acceptable' walking distance to railway stations, as recommended by the Chartered Institute of Highways and Transportation (CIHT) Woking station is located on the South Western Main Line, thereby serving destinations such as Winchester, Southampton, Bournemouth, Poole and Weymouth. Woking station is also served by a number of rail services on the Portsmouth Direct Line, Alton Line and West of England Main Line offering routes to Guildford, Portsmouth, Alton, Andover, Salisbury and Exeter.
238. There are typically fourteen rail services per hour between London Waterloo (average journey time between 25 - 30 minutes) and a number of population centres running through Woking railway station; including Guildford (average journey time 10 minutes), Basingstoke (average journey time 30 minutes), Portsmouth and Southampton.
239. The TA sets out that the multi-modal percentages from 2011 Census Method of Travel to Work data for the Woking Town Centre Output Area have been applied to the residential vehicle trip rates from the TRICS assessment to generate a multi-modal trip assessment for the proposed development:

Mode	Mode split (%)	2-Way Development Trips	
		AM Peak (08:00 - 09:00 hrs)	PM Peak (17:00 - 18:00 hrs)
Rail	31%	40	51

240. The TA identifies that between 40-51 rail movements would occur during each peak hour. Assuming a single direction of travel for each of the residential originator trips (i.e. outbound from Woking during the AM peak and inbound into Woking during the PM peak), and assuming travel to/from London only, as an average across the range of services there would be no more than a further 3 - 4 persons per service in the busiest direction each hour. It should be noted that the preceding represents a 'worst case' scenario in that the projected additional rail trips, whilst likely to be predominantly outbound during the AM peak and inbound during the PM peak, could be distributed across those services running through Woking to alternative key centres to the south and west, which would lessen the impact on the range of rail services running to and from London. Network Rail, and South Western, have been consulted and raised no concerns in respect of rail network capacity.

Bus

241. The nearest bus stops to the site are located on the new High Street link road outside Victoria Place; an approximate 3-minute walk (circa 260 metres) from the site, with these stops being frequently served by numerous routes to various destinations including Guildford, Knaphill, Chobham, Weybridge and Staines. These stops are within the CIHT's recommended walking distance to a bus stop. The TA identifies that further bus stops and additional services are accessed throughout Woking Town Centre, all being located within an approximate 5 to 10-minute walk (circa 400-800 metres) of the site. There are nine regular routes contributing to fifteen buses each hour both heading into and out of Woking Town Centre, and, with a couple of these services operating as through routes, the cumulative hourly frequency is eighteen services in each direction.
242. The TA sets out that the multi-modal percentages from 2011 Census Method of Travel to Work data for the Woking Town Centre Output Area have been applied to the residential

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vehicle trip rates from the TRICS assessment to generate a multi-modal trip assessment for the proposed development:

Mode	Mode split (%)	2-Way Development Trips	
		AM Peak (08:00 - 09:00 hrs)	PM Peak (17:00 - 18:00 hrs)
Bus	2%	3	3

243. Assuming a wholly outbound direction of travel in the AM peak and wholly inbound direction of travel in the PM peak the additional 3 bus movements in each peak hour would be readily accommodated on the existing bus services.

Car parking (residential)

244. SPD Parking Standards (2018) does not form part of the Development Plan for the Borough although its purpose is to act as guidance on how Policy CS18, concerning transport and accessibility, could be applied. SPD Parking Standards (2018) sets out the following minimum on-site residential parking standards:

Number of bedrooms	Vehicle parking spaces per flat, apartment or maisonette (i)	Number of flats, apartments or maisonettes in proposal (ii)	Overall vehicle parking standard (ie. i x ii)
1 bedroom	0.5	171	85.5
2 bedroom	1	72	72
Total		243	157.5

245. Applying the minimum on-site parking standards the proposed development would need to provide x157.5 parking spaces. The proposed development would provide the following number of on-site parking spaces for cars and cycles:

Type of vehicle	Number of spaces
Cars	68 (incl. disability spaces)
Disability spaces	4
Cycle spaces	243

246. The proposed development represents a provision of approximately 43% compared to the minimum car parking standards. However SPD Parking Standards (2018) is clear about the circumstances where development falling below the minimum parking standards could be appropriate, namely within Woking Town Centre. Furthermore both Policy CS18 and SPD Parking Standards (2018) acknowledge that the application of the parking standards should be balanced against the overall sustainability objectives of the Woking Core Strategy (2012).

247. It is acknowledged that the site does not fall wholly within the Woking Town Centre boundary, as it is defined by the Proposals Map. However it is nonetheless the case that 68.72% (i.e. x167) of the x243 proposed dwellings would fall within the Woking Town Centre boundary and that the remainder (i.e. 31.28% or x76 dwellings) would be located immediately adjacent to the Woking Town Centre boundary. It is also highly material that x64 (i.e. 26.3%) of the proposed dwellings would be accessed via the lift/stair core entered via the reception area fronting Vale Farm Road, which falls outside of the Woking Town Centre boundary. Whilst it is the case that a total of x76 of the proposed dwellings would fall outside of the Woking Town Centre boundary x12 of those dwellings would nonetheless be

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accessed via the lift/stair core fronting Church Street West, which falls within the Woking Town Centre boundary, notwithstanding that the dwellings themselves would fall outside of the Woking Town Centre boundary. In respect of residential car parking it is therefore considered appropriate, in this seemingly unique scenario, to consider the minimum parking requirement which would be exerted by the x64 proposed dwellings which would be accessed from the lift/stair core on Vale Farm Road (i.e. from outside of the Woking Town Centre boundary):

Number of bedrooms	Vehicle parking spaces per flat, apartment or maisonette (i)	Number of flats, apartments or maisonettes in proposal (ii)	Overall vehicle parking standard (ie. i x ii)
1 bedroom	0.5	40	20
2 bedroom	1	24	24
Total		64	44

248. The minimum parking standard for those x64 dwellings accessed from the Vale Farm Road lift/stair core would be x44 spaces, as set out in the preceding table. The proposal would provide a total of x68 parking spaces, therefore exceeding the minimum parking standard for those dwellings accessed from the Vale Farm Road lift/stair core, by x20 spaces. It is acknowledged that, in reality, the residential parking would not be allocated to the dwellings in this manner but this assessment rationale seeks to demonstrate that the residential parking provision would meet the SPD minimum standards in the event spaces were to be allocated in this manner.
249. Given the accessibility of the site, not only in terms of the range of sustainable travel modes (i.e. walking, cycling, bus, rail) which would be available to future residential occupiers to travel to and from the local area but also in terms of the range of local amenities which can be accessed practically primarily on foot given the Woking Town Centre, and Woking Town Centre edge location, the scope to both provide on-site car parking below the minimum levels set out within SPD Parking Standards (2018), and within this reduced-level parking provide appropriate accessible parking, is appropriate. A constrained level of parking in highly sustainable locations such as this is supported by national and local policy which promote sustainable travel and a shift away from the use of the private car.
250. The residential element of the proposed development would be supported by a comprehensive Travel Plan which would include significant additional measures, not only to encourage non-car modes of travel but to promote more sustainable use of the car with the provision of up to x2 car club vehicles. Enterprise Car Club have provided a proposal to the applicant for this provision. Enterprise operate a car club scheme in Woking which is intended to provide a cheaper, greener and more convenient alternative to owning and using a private car. Within very close proximity of the site there is an existing car club vehicle currently available on-street outside No.32 Goldsworth Road. As part of the proposal, the applicant is proposing to facilitate and fund the provision of up to x2 car club vehicles and has also agreed to a clause in the S106 legal agreement which would secure funding to facilitate 2 year's free membership of Enterprise Car Club and £50 drive time, which will be provided to multiple residents at the same address and throughout the 2 year period. The provision of additional car club vehicles, and funding of 2 year's free membership for residents of the proposed development, would provide an attractive alternative to private car use and is considered an appropriate response to parking provision in a highly sustainable location in which the proposed development falls largely within the boundary of Woking Town Centre.

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251. Woking Town Centre and much of the surrounding built-up area is subject to a Controlled Parking Zone (CPZ), the effect of which is to prohibit or limit on-street parking. The 'core' of Woking Town Centre (CPZ Area 1) is restricted between 08:30 and 22:00 hrs from Monday to Sunday (incl.) whilst CPZ Area 3, within which the site is located, applies between 08:30 and 18:00 hrs from Monday to Saturday (incl.).
252. The constrained level of on-site car parking for residents and the restrictions imposed by the Woking CPZ represents a strong deterrent to car ownership within the CPZ area. Elsewhere, people living within a CPZ might be tempted to park their vehicles outside the restricted area and walk to/from their home. A helpful reference point for the distance over which this might apply is provided by the widely adopted 'Lambeth Council Parking Survey Guidance Note', often referred to as the 'Lambeth Methodology' which sets out that "*the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site.*"
253. The nearest points of exit from the CPZ Areas relative to the site are at the Goldsworth Road/Bridge Barn Lane junction, which lies approximately 740 metres to the west, and at the western section of Horsell Moor, which can be most directly accessed from the site via 'Step Bridge' over the Basingstoke Canal, resulting in a walking distance of approximately 590 metres each way. Clearly these distances are very substantially in excess of the distance that residents "*may want to park*" from their homes, according to the Lambeth Methodology, being approximately 740 metres, or 370%, in the case of the Goldsworth Road/Bridge Barn Lane junction) and approximately 590 metres, or 295%, in the case of the western section of Horsell Moor. It is recognised that CPZ Area 5 allows overnight/afternoon parking, but future residents would find it highly inconvenient to move their vehicles every weekday to avoid the restricted period (between 09:30 and 11:30 hrs). It is much more likely that residents who are highly reliant upon a private car would choose to live elsewhere, where on-site parking facilities are less constrained. It is also very highly material that the site is a circa 4-minute walk from the Peacocks / Wolsey Place Shopping Centres (including Sainsbury's Supermarket) and that a large Morrison's supermarket is located within a circa 470 metre walk.
254. Furthermore, within the environs of the site single yellow lines are present along Poole Road, between Butts Road and the Morrison's access road, except for one row of parking capable of accommodating circa four vehicles and several bus stands. At each side of the Butts Road junction, extending to the junction with Goldsworth Road, double yellow line restrictions are in operation. In addition to the yellow line parking restrictions, large areas of Poole Road and Cherry Street are covered by dropped kerb crossovers into the commercial uses, further restricting the ability to park. The single and double yellow lines enforce the CPZ Area 3 restrictions, ensuring that only permit holders can park in the designated bays between 08:30 and 18:00 hrs on Mondays to Saturdays (incl.).
255. Oaks Road and Goldsworth Road also provide limited parking opportunities for residents as both are subject to single yellow line restrictions to enforce CPZ Area 1 or 3 parking restrictions. This ensures that residents of the proposed development would not be able to park along these roads between 08:30 and 22:00 hrs Monday to Saturday (incl.), or 08:30 and 18:00 hrs Monday to Sunday (incl.) to the east of the Church Street West/Goldsworth Road mini-roundabout junction.
256. Along Oaks Road, resident permit holder parking bays are provided along the eastern side of the carriageway, providing space for circa eight vehicles. Goldsworth Road provides parking for circa fourteen vehicles in marked bays along the northern side of the carriageway, these bays being subject to a 3-hour parking limit for permit holders, voucher parking or pay and display parking. These restrictions limit the parking options for residents during daytime periods, with the exception of Sunday where the restrictions along Poole

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Road are not in operation. Some of the proposed flats are likely to be unoccupied during weekday periods, when residents go to work but, nevertheless, the presence of weekday and weekend parking restrictions represents a strong deterrent to car ownership.

257. SPD Parking Standards (2018) makes no reference to levels of residential car parking provision for those with registered mobility difficulties. In terms of schemes providing up to 200 spaces the number of accessible spaces is put forward at a rate of 5% of the total number of car parking spaces for employment land-uses and a rate of 6% for shopping, recreation and leisure land-uses. x4 disabled parking spaces (i.e. 5.8% of the x68 proposed spaces) would be provided, an appropriate level of provision.

Car parking (non-residential)

258. In terms of the non-residential (Class E) floorspace, which falls within the Woking Town Centre boundary, Policy CS18 states that maximum car parking standards will be implemented for all types of non-residential development, including consideration of zero parking in Woking Town Centre, providing it does not create new or exacerbate existing on-street car parking problems. SPD Parking Standards (2018) states that "*Woking Town Centre is a highly sustainable and accessible location with huge pressure on the demand for land. To ensure the efficient use of land in this area zero parking has been applied, in line with Core Strategy Policy CS18: Transport and accessibility*". It is considered, consistent with Policy CS18 and SPD Parking Standards (2018), that the car parking to be provided as part of the proposed development would best serve the residential component of the scheme given the small scale (circa 399 sq.m) and Woking Town Centre location of the non-residential (Class E) floorspace.

Electric vehicle (EV) charging points

259. SPD Climate Change (2014) identifies a minimum requirement of 5% of the total number of parking spaces to be supported by active electric vehicle charging points and a further 15% of the total to be supported by passive electric vehicle charging points, for "*flats and housing with communal facilities of 20 or more car parking spaces*". This level of provision would be provided and can be secured through condition (condition 14 refers).

Cycle parking (residential)

260. Policy CS18 states that:

"The Council is committed to developing a well-integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities, and minimises impacts on biodiversity. This will be achieved by taking the following steps:

Supporting proposals that deliver improvements and increased accessibility to cycle, pedestrian and public transport networks and interchange facilities..."

261. Cycle parking standards are set out within SPD Parking Standards (2018), which state the purpose of the guidance as being "*to set appropriate car and cycle parking standards for all forms of development to balance a wide set of aims*", including to "*influence a shift in behaviour towards sustainable modes of transport*" such as cycling.
262. SPD Parking Standards (2018) sets a minimum cycle parking standard of x2 spaces per dwelling but states that this applies to "*(family houses, up to 6 residents living as a single household, including households where care is provided)*" and does not refer to flats; provision should therefore be based on an individual assessment.

263. The majority of the proposed dwellings (i.e. x171, or 70.3%) would be one bedroom apartments; therefore it is not considered that applying a standard for family dwelling houses would be appropriate. The x243 cycle parking spaces proposed as part of the development would accommodate x1 cycle parking space per apartment and is considered to be sufficient, particularly given the Woking Town Centre/Woking Town Centre edge location of the site and that future residents will likely predominantly travel to work or local facilities on foot, or to public transport interchanges (i.e. bus, rail) for onward journeys. It is also material that, with a level of provision of x1 space for each one bedroom and two bedroom apartment, the provision of x243 residential cycle parking spaces complies with the minimum cycle parking levels set out within Surrey County Council's Vehicular and Cycle Parking Guidance (January 2018) as they relate to flats (in lieu of specific flat / apartment guidance with SPD Parking Standards (2018)). Residential cycle parking can be secured through condition (condition 12 refers).

Cycle parking (non-residential)

264. In terms of the non-residential (Class E) floorspace, which falls within the Woking Town Centre boundary, SPD Parking Standards (2018) notes that "town centre parking not necessarily required". No cycle parking would serve the non-residential floorspace to be provided as part of the proposed development. However given the small scale (circa 399 sq.m) and Woking Town Centre location of the non-residential (Class E) floorspace this is not considered inconsistent with Policy CS18 and SPD Parking Standards (2018).

Servicing

265. Policy DM16 states that:

"The Council will require servicing facilities to be well designed, built to accommodate the demands of new development and sensitively integrated into the development and the surrounding townscape and streetscape. In particular, servicing activities should not give rise to traffic congestion, conflict with pedestrians, or other road users, or be detrimental to residential amenity".

266. Policy DM16 continues with setting out how it is envisaged that this will be achieved, with the following appropriate to the proposed development:

- *require sufficient on-site servicing space to accommodate the number and type of vehicles likely to be generated and to ensure that this can take place without manoeuvring on the highway;*
- *require sufficient information for all sites with on-site servicing space that will control the hours of servicing, including detail on how vehicles will be managed, and controls on the types and sizes of vehicles to ensure they are appropriate to the local area and are environmentally acceptable;*
- *require on-site servicing space and entrances to be sensitive to the character and appearance of the building and wider townscape and streetscape.*

267. The TA sets out that refuse/recycling collection is anticipated to operate in a similar fashion to that which currently occurs for the existing office buildings from Church Street West; refuse vehicles will reverse up the shared access drive and bins will be presented from the bin storage area located on the eastern side of the ground floor layout The TA illustrates the

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swept path analysis of a refuse vehicle entering and exiting the access drive, as part of the servicing strategy from Church Street West.

268. The TA also illustrates the manoeuvrability of typical delivery service vehicles that can enter the access drive from Church Street West and sufficiently turn at the northern extent, using the turning head at the site's access, allowing for future resident's home deliveries to be undertaken off-street.
269. Vale Farm Road will also provide for both refuse/recycling servicing and typical home delivery service vehicles, utilising the existing turning head at this location; again the TA contains swept paths demonstrating the manoeuvrability of these respective vehicles.
270. Sufficient storage for refuse and recycling will be provided at ground floor level. Joint Waste Solutions are satisfied with the refuse/recycling bin store sizing and the location of the bin stores in respect of servicing for collection.

Vehicle trip generation

271. The TA forecasts vehicle trip rates for the proposed residential development, and also to represent the existing land use at the site, using data sourced from the TRICS database, as is standard industry practice. This data is contained in the following table:

	AM Peak (08:00 - 09:00 hrs)			PM Peak (17:00 - 18:00 hrs)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Existing Land Use						
Trip rate (per 100 sqm)	1.66	0.234	1.894	0.196	1.439	1.635
Trip generation (1,889 sq.m Office)	31	5	36	4	27	31
Proposed Development						
Trip rate (per dwelling)	0.058	0.167	0.225	0.184	0.106	0.290
Trip generation (243 dwellings)	14	42	56	46	26	72
Net Variation	-17	+37	+20	+42	-1	+41

272. As can be seen in the preceding table the proposed development is forecast to generate 20 additional two-way vehicle trips in the AM peak hour and 41 additional two-way vehicle trips in the PM peak hour, equivalent to one additional vehicle trip every 3 and circa every 1.5 minutes respectively, during the AM and PM peak hours. The TA considers this impact to be relatively low and negligible and therefore no further assessment of highway capacity is considered to be necessary. Surrey CC Highways have raised no concern with this assessment, as set out within the TA. It is also material that the existing land use trip rates set out within the TA do not include any vehicular trips associated with the x10 existing Vale Farm Road dwellings which would be demolished as part of the proposed development; the net variation assessment set out within the TA is therefore considered to be robust.
273. Whilst commercial space (Class E) does form part of the proposal the TA considers that the modest size (circa 413 sq.m) of this space will not generate a significant level of vehicular traffic because, given the highly sustainable location of the site, any external trips to/from the commercial space are anticipated to be generated by more sustainable modes of travel. Furthermore the TA anticipates that the majority of person trips generated by the circa 413 sq.m commercial space (to include ancillary business areas and café, located on the lower and upper ground floors) will linked with the overall development, with future residents likely

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to be the prevalent users of the commercial space areas. As such the TA considers no specific external traffic generation for the commercial space element. Again Surrey CC Highways have raised no concern with this assessment, which is considered to be sound.

HIF Recovery Strategy for Woking Town Centre

274. At the Council meeting of 13 February 2020 Woking Borough Council agreed the principle of charging a bespoke Section 106 tariff of £2,000 per dwelling on development sites in the town centre which are likely to benefit from the Housing Infrastructure Fund (HIF) scheme. For the application of the tariff to be defensible and to withstand any scrutiny if legally challenged, the Council intend to prepare a SPD to provide the policy basis for the day-to-day application of the tariff. The SPD will set out the amount to be charged per unit, how it will be calculated, how the amount will be secured and the action to be taken if the amount is not paid. Whilst preparing the SPD, the Council has published an interim guidance note (Housing Infrastructure Fund (HIF) Recovery strategy for Woking Town Centre: Section 106 tariff Guidance note) to encourage developers/applicants who are submitting planning applications prior to the completion of the SPD to pay the tariff.
275. In this instance the proposal would result in the provision of x167 dwellings within the Woking Town Centre boundary, as it is defined by the Proposals Map. The applicant has agreed to make a contribution of £2,000 per Woking Town Centre dwelling (i.e. 167 x £2,000), resulting in a HIF contribution of £334,000. This can be secured through S106 legal agreement.

Thames Basin Heaths Special Protection Area (TBH SPA)

276. The Thames Basin Heaths Special Protection Area (TBH SPA) has been identified as an internationally important site of nature conservation and has been given the highest degree of protection. Policy CS8 states that any proposal with potential significant impacts (alone or in combination with other relevant developments) on the TBH SPA will be subject to Habitats Regulations Assessment to determine the need for Appropriate Assessment. Following recent European Court of Justice rulings, a full and precise analysis of the measures capable of avoiding or reducing any significant effects on European sites must be carried out at an 'Appropriate Assessment' stage rather than taken into consideration at screening stage, for the purposes the Habitats Directive (as interpreted into English law by the Conservation of Habitats and Species Regulations 2017 (the "Habitat Regulations 2017")).
277. Policy CS8 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 of £135,432 in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy (April 2020 update) as a result of the uplift of x233 dwellings as set out within the following table. This would need to be secured through the S106 Legal Agreement and index linked - based on the RPI annual inflation - where planning permission is granted after indexation occurs during April 2021:

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Size of dwelling (bedrooms)	SAMM contribution per dwelling (i)	Number of dwellings in proposal (ii)	Overall SAMM contribution (ie. i x ii)
1 bedroom	£528	167	£88,176
2 bedroom	£716	66	£47,256
Total SAMM contribution			£135,432

278. Subject to securing the provision of the SAMM tariff (through a S106 Legal Agreement) 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 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.

Arboriculture

279. Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by, inter alia, recognising the benefits of trees and woodland. Policy CS21 states that proposals for new development should, inter alia, 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 CS24 states that development will be expected to, inter alia, protect and encourage the planting of new trees where it is relevant to do so. Policy DM2 provides a number of more detailed criteria necessary to maintain existing trees and landscaping and related features and secure new provision in development schemes.

280. Arboricultural information has been submitted with the application. No trees located adjacent to, or within the site are subject to Tree Preservation Order (TPO) or Conservation Area (CA) restrictions.

281. The following table provides a summary of those trees likely to be affected by the proposed development, and their relevant quality assessment categories. T represents an individual tree, G a group of trees, and G the partial removal of a group of trees:

Impact	Reason	Cat A – High Quality	Cat B – Moderate quality	Cat C – Low quality	Cat U -
Trees to be removed	To facilitate the development	-	T9, T18, T20	T8, G15, T16, H17, T22, T23, G26	T19, T21, T24, T25
Trees to be retained	Good practice	-	T1, T3, G7, T10, T11, T14, T27	T2, T4, T5, T6, T12, G13	-
Trees to be pruned	To facilitate the development	-	G7	NT6	-
	Good Arboricultural Management / General Maintenance	-	T3, G7, T10, T1, T14	T4, T12, G13,	-

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282. The majority of the trees scheduled for removal are low quality (i.e. Category C), such that their removal is not considered to represent a significant impact to public visual amenity.
283. Whilst there are 3 moderate quality (i.e. Category B) trees scheduled for removal (T9 - Field Maple, T18 - Yew and T20 - Sycamore) none are especially good representations of their respective species. Specialist tree protection measures, and specialist methods of excavation and construction inside Root Protection Areas (RPA) of retained trees, secured through a detailed Arboricultural Method Statement (AMS), would reduce the potential for retained trees to sustain damage to stem, canopy or Root Protection Area (RPA).
284. The Senior Arboricultural Officer comments that, in principal, the proposed development is acceptable in arboricultural terms, albeit they have raised a concern in respect of the impact on a group (2) of Scots Pine trees (G7) from a proposed footway beside the existing play area, which is to be refurbished. Nonetheless the Senior Arboricultural Officer is content that this concern would be capable of being satisfactorily addressed through the submission and approval of amended arboricultural information prior to commencement; this can be secured through condition (condition 26 refers).
285. Overall the approach to arboriculture, and new tree planting through proposed landscaping, is considered to be acceptable. The proposed development complies with Policies CS21 and CS24 of the Core Strategy (2012), Policy DM2 of the DM Policies DPD (2016) and the NPPF in respect of arboriculture.

Sustainable construction requirements, including connecting to the existing or proposed CHP network

286. Policy CS22 reflects the carbon reduction targets as (conditions 37 and 38 refer):

All new residential buildings should be 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

287. New non-residential floorspace within the proposed development would not exceed 1,000 sq.m or more (gross) floor space such that no BREEAM requirements are triggered.
288. SPD Climate Change (2013) provides more detailed guidance.
289. Policy CS22 also states that:

“All new development should consider the integration of CHP or other forms of low carbon district heating in the development. All new development in proximity of an existing or proposed CHP station or district heating network will be required to be connected to it unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved.

The evidence base sets out the locations in the Borough which have significant potential for CHP or other forms of low carbon district heating networks. Subject to technical feasibility and financial viability, all development within these zones will be required to be designed and constructed to enable connection to the future network”

290. Thamesway's new low carbon heat network directly passes the development site along Church Street West. At the time of writing, it is very close to completion with this section of the network due to be operational in Q2 of 2021. The site is within an area designated by the SPD Climate Change (2013) as a 'Potential' District Heat Area however as the new heat

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network is almost complete this area should be considered an 'Existing' District Heat Area, in order that Policy CS22 achieves its objective of supporting investment and use of decentralised energy infrastructure. This distinction means that compliance with Policy CS22 would require the proposed development to connect to the new heat network, rather than designing for a future connection.

291. The Energy Assessment Report submitted with the application considers the option of using an on-site CHP facility to provide heat and power to the development but dismisses this option as not being viable at this (small) scale. However, the limitations of on-site CHP do not apply to the town-centre scale district heat network. Connection to the town centre heat network that has recently been installed adjacent to the site will benefit the development by providing a heat supply with a lower carbon intensity than could be achieved through on-site generation. Efficiencies of scale, diversity across the heat network and flexible supply all contribute to delivery of efficient, low carbon affordable heat. Furthermore, as the applicant proposes the scheme will use a site-wide heat network to distribute heat and hot water to apartments there will be no technical barriers to connection to the District Heat network.
292. Thamesway have been consulted and comment that should the Local Planning Authority be minded to grant planning permission, it should be subject to condition that a connection to the new heat network is made, in line with the objectives of Policy CS22 and SPD Climate Change (2013). The applicant has agreed to this, which can be secured via condition (condition 39 refers).

Flooding and water management

293. Paragraphs 155-165 (inclusive) of the NPPF relate to planning and flood risk. Policy CS9 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.
294. The application has been submitted with a Flood Risk Assessment (FRA) and Drainage Strategy Report (both dated December 2020). The site is located entirely within Flood Zone 1 (low risk); in accordance with Policy CS9 and the NPPF all forms of development are suitable in Flood Zone 1. The site is also significant distances from Flood Zones 2 and 3 (medium and high risk); therefore no fluvial flood risk issues arise and a sequential test is not required in this instance. The FRA identifies that the site is considered to be at very low risk from groundwater, surface water and foul sewer flooding.
295. With regard to surface water drainage in accordance with the NPPF, and Policy CS9, local planning authorities should seek opportunities to reduce flood risk through the appropriate application of sustainable drainage systems (SuDS). A drainage strategy (SuDS) is proposed to ensure that the development does not increase flood risk to the site or elsewhere and, where practicable, reduces flood risk over the lifetime of the development. It should be noted that peak rainfall intensity is expected to increase as a result of climate change and, as such, storage calculations include a 40% increase in rainfall depths in accordance with current climate change guidance.
296. The existing surface water drainage system receives flow from all areas of the site and discharges to the Thames Water public sewers via three outfalls at peak rates of 34.92 l/s (to Vale Farm Road outfall) and 30.33 l/s and 26.61 l/s (to Church Street West outfalls) respectively. The proposed SuDS strategy is that drainage from green roofs, terraces, hardstanding areas, roads and green spaces will be collected beneath the car park slab on the ground floor. Surface water discharges from all areas of the proposed development will

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be collected in the new drainage system, with flows directed to the hydrobrake chamber which will limit surface water discharge from the site to 5 l/s maximum (and only to the Vale Farm Road outfall), representing a circa 95% reduction in peak stormwater discharge from the site to the public sewer. Immediately upstream of the hydrobrake chamber there will be a soakaway and an underground stormwater attenuation tank. In a severe storm event, when the soakaway is performing at full capacity, stormwater would be directed to the attenuation tank, which will have a connection at low level to the soakaway, to encourage stormwater to be discharged to ground (via the soakaway) in the first instance. The proposed SuDS system would accommodate a 1-in-100 year plus 40% climate change event. The surface water drainage strategy is sustainable and will ensure flood risk to neighbouring sites (from surface water) will not increase as a result.

297. The Council's Drainage and Flood Risk Team, who undertake the statutory consultee role (for relevant development types) of Lead Local Flood Authority (LLFA) within Woking Borough under local agreements with Surrey CC, has advised that the information submitted is compliant with Policy CS9, and the NPPF, and approval of the application is recommended on flooding and water management grounds subject to conditions (conditions 27 - 30 inclusive refer). The Environment Agency have made no comments.
298. In respect of foul water, Thames Water have been consulted and raise no objection to the proposed development in respect of the foul sewerage network capacity. 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.
299. Overall, subject to recommended conditions, the proposed development complies with Policy CS9, and the NPPF, in respect of flooding and water management.

Aviation

300. The application has been submitted with an Aviation Impact Assessment (dated January 2021) which identifies, inter alia, that:
- The proposed development lies beneath the Conical Surface of Fairoaks Airport, which is a sloped surface that increases in elevation with distance from the airport. The proposed development is clear of the conical surface by 23.24 metres. No physical safeguarding concerns from Fairoaks Airport are predicted.
 - The proposed development lies outside of any surfaces associated with Farnborough Airport and therefore no physical safeguarding concerns are predicted.
 - The proposed development will be in line-of-sight to the SSR at Heathrow; however, no operational effects are predicted in practice. This is because the radar is modern with numerous capabilities to minimise interference effects, and the proposed development facades are not large flat surfaces, which are the worst case in the context of producing a reflection of the signal. It is understood that NATS have confirmed that they have no concerns with the proposed development.
301. The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002) identifies two officially safeguarded aerodromes within 20km of the site; London Heathrow, which has been consulted and raise no objection, and Farnborough Airport, which has been consulted and have not provided comments. NATS Safeguarding have been consulted and raise no objection. Fairoaks Airport have also been consulted and raise no safeguarding objections.

LOCAL FINANCE CONSIDERATIONS

302. The proposed development would be liable for Community Infrastructure Levy (CIL) to the sum of £1,946,512 (**£1.9 million**) (including the January 2021 Indexation). This would be in addition to the other planning obligations which are set out within the relevant section at the conclusion of this report.

CONCLUSION – THE PLANNING BALANCE

303. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

304. Section 4 of the NPPF (Paragraph 38) states that Local Planning Authorities should approach decisions on proposed development in a positive and creative way and that decision-makers at every level should seek to approve applications for sustainable development where possible. Section 11 of the NPPF (Paragraph 117) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Section 2 of the NPPF (Paragraph 12) states that Local Planning Authorities may take decisions that depart from an up-to-date Development Plan, but only if material considerations in a particular case indicate that the plan should not be followed. 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, particularly in large scale developments such as in this instance.

305. The PPG identifies that public benefits can be anything that delivers economic, social or environmental progress and be of a nature or scale to benefit the public at large. The development would provide a significant amount of new, good quality housing, contributing 243 dwellings (and their associated spending power) to the highly sustainable location of Woking Town Centre, and its immediate environs, within which the Woking Core Strategy (2012) both requires such development to be focussed, and identifies for significant change.

306. Whilst the Local Planning Authority considers that it can currently demonstrate a 5-year supply of housing Paragraph 59 of the NPPF identifies the Government's objective to significantly boost the supply of housing and Paragraph 73 of the NPPF highlights that an identified 5-years' worth of housing is only a minimum state. Significant weight attaches to the scale and nature of the housing benefits this scheme would provide. It is also clear that there would be significant economic benefits from the proposed development through employment provided during the construction phase, additional spending power resulting from the construction phase and from future residential occupiers of the scheme, all enhancing the economic vitality, and overall vibrancy, of Woking Town Centre. To these benefits, overall, great weight should be afforded in favour of the proposed development.

307. Overall the proposal is considered to result in a high density, high quality mixed use development in a sustainable location which would make efficient use of land. The proposal is considered to result in a development of an acceptable height, bulk and massing which would be consistent with the emerging character of Woking Town Centre and the trend for taller buildings. The building would add a new feature to the townscape and skyline of Woking and would contribute towards a skyline of varied building heights which is considered to add visual interest and variation to the townscape locally and to the skyline. The proposed development is considered to exhibit high quality design which responds well

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to its context and is considered to contribute towards a regenerative effect to this western part of Woking Town Centre.

308. To the benefits of the proposed development, it is considered that more than considerable weight should be afforded; they represent public benefits as referred to within Paragraph 196 of the NPPF, which in the circumstances of this application, are considered to outweigh the conflict with the Development Plan, in respect of the harm which would arise to the daylighting of some habitable rooms within Birchwood Court. Overall the proposal is considered consistent with the overarching aims of the Development Plan and is considered to constitute sustainable development. Therefore the application is recommended for approval subject to Appropriate Assessment, recommended planning conditions and S106 legal agreement.

BACKGROUND PAPERS

Consultee responses

Letters of representation

PLANNING OBLIGATIONS

The following obligations have been agreed by the applicant and will form the basis of the S106 Legal Agreement to be entered into:

	Obligation	Reason for Agreeing Obligation
1.	£135,432 SAMM (TBH SPA) contribution <i>(to be index linked - based on the RPI annual inflation - where planning permission is granted after indexation in April 2021)</i>	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
2.	Car club provisions, including provision of up to x2 vehicles, parking spaces, car club credit and membership for residents	To accord with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF
3.	£364,500 affordable housing commuted payment <i>(or Late stage viability review if the Planning Committee would prefer)</i>	To accord with Policy CS12 of the Woking Core Strategy (2012), SPD Affordable Housing Delivery (2014) and the provisions of the NPPF
4.	Circa £1,500,000 (£1.5 million) payment to WBC for purchase of Nos.28-37 Vale Farm Road (incl.) and provision for all existing tenants of Nos.28-37 Vale Farm Road to be appropriately rehoused in accordance with their present needs prior to the commencement of development	To accord with Policy CS12 of the Woking Core Strategy (2012), SPD Affordable Housing Delivery (2014) and the provisions of the NPPF
5.	£334,000 HIF Recovery Strategy contribution	To accord with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF
6.	£6,150 Surrey CC Travel Plan auditing fee	To accord with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF
7.	Provisions for WBC management and	To accord with Policy CS21 of the Woking

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maintenance of the refurbished Vale Farm Road play area (to be similar to existing terms)	Core Strategy (2012) and the provisions of the NPPF
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RECOMMENDATION

That authority be delegated to the Development Manager (or their authorised deputy) to **Grant** planning permission subject to:

- (i) Prior completion of an Appropriate Assessment, supported by Natural England; and
- (ii) Recommended conditions and Section 106 Legal Agreement.

Conditions

Time limit

01. 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).

Approved plans and documents

02. The development hereby permitted must be carried out only in accordance with the approved plans and documents listed in this notice, unless where required or allowed by other conditions attached to this planning permission:

Drawing No. / Rev.	Drawing Title	Date
<i>Existing Drawings</i>		
PG_PA 001 Rev A	Location Plan	20 January 2021
PG_PA 002 Rev A	Site Plan	20 January 2021
PG_PA 003 Rev 0	Ground Floor Plans	07 Dec 2020
PG_PA 004 Rev 0	Elevation A + B	07 Dec 2020
PG_PA 005 Rev 0	Elevation C	07 Dec 2020
PG_PA 006 Rev 0	Section AA + BB	07 Dec 2020
<i>Proposed Drawings</i>		
PG_PA 100 Rev A	Site Plan - With Ground Floor Plan	20 January 2021
PG_PA 101 Rev A	Site Plan - With Roof Plan	20 January 2021
PG_PA 102 Rev 0	Ground Floor Plan	07 Dec 2020
PG_PA 103 Rev 0	Upper Ground Floor Plan	07 Dec 2020
PG_PA 104 Rev 0	1st - 3rd Floor Plans	07 Dec 2020
PG_PA 105 Rev 0	4th - 5th Floor Plans	07 Dec 2020
PG_PA 106 Rev 0	6th - 7th Floor Plans	07 Dec 2020
PG_PA 107 Rev 0	8th - 9th Floor Plans	07 Dec 2020
PG_PA 108 Rev 0	10th - 11th Floor Plans	07 Dec 2020
PG_PA 109 Rev 0	12th Floor Plan	07 Dec 2020
PG_PA 110 Rev 0	13th - 14th Floor Plans	07 Dec 2020
PG_PA 111 Rev 0	15th Floor Plan	07 Dec 2020
PG_PA 112 Rev 0	16th Floor Plan	07 Dec 2020
PG_PA 113 Rev 0	Roof Plan	07 Dec 2020
PG_PA 220 Rev 0	Proposed Bike Storage: Plans, Sections and Elevations	15 Dec 2020

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PG_PA 321 Rev 0	Proposed Elevation A	07 Dec 2020
PG_PA 322 Rev 0	Proposed Elevation B	07 Dec 2020
PG_PA 323 Rev 0	Proposed Elevation C	07 Dec 2020
PG_PA 324 Rev 0	Proposed Elevation D	07 Dec 2020
PG_PA 325 Rev 0	Contextual Elevation	07 Dec 2020
PG_PA 326 Rev 0	Proposed Section AA	07 Dec 2020
PG_PA 327 Rev 0	Proposed Section BB	07 Dec 2020
PG_PA 328 Rev 0	Proposed Section CC	07 Dec 2020
PG_PA 340 Rev 0	Facade Detail 01 - Front Elevation	07 Dec 2020
PG_PA 341 Rev 0	Facade Detail 02 - Front Elevation	07 Dec 2020
PG_PA 342 Rev 0	Facade Detail 03 - Front Elevation	07 Dec 2020
PG_PA 343 Rev 0	Side Elevation - Detail 01	07 Dec 2020
PG_PA 344 Rev 0	Rear Elevation - Detail 01	07 Dec 2020
PG_PA 345 Rev 0	Front Elevation - Detail 04	07 Dec 2020
Landscape / Planting Plans & Documents		
N/A	Landscape Design Proposals:	09.12.2019
Premier1Rev1/AJ/12.12.19	Concept Landscape Layout Elevated terrace	12.12.19
Play Area Rev 1/AJ/12.12.19	Concept Landscape Layout Play Area	12.12.19
Balconies Rev 1/AJ/12.12.19	Balconies	12.12.19
Premier planting/AJ/12.12.19	Elevated Terraces	12.12.19
Prem ext Rev1/AJ/12.12.19	Ground level areas	12.12.19
Highways Plans		
J32-4457-PS-001 Rev B	Indicative Access Arrangements	14.12.20
J32-4457-PS-002 Rev B	Refuse Strategy - Church Street	14.12.20
J32-4457-PS-003 Rev B	Service Strategy - Church Street	14.12.20
J32-4457-PS-004 Rev B	Refuse Strategy - Vale Farm Road	14.12.20
J32-4457-PS-005 Rev B	Service Strategy - Vale Farm Road	14.12.20

Reason: To ensure the development is carried out in accordance with the planning permission and to ensure that any development that is carried out is that which has been assessed.

Levels

03. The development hereby permitted must be carried out only in accordance with the proposed finished floor levels and ground levels as shown on the approved plans unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity of the site and surrounding area in accordance with Policies CS21 and CS24 of the Woking Core Strategy (2012) and the NPPF.

External materials / detailing

04. ++ Notwithstanding the details submitted with the application prior to the commencement of superstructure works above ground floor level for the development 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:

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- a) Mock-up panels of all external materials including natural stone cladding, metal cladding and other metalwork, render, glazing (including frames), balustrades, projecting balconies;
- b) Sections, plans and elevations on drawings at a scale of at least 1:20 of ground floor entrances, glazing and canopies and upper floor glazing, window reveals and balconies; and
- c) Sections, plans and elevations on drawings at a scale of at least 1:75 of rooftop layout (excluding private/communal roof terraces), showing plant, plant screening, machinery and building services equipment required for the functioning of the building, any PV array and any facade cleaning apparatus

The details must generally accord with the type and quality of materials indicated within the application. The building shall 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.

Aerials/ pipework etc

05. Notwithstanding The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any equivalent Order(s) revoking and/or re-enacting and/or modifying that Order), no cables, wires, aerials, pipework (except any rainwater goods as may be shown on the approved plans) meter boxes or flues shall be fixed to any elevation of a building hereby permitted without the prior written consent of the Local Planning Authority. Any such works must be undertaken only in accordance with the approved details and thereafter permanently maintained for the lifetime of the building.

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

Hard and soft landscape

06. ++ The overall concept, layout, extent and type of hard and soft landscaping for the development hereby permitted must generally accord with the approved plans and documents. Prior to the commencement of any superstructure works above ground level a hard and soft landscaping scheme must first be submitted to and approved in writing by the Local Planning Authority. The submitted details must include:
- a) full details of all proposed tree planting, including planting and maintenance specifications, including cross-section drawings, details of tree pit design / underground modular systems, use of guards or other protective measures and confirmation of location, species and sizes, nursery stock type, supplier and defect period;
 - b) soft planting, grassed/turfed areas, shrubs and herbaceous areas detailing species, sizes and numbers/densities;
 - c) specifications for operations associated with plant establishment and maintenance that are compliant with best practice;
 - d) enclosures including type, dimensions and treatments of any walls, fences, screen walls, barriers, railings and hedges;
 - e) hard landscaping, including samples and specifications of all ground surface materials, kerbs, edges, steps and any synthetic surfaces;

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- f) detailed design of the children's play space, 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. Play equipment and surfacing within the children's play space must comply with BS EN 1176 and 1177 as well as any other relevant industry standards and best practice guidelines and the supplier should provide details of compliance with the standard for each proposed item of equipment and surfacing;
- g) any other landscaping features forming part of the scheme, including private amenity spaces (and any associated outdoor structures) and green roofs; and
- h) a landscape management plan for the public and private areas to include a maintenance schedule for all landscaped areas and the children's play space.

Tree and other planting must accord with BS: 3936-1:1992, BS: 4043:1989, BS: 4428:1989 and BS: 8545:2014 (or subsequent superseding equivalent(s)). All landscaping must be completed/planted in accordance with the approved details during the first planting season following practical completion of the development or in accordance with a programme otherwise first agreed in writing with the Local Planning Authority. All soft landscaping must have a written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased must be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting must be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting must be in accordance with the approved details.

Reason: 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.

Construction Environmental Management Plan (CEMP)

07. ++ Prior to any works being undertaken pursuant to this planning permission (other than site hoarding and site investigation) a Construction Environmental Management Plan (CEMP) must first be submitted to and approved in writing by the Local Planning Authority. The details must include (but not be limited to) the following:
- i. Measures to minimise visual impact during construction;
 - ii. Measures to minimise noise and vibration levels during construction;
 - iii. Measures to minimise dust levels during construction;
 - iv. Measures to control pollution during construction (including a Pollution Response Plan);
 - v. Measures to prevent potential contamination of controlled waters arising from general demolition and construction-related activities;
 - vi. Construction lighting strategy, including measures to minimise light spill;
 - vii. Measures to reduce water usage during construction;
 - viii. Measures to reduce energy usage during construction;
 - ix. Neighbour and public relations strategy; and
 - x. Site Waste Management Plan.

Reason: To protect the environmental interests and the amenity of the area and to comply with Policies CS6, CS7, CS9 and CS21 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.

Highways / Transport

08. No part of the development hereby permitted must not be first occupied/ first opened for trading unless and until the proposed modified vehicular access to Church Street West has been constructed and provided with visibility splays in accordance with the approved plans and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6m high.

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

09. No part of the development hereby permitted must not be first occupied/ first opened for trading unless and until the proposed vehicular access to Vale Farm Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

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

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

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the NPPF.

11. ++ Prior to any works being undertaken pursuant to this planning permission (other than site hoarding and site investigation) 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) HGV deliveries and hours of operation;
- (f) vehicle routing (in accordance with the Air Quality Assessment submitted with the application);
- (g) measures to prevent the deposit of materials on the highway; and
- (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused

must be submitted to and approved in writing by the Local Planning Authority.

Only the approved details must be implemented during the demolition and construction works associated with the development hereby permitted.

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

12. ++ The development hereby permitted must not be first occupied unless and until the following facilities have been provided in accordance with an overall scheme to first be submitted to and approved in writing by the Local Planning Authority to include:

- a) The secure parking of a minimum of 243 bicycles within the development site and 20 bicycles within the external landscaping areas

and thereafter the said approved facilities must be provided upon first occupation of the development, and permanently retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the NPPF.

13. ++ The development hereby permitted must be first occupied unless and until the following facilities have been provided in accordance with an overall scheme to first be submitted to and approved in writing by the Local Planning Authority to include:

- (a) Travel Statement which includes an Information Pack to be provided to residents regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs; and
(b) Updated Residential Travel Plan incorporating the comments of the Surrey CC Travel Plans Officer into the Residential Travel Plan, dated December 2020 and prepared by Mode Transport Planning.

and thereafter the said approved facilities must be provided upon first occupation of the development, and permanently retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To encourage travel by means other than the private car in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the NPPF.

14. ++ The development hereby permitted must not be first occupied unless and until a minimum of 15% of the total parking spaces are provided with passive electric vehicle charging points and a minimum of 5% of the total parking spaces are provided with active electric vehicle charging points in accordance with a scheme to first be submitted to and approved in writing by the Local Planning Authority prior to first occupation. The submitted scheme must include technical details of the active/fast charge electric vehicle charging point(s). Active/fast charge electric vehicle charging points must be provided in accordance with the approved scheme and thereafter permanently maintained as such (unless replaced with more advanced technology serving 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 (2014) and the NPPF.

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Noise

15. ++ Prior to the commencement of superstructure works above ground level for the development hereby permitted, a noise assessment must be undertaken to demonstrate:
- typical noise transmission from the “Welcome Church” premises during a regular service (measured in $L_{Aeq,5 \text{ minutes}}$ 1/3rd octave bands from 50Hz to 5000Hz) for the duration of the service;
 - Measured $L_{Aeq,5 \text{ minutes}}$ 1/3rd octave band sound levels at ground floor and predictions for upper floors emanating from the Welcome Church for the duration of a service;
 - Calculations showing the minimum performance requirements for glazing (specified as $R_w + C_{tr}$) and ventilation (specified as $D_{n,e,w} + C_{tr}$) in order that the highest calculated $L_{Aeq,5 \text{ minutes}}$ in the completed dwellings does not exceed:
 - 40 dB in lounges and bedrooms; and
 - 45dB in all other habitable rooms
- with the ventilation systems providing background ventilation

The assessment must be submitted to and approved in writing by the Local Planning Authority. Any approved noise mitigation must be implemented concurrently with the development, fully implemented prior to first occupation of the building and thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the residential amenities of future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

16. ++ Prior to the occupation of the development hereby permitted a methodology and scheme of pre-completion testing to demonstrate compliance with BS 8233:2014 internal ambient noise levels for habitable rooms must be submitted to and approved in writing by the Local Planning Authority. Tests must demonstrate that the performance ensures compliance with the following upper levels:

Normal conditions (Background ventilation)

- 35 dB $L_{Aeq,T}$ in all habitable rooms between the hours of 07:00 and 23:00; and
- 30 dB $L_{Aeq,T}$ and L_{Amax} less than 45 dB in bedrooms between the hours of 23:00 and 07:00.

Welcome Church service conditions

- 40 dB $L_{Aeq,15min}$ in all habitable rooms between the hours of 07:00 and 23:00.

b) A post completion verification report including acoustic test results, acoustic data for the glazing system and ventilation system to the residential units, and confirming that the above maximum noise standards have been complied with must be submitted to the Local Planning Authority for written approval prior to the expiry of the period of 3 months from first occupation of the development hereby permitted.

The development hereby permitted must thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the residential amenities of future occupiers and to protect the existing and future operations of the safeguarded Downside Goods Yard in accordance with Policy CS21 of the Woking Core Strategy (2012), Policies DM5 and

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DM7 of the DM Policies DPD (2016), Policies MC6 and MC16 of the Surrey Minerals Plan Core Strategy DPD and the NPPF.

17. ++ Prior to the commencement of superstructure works above ground level for the development hereby permitted details of sound insulation separating commercial space from residential units above must be submitted to and approved in writing by the Local Planning Authority. Any approved noise mitigation must be implemented concurrently with the development, fully implemented prior to first occupation of the building and thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the residential amenities of future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

18. ++ Prior to the commencement of superstructure works above ground level for the development hereby permitted details of:
- how overheating shall be addressed through glazing and ventilation design;
 - how the glazing and ventilation design (which may include the need for active cooling) ensures window and doors can be retained shut at all times for noise mitigation purposes to accord with the requirements of Condition 16 without leading to overheating; and
 - that building design does not lead to unacceptably high levels of noise when glazing and ventilation are operating to prevent overheating.

must be submitted to and approved in writing by the Local Planning Authority. Any approved measures must be implemented concurrently with the development, fully implemented prior to first occupation of the building and thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the residential amenities of future occupiers and to protect the existing and future operations of the safeguarded Downside Goods Yard in accordance with Policy CS21 of the Woking Core Strategy (2012), Policies DM5 and DM7 of the DM Policies DPD (2016), Policies MC6 and MC16 of the Surrey Minerals Plan Core Strategy DPD and the NPPF.

19. ++ Prior to the commencement of superstructure works above ground level for the development hereby permitted details demonstrating that all external amenity spaces (except balconies) for the building meet 50 dB $L_{Aeq,16h}$ during normal conditions must be provided.

Where external amenity space(s) are predicted to be subject to noise levels higher than the above criterion a scheme of mitigation to reduce external amenity space noise to a minimum, or proposals demonstrating suitable access to/provision of suitable, alternative, external amenity space for affected residents must be submitted to and approved in writing by the Local Planning Authority. Any approved noise mitigation must be implemented concurrently with the development of the external amenity space(s), fully implemented prior to first occupation of that building and thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

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Reason: To safeguard the residential amenities of future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

20. ++ No development must commence (including demolition and site preparation works) until a Noise and Vibration Management Plan (NVMP) (which may be a standalone document or form part of the wider Construction Environmental Management Plan (CEMP)) has been submitted to and approved in writing by the Local Planning Authority. The NVMP must provide predicted noise (and where necessary) vibration levels and details of mitigation and monitoring. Only CFA (Continuous Flight Auger) piling must occur pursuant to this planning permission unless a comprehensive assessment of noise and vibration arising from other piling techniques has first submitted to and approved in writing by the Local Planning Authority. The NVMP must also provide a protocol for receiving, investigating and resolving noise and/or vibration complaints during the demolition and construction phase(s). Development must only be undertaken in accordance with the approved Noise and Vibration Management Plan (NVMP) unless the Local Planning Authority otherwise first agrees in writing to any variation.

Reason: To protect the environmental interests and the amenity of the area and to comply with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) 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.

21. ++ Fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment, provided to service the completed development, must not be installed until details, including acoustic specifications, have been submitted to and approved in writing by the Local Planning Authority. Such plant and equipment must not be installed otherwise than in strict accordance with the approved specifications and must thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the amenity of the surrounding area and the residential amenities of existing and future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

22. Demolition or construction work of any sort within the area covered by the application site must only take place between:
- 0800 and 1800 hours between Mondays and Fridays (inclusive);
 - 0800 and 1300 hours on Saturdays; and
 - Not at all on Sundays, Bank or Public Holidays

unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenity of the surrounding area in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

External lighting / CCTV etc

23. ++ Notwithstanding the details submitted with the application prior to the occupation of the development hereby permitted details of:
- a) CCTV (if applicable);
 - b) general external lighting (including amenity lighting, security lighting and building facade lighting); and
 - c) access control measures for residential core entrances.

on or around the building and within the adjoining public realm must be submitted to and approved in writing by the Local Planning Authority. The 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 amenity lighting, security 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.

Development must be carried out only in accordance with the approved details and be permanently maintained as such thereafter for the lifetime of the development.

Reason: To protect the general environment, the amenities of the area and the residential amenities of neighbouring and nearby existing and introduced properties in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the NPPF.

Refuse / recycling

24. ++ a) The refuse and recycling bin storage and other associated facilities (including chutes, bin lifts etc) shown on the approved plans must be provided prior to the occupation of the building and thereafter made permanently available for the lifetime of the building.
- b) Notwithstanding the information submitted with the application details of the refuse and recycling collection arrangements (including points of collection and frequency of collection) must be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building and thereafter permanently maintained for the lifetime of the building.

Reason: To ensure the provision of satisfactory facilities for the storage and recycling of refuse and to protect the general amenity of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the NPPF.

25. ++ Prior to the commencement of superstructure works above ground level for the development hereby permitted full details of biodiversity enhancements must be submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancements across the development must include the following:
- a) incorporation of areas of biodiverse roof where possible;

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- b) predominantly native tree, shrub and wildflower planting, details of which must include locations, species and planting plans;
- c) landscaping to include a good diversity of nectar-rich plants to provide food for bumblebees and other pollinators for as much of the year as possible, details of which must include species lists and planting plans;
- d) provision of artificial bat roosting opportunities (located on any retained mature trees on the boundaries of the site, or incorporated into the design of the new building and positioned between 3-5m above ground level facing south-east to south-west), details of which must include number, locations and type of boxes;
- e) provision of bird boxes for appropriate bird species (including provision integral to the design of the new building), details of which must include number, locations and type of boxes;
- f) a scheme to ensure that any newly installed or replaced means of enclosure within, and/or surrounding, the application site contain holes/gaps approximately 10x10cm to allow for movement of hedgehogs, common toad, frogs and other wildlife.

The approved biodiversity enhancements must be implemented in full prior to the first occupation of the development hereby permitted and must thereafter be permanently retained as such for the lifetime of the development.

Reason: To contribute towards and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible in accordance with Policies CS21 and CS7 of the Woking Core Strategy (2012) and the NPPF.

Arboriculture

26. ++ Prior to the commencement of the development hereby permitted (including demolition and all preparatory work), an amended scheme for the protection of the retained trees, in accordance with BS 5837:2012 (or any future equivalent(s)), including an amended Tree Protection Plan(s) (TPP) and an amended Arboricultural Method Statement (AMS) must be submitted to and approved in writing by the Local Planning Authority. The amended TPP and AMS must include (but not be limited to) the following specific issues:
- a) Location, extent, depth, installation and full details of the method of construction of services/ utilities/ drainage within Root Protection Areas or that may impact on the retained trees;
 - b) Details of special engineering of foundations and specialist methods of construction within Root Protection Areas or that may impact on the retained trees;
 - c) A full specification for the construction of any roads, parking areas and driveways within Root Protection Areas or that may impact on the retained trees, including details of any no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details must include relevant sections through them;

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- d) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses;
- e) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing;
- f) A specification for scaffolding and ground protection within tree protection zones;
- g) Tree protection during demolition and construction indicated on a Tree Protection Plan and demolition and construction activities clearly identified as prohibited in these area(s);
- h) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing;
- i) Details of any new / replacement boundary treatments within Root Protection Areas and methods of installation;
- j) Methodology and detailed assessment of any root pruning;
- k) Provision for the convening of a pre-commencement site meeting attended by the developers appointed arboricultural consultant, the site manager/foreman and a representative from the Local Planning Authority to discuss details of the working procedures and agree either the precise position of the approved tree protection measures to be installed OR that all tree protection measures have been installed in accordance with the approved tree protection plan;
- l) Provision for arboricultural supervision and inspection(s) by suitably qualified and experienced arboricultural consultant(s) where required, including for works within Root Protection Areas; and
- m) Reporting of arboricultural inspection and supervision

No demolition, site clearance or building operations must commence until tree and ground protection has been installed in accordance with BS 5837: 2012 (or any future equivalent(s)) and as detailed within the approved TPP and AMS. The development must thereafter be carried out in accordance with the approved details or any variation as may subsequently be agreed in writing by the Local Planning Authority.

Reason: To ensure the retention and protection of trees on and adjacent to the site in the interests of the visual amenities of the locality and the appearance of the development in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016) and the NPPF. This condition is required to be addressed prior to commencement in order that the Local Planning Authority may be satisfied that the trees to be retained will not be damaged during development works.

Water management (SuDs)

27. The development hereby permitted must only be carried out in strict accordance with:
 - Flood Risk Assessment (Ref: FCL/327/01, dated 04 Dec 2020);

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- Response to Comments from WBC Drainage and Flood Risk Team dated 11 February 2021 (Ref: FCL/327/X1/A, dated 01 Mar 2021);
- Proposed Drainage Layout Plan (Ref: FCL 327 C 100 Rev A, dated 19.02.21);
- Proposed Drainage - Miscellaneous Detail Sheet 1 (Ref: FCL 327 C 101 Rev A, dated 19.02.21); and
- Proposed Drainage - Miscellaneous Detail Sheet 2 (Ref: FCL 327 C 102 Rev A, dated 19.02.21)

unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent an increase in flood risk in accordance with Paragraph 163 of the NPPF and Policy CS9 of the Woking Core Strategy (2012).

28. ++ No development must commence on the application site (with the exception of site hoarding, site preparation and demolition) until construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a detailed construction method statement have been submitted to and approved in writing by the Local Planning Authority. The scheme must then be constructed only in accordance with the approved drawings, method statement and Micro drainage calculations prior to the first occupation of the development hereby permitted. No alteration to the approved drainage scheme must occur without prior written approval of the Local Planning Authority.

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

29. ++ Prior to first occupation of the development hereby permitted details of the maintenance and management of the sustainable drainage scheme must be submitted to and approved in writing by the Local Planning Authority. The drainage scheme must be implemented and thereafter permanently managed and maintained in accordance with the approved details. The Local Planning Authority must be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval must include:

- i. a timetable for its implementation;
- ii. details of SuDS features and connecting drainage structures and maintenance requirement for each aspect;
- iii. a table to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; and
- iv. a management and maintenance plan for the lifetime of the development which must include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To ensure that the development achieves a high standard of sustainability continues to be maintained as agreed for the lifetime of the development and to comply with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the NPPF.

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30. ++ Prior to first occupation of the development hereby permitted a verification report, (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme), has been submitted to and approved (in writing) by the Local Planning Authority. The verification report must include photographs of excavations and soil profiles/horizons, any installation of any surface water structure and Control mechanism.

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

Land contamination

31. ++ Prior to the commencement of development and any contaminated land site investigations on site and in follow-up to the environmental desktop study report (Ref. Apple report Oct 2019 CL/2831/rev 1 / PH) a contaminated land site investigation proposal (which must cover all ground level play areas & entrance soft landscape areas) must be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). This proposal must provide details of the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model. Following approval, the Local Planning Authority must be given a minimum of two weeks written prior notice of the commencement of site investigation works on site. The site investigation works must then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment in accordance with Policy DM8 of the Development Management Policies DPD (2016) 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.

32. ++ Prior to the commencement of the development (except demolition and site clearance) a contaminated land site investigation and risk assessment, undertaken in accordance with the approved site investigation proposal, that determines the extent and nature of contamination on site and reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175, must be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). If applicable, ground gas risk assessments should be completed in line with CIRIA C665 guidance.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment in accordance with Policy DM8 of the Development Management Policies DPD (2016) 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.

33. ++ Prior to the commencement of the development (except demolition and site clearance) a detailed remediation method statement must be submitted to and

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approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The remediation method statement must detail the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and must detail the information to be included in a validation report. The remediation method statement must also provide information on a suitable discovery strategy to be utilised on site should contamination manifest itself during site works that was not anticipated. The Local Planning Authority must be given a minimum of two weeks written prior notice of the commencement of the remediation works on site. The development must then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment in accordance with Policy DM8 of the Development Management Policies DPD (2016) 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.

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

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment in accordance with Policy DM8 of the Development Management Policies DPD (2016) and the NPPF.

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

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment in accordance with Policy DM8 of the Development Management Policies DPD (2016) and the NPPF.

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36. ++ Prior to the commencement of development evidence that the building(s) were built post 2000 or an intrusive pre-demolition asbestos survey in accordance with HSG264 must be submitted to and approved in writing by the Local Planning Authority. The survey must be undertaken and a report produced by a suitably qualified person and must include any recommendations deemed necessary. The development must then be undertaken in accordance with the approved details. Upon completion of demolition works, the applicant must provide in writing to the Local Planning Authority suitably detailed confirmation that demolition works were carried out with regard to the aforementioned pre-demolition asbestos survey and recommendations contained therein.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment in accordance with Policy DM8 of the Development Management Policies DPD (2016) 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.

Energy and water

37. ++ Notwithstanding the information submitted with the application prior to the commencement of superstructure works above ground level written evidence must be submitted to, and approved in writing by, the Local Planning Authority (LPA) demonstrating that dwellings within the building will:
- a. Achieve a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence must be in the form of a Design Stage Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and,
 - b. 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.

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), SPD Climate Change (2014) and the NPPF.

38. ++ No dwelling forming part of the development hereby permitted shall be first occupied until written documentary evidence has been submitted to and approved in writing by the Local Planning Authority, demonstrating that the relevant dwelling has:
- a. Achieved a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the Building Regulations for

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England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence must be in the form of an As Built Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and

- b. Achieved a maximum water use of 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended). Such evidence must be in the form of the notice given under Regulation 37 of the Building Regulations.

Such 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), SPD Climate Change (2014) and the NPPF.

39. ++ Prior to the commencement of the development hereby permitted (excluding site preparation works and demolition), details, including timescales, of the connection of the development hereby permitted to the local Combined Heat and Power (CHP) network must be submitted to and approved in writing by the Local Planning Authority. The approved details shall include measures to ensure compliance with good practice for connecting new buildings to heat networks by reference to CIBSE Heat Networks Code of Practice for the UK and be implemented in accordance with the approved details prior to the first occupation of the development hereby permitted and permanently maintained thereafter 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), SPD Climate Change (2014) and the NPPF.

Amenity spaces

40. No dwelling must be first occupied until the private and/or communal amenity space provision associated with the building within which the dwelling is located is available for use in accordance with the approved plans. Thereafter the private and/or communal amenity space provision must be permanently maintained for the lifetime of the development.

Reason: To ensure a good standard of residential amenity in accordance with Policy CS21 of the Woking Core Strategy (2012) and the NPPF.

41. Notwithstanding the provisions of Article 3 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any orders amending or re-enacting that Order, or superseding equivalent Order, with or without modification(s)), other than where identified as such on the approved plans the flat roof areas of the development hereby permitted shall not be used as a roof terrace, sitting out area or similar amenity area.

Reason: In order to protect adjoining properties from overlooking and noise in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

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Telecoms equipment

42. Notwithstanding the provisions of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any equivalent Order(s) revoking and/or re-enacting that Order), the following development shall not be undertaken without prior specific express planning permission in writing from the Local Planning Authority:

The installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby permitted, including any structures or development otherwise permitted under Part 16 "Communications".

Reason: To ensure that any structures or apparatus for purposes relating to telecommunications on the building do not adversely affect the appearance of the area in accordance with Policy CS21 of the Woking Core Strategy (2012) and the NPPF.

43. ++ Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any equivalent Order(s) revoking and/or re-enacting and/or modifying that Order), no satellite antennae shall be erected or installed on the building hereby permitted. The building hereby permitted must have a central dish or aerial system for receiving all broadcasts for the dwellings created; details of such a scheme must be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the building, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: To ensure that any satellite antennae on the building do not adversely affect the appearance of the area in accordance with Policy CS21 of the Woking Core Strategy (2012) and the NPPF.

Informatives

01. 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 NPPF.
02. The applicants attention is specifically drawn to the planning conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the planning permission and the Local Planning Authority may serve Breach of Condition Notices (BCNs) to secure compliance. The applicant is advised that sufficient time needs to be allowed when submitting details in response to planning conditions, to allow the Local Planning Authority to consider the details and discharge the condition(s). A period of between five and eight weeks should be allowed for.
03. The applicant is advised that the development hereby permitted is subject to a Community Infrastructure Levy (CIL) liability. The Local Planning Authority will issue a Liability Notice as soon as practical after the granting of this permission.

The applicant is advised that, if he/she is intending to seek relief or exemptions from the levy such as for social/affordable housing, charitable development or self-built developments it is necessary that the relevant claim form is completed and submitted to the Council to claim the relief or exemption. In all cases (except exemptions relating to residential exemptions), it is essential that a Commencement Notice be submitted at least one day prior to the starting of the development. The exemption will be lost if a

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commencement notice is not served on the Council prior to commencement of the development and there is no discretion for the Council to waive payment. For the avoidance of doubt, commencement of the demolition of any existing structure(s) covering any part of the footprint of the proposed structure(s) would be considered as commencement for the purpose of CIL regulations. A blank commencement notice can be downloaded from:

http://www.planningportal.gov.uk/uploads/1app/forms/form_6_commencement_notice.pdf

Claims for relief must be made on the appropriate forms which are available on the Council's website at:

<https://www.woking.gov.uk/planning/service/contributions>

Other conditions and requirements also apply and failure to comply with these will lead to claims for relief or exemption being rendered void. The Local Planning Authority has no discretion in these instances.

For full information on this please see the guidance and legislation here:

<https://www.gov.uk/guidance/community-infrastructure-levy>

<http://www.legislation.gov.uk/all?title=The%20Community%20Infrastructure%20Levy%20Regulations%20>

Please note this informative provides general advice and is without prejudice to the Local Planning Authority's role as Consenting, Charging and Collecting Authority under the Community Infrastructure Levy Regulations 2010 (as amended).

04. The applicant is 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.
05. The applicant is advised that adequate control precautions should be taken in order to control noise emissions from any fixed plant, including generators, on site during demolition / construction activities. This may require the use of quiet plant or ensuring that the plant is sited appropriately and / or adequately attenuated. Exhaust emissions from such plant should be vented to atmosphere such that fumes do not ingress into any property. Due to the proximity of residential accommodation there should be no burning of waste material on site. During demolition or construction phases, adequate control precautions should be taken in order to control the spread of dust on the site, so as to prevent a nuisance to residents within the locality. This may involve the use of dust screens and/ or utilising water supply to wet areas of the site to inhibit dust.
06. The provisions of the Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet, prepared by the Ministry of Housing, Communities and Local Government, and setting out your obligations, is available at the following address:
<https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance#explanatory-booklet>
07. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to

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submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>.

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see: www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

08. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
09. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
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 expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
11. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
12. The Contaminated Land Officer would like to draw the applicants/agents/consultants attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks' notice'. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to the Contaminated Land Officer.
13. 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.
14. Consultation with Fairoaks Airport is recommended regarding crane usage and any possible temporary infringement. It is also recommended that Farnborough Airport are informed of any crane operations during construction. Aviation lighting will be required for any infringement of the Obstacle Limitation Surfaces (OLS), even temporary. A Crane Operations Scheme will likely be requested by Fairoaks Airport regardless of any infringement of the OLS.

The Meadows, Bagshot Road, Woking

PLAN/2020/0492

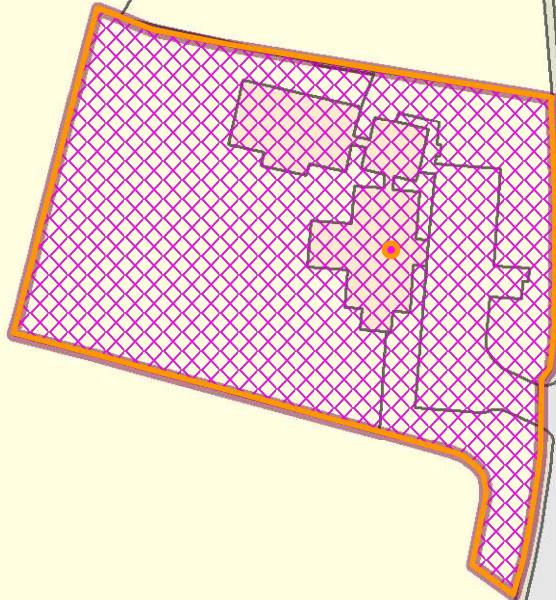
Erection of a building of up to five storeys comprising 54x one and two bedroom extra care apartments (Use Class C2) with ancillary and communal facilities and provision of landscaping, bin and cycle storage, parking, highway works, access and associated works following demolition of existing buildings (Amended Description and Plans)



PLAN/2020/0492



The Meadows, Bagshot Road

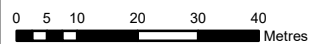


Comments

Not Set



SCALE 1:1,250



Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking, Surrey GU21 6YL

6 APRIL 2021 PLANNING COMMITTEE

6C PLAN/2020/0492

WARD: Knaphill

LOCATION: The Meadows, Bagshot Road, Woking, Surrey, GU21 2RP

PROPOSAL: Erection of a building of up to five storeys comprising 54x one and two bedroom extra care apartments (Use Class C2) with ancillary and communal facilities and provision of landscaping, bin and cycle storage, parking, highway works, access and associated works following demolition of existing buildings.

APPLICANT: Churchgate Woking Ltd

OFFICER: David Raper

REASON FOR REFERRAL TO COMMITTEE:

The application has been referred to Planning Committee by Councillor Harlow.

SUMMARY OF PROPOSED DEVELOPMENT

The proposal is for the erection of a building of up to five storeys comprising 54x one and two bedroom extra care apartments (Use Class C2). The development includes communal facilities, private and shared external amenity areas and landscaping. The development would provide a total of 27x off-street parking spaces along with cycle and scooter storage and bin storage for 7x bins. The proposal also includes highway works in the form of a modified vehicular access and provision of a traffic island on Bagshot Road. There is an existing two storey building with accommodation in the roof space on the proposal site which is a vacant 24x room care home (C2 Use).

	Existing	Proposed
No. of Units	24x (rooms)	54x
Density (site area 0.48ha)	50dph	112.5dph
Total Parking Spaces:	15x	27x
Accessible Parking Spaces:	3x	None

PLANNING STATUS

- Green Belt
- Flood Zones 2 and 3 (part of site)
- Surface Water Flood Risk (part of site)
- Thames Basin Heaths SPA ZoneB (400m-5km)

RECOMMENDATION

REFUSE Planning Permission.

SITE DESCRIPTION

The proposal site is characterised by a large detached purpose-built 24x bed Care Home dating from the 1990s. The Care Home is understood to have closed in 2013 and has been vacant since; parts of the building have become derelict and parts have been damaged by

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fire. The building is two storeys with accommodation in the roof space facilitated by dormer windows. The building is brick-built in a simple, traditional style. The remainder of the site is characterised by overgrown scrub and grassland with mature trees predominately at the site boundaries. The site is served by a vehicular access onto Bagshot Road which borders the site to the east and there is a car parking area to the front of the building. There is a change in levels from east to west on the proposal site with the rear of the site being approximately 3.3m lower than that of the front of the site.

The proposal site is in designated Green Belt and is bordered to the south and west by open grassland. To the north of the site is The Nags Head Public House. Further to the north are two storey detached dwellings which form part of the Urban Area.

RELEVANT PLANNING HISTORY

- PLAN/1994/0855 – Erection of a three storey and single storey building to be used as a house for the elderly (24 bedrooms) requiring psychiatric care following demolition of all the existing buildings and alterations – Permitted 02.02.1995
- PLAN/2003/0037 – Erection of a conservatory – Permitted 21.02.2003

CONSULTATIONS

County Highway Authority: No objection subject to conditions.

Waste Services: The proposal would not provide enough bin storage and the provision of storage for clinical waste has not been considered.

SCC Adult Social Care Senior Commissioning Officer: Raise the following comments:

- *In order to ensure that the proposals lead to a model of care that endures, we would expect any planning approval to include a s106 agreement enforcing the model of care.*
- *Any extra care development will need to be designed to maximise the independence of people living there, including those with limited mobility and those who use wheelchairs.*
- *The Accommodation for Care and Support Commissioning Statement for Woking indicates a demand for 228 leasehold extra care units and 84 rental extra care units in the Woking BC area by 2035. As this demand will already be met in part by existing developments and by developments approved since 1 April 2019, Woking will need to consider the total capacity of these in order to identify the gap to be filled by new developments over the next 15 years.*
- *Regarding Green Belt, Surrey County Council sets out its position in the Accommodation for Care and Support Commissioning Statement for Woking. Page 2 asks developers to “note that, in demonstrating a need for additional developments with reference to the information in this document and through presenting their own assessments, this will not in itself evidence “very special circumstances” to justify altering Green Belt boundaries.” The development proposals cannot, in the view of Surrey County Council Adult Social Care, rely on a need for extra care development in Woking as giving weight to Very Special Circumstances.*

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

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Tree Officer: No objection subject to conditions.

Surrey Wildlife Trust: No objection subject to conditions.

Scientific Officer: No objection subject to conditions.

Environmental Health: No objection subject to conditions.

Environment Agency: No comments to make.

SCC Archaeologist: No objection.

REPRESENTATIONS

2x objections have been received raising the following summarised concerns:

- The proposed development would be excessive in size in the Green Belt
- There would be insufficient outside space
- There would be insufficient parking; the proposal would result in double the number of units

57x letters of support have been received although all but one of these have been received via a third party website. The representations raise the following points:

- Proposal would provide a much needed housing for the elderly
- Proposal would make good use of land
- The site is currently an eyesore and detracts from the character of the area
- The site is being used for fly tipping and is currently a health and safety risk
- Proposal would provide employment
- Proposed building would be in-keeping with the area
- Reservations about the level of parking for staff and visitors
- Concerned about the potential cost for residents
- There should be a condition that the footprint does not increase and there should be a restriction on staff travel via public transport

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019):

Section 2 - Achieving sustainable development

Section 4 - Decision-making

Section 5 - Delivering a sufficient supply of homes

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

Woking Core Strategy (2012):

Spatial Vision

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

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CS10 - Housing provision and distribution
CS11 - Housing mix
CS12 - Affordable housing
CS13 - Older people and vulnerable groups
CS15 - Sustainable economic development
CS16 - Infrastructure delivery
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

Woking Development Management Policies DPD (2016):

DM1 - Green Infrastructure Opportunities
DM2 - Trees and Landscaping
DM6 - Air and Water Quality
DM7 - Noise and Light Pollution
DM8 - Land Contamination and Hazards
DM11 - Sub-divisions, specialist housing, conversions and loss of housing
DM13 - Buildings in and adjacent to the Green Belt
DM16 - Servicing Development
DM20 - Heritage Assets and their Settings

Supplementary Planning Documents:

Parking Standards (2018)
Woking Design (2015)
Affordable Housing Delivery (2014)
Climate Change (2013)
Outlook, Amenity, Privacy and Daylight (2008)

Guidance:

Strategic Housing Market Assessment (2015)
Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015
Community Infrastructure Levy (CIL) Charging Schedule (2015)
Waste and Recycling Provisions for New Residential Developments
Draft Site Allocations Development Plan Document
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)

Other material considerations:

Planning Practice Guidance
Commissioning Statement Accommodation with care, residential & nursing care for older people - Woking Borough Council April 2019 onwards
Saved South East Plan Policy (2009) NRM6 - Thames Basin Heaths SPA
Housing LIN - Design Principles for Extra Care Housing (3rd edition) – June 2020

BACKGROUND:

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- Amended plans and revised arboricultural information was received on 25/09/2020 following concerns raised by the Council's Arboricultural Officer.
- Amended plans and additional information was received on 02/11/2020 following concerns raised by the Council's Drainage and Flood Risk Engineer.
- Further additional information and an updated Flood Risk Assessment and Drainage Strategy was received on 11/03/2021

The proposal has been assessed on the basis of these plans and additional information.

PLANNING ISSUES

'Extra Care':

1. The applicant describes the proposed development as C2 use as an 'Extra Care' facility. National Planning Practice Guidance (PPG) states that:

"There are different types of specialist housing designed to meet the diverse needs of older people, which can include:...

Extra care housing or housing-with-care: This usually consists of purpose-built or adapted flats or bungalows with a medium to high level of care available if required, through an onsite care agency registered through the Care Quality Commission (CQC). Residents are able to live independently with 24 hour access to support services and staff, and meals are also available. There are often extensive communal areas, such as space to socialise or a wellbeing centre. In some cases, these developments are known as retirement communities or villages - the intention is for residents to benefit from varying levels of care as time progresses"

Use Class C2 or C3:

2. 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"*. 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..."*.
3. Use Class C3 (dwellinghouses) is defined as *"Use as a dwellinghouse (whether or not as a sole or main residence) —
(a) by a single person or by people living together as a family, or
(b) by not more than 6 residents living together as a single household (including a household where care is provided for residents)"*
4. It is important to establish whether the proposed development would genuinely constitute Use Class C2 or whether it is more akin to a C3 use. If the proposal were to constitute a C3 (dwellinghouse) use, this would significantly alter how the proposal should be assessed and what material considerations should be taken account of. For example:
 - A C3 development would be liable to make contributions towards affordable housing
 - A C3 development would be liable to make a CIL contribution

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- A C3 development would have a greater parking requirement and the Council's Parking Standards SPD (2018) sets minimum standards for C3 development opposed to maximum standards for C2 uses
 - A C3 development would result in the loss of the existing C2 use, contrary to the Development Plan
5. 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)
6. The applicant states that the proposal would constitute a C2 use and puts forward the following points to justify this:
- Prospective residents would be required to have a 'care assessment' to determine the level of care required
 - Residents would be provided with at least a 'minimum care package'
 - The units are designed for more frail and less mobile residents and include wet rooms, en-suites, wider hallways, accessible plug sockets, door entry systems, accessible kitchens and dementia and mobility-friendly landscaped areas
 - The development incorporates communal facilities including a bistro, foyer, lounge, private dining room, hairdressing and treatment salon, activity room and gym. The proposal also includes a buggy store for mobility scooters and accommodation for visitors
 - The provision of around 10x staff including nursing care, cleaning, maintenance, catering and hospitality
 - Apartments are generally sold on a long leasehold basis to ensure entry criteria are met on re-sale and service charges are applied
7. In addition to the above the applicant has further indicated that they would be willing to enter into a S106 Agreement to secure the following:
- A primary resident is a person who is 65 years or older and is in need of at least 2x hours of personal care a week.
 - Obligatory basic care package to include a range of services that are needed by reason of old age or disablement following a health assessment.
 - The health assessment is to be undertaken by the partner domiciliary care agency who must be registered by the Care Quality Commission.
 - Provision for a periodic review of the health assessment to establish whether a greater level of care has become necessary. The domiciliary care agency would also provide a 24-hour monitored emergency call system
8. Case law and other similar developments have established that the above factors combined are sufficient to mean that the proposed development would fall within use class C2.
9. Each residential unit would be fully self-contained. As individual units it would not be unreasonable to consider each of the separate units of accommodation as dwellings; they would have the form, function and facilities associated with a dwelling. However the development proposed would comprise more than the provision of individual units, but rather the collection of a number of units, the occupation of which would be

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subject to restrictions secured through S106 Legal Agreement as discussed above and would also have access to communal facilities.

10. In the context of the above, it is considered that the proposed development would comprise a C2 use rather than a C3 use subject to the wording of a S106 Agreement and conditions which could be applied if the proposal were considered otherwise acceptable.

Principle of C2 Use:

11. The existing building, although vacant, comprises an existing C2 use. Woking Core Strategy (2012) policy CS13 'Older people and vulnerable groups' states that

"The Council will support 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.

Existing specialist accommodation will be protected unless it can be demonstrated that there is insufficient need/demand for that type of accommodation.

New specialist accommodation should be of high quality design, including generous space standards and generous amenity space"

12. The National Planning Practice Guidance describes the need to provide housing for older people as 'critical'. Paragraph 61 of the NPPF (2019) states that the size, type and tenure of housing needed for different groups should be assessed and reflected in planning policies, including for older people. As the proposed development would comprise a C2 use, there would be no loss of an existing C2 use. The proposal is therefore considered acceptable in principle in land use terms.

Impact on Green Belt:

13. The proposal site is in designated Green Belt and as such Woking Core Strategy (2012) policy CS6 'Green Belt', DMP DPD (2016) policy DM13 'Buildings Within and Adjoining the Green Belt' and section 13 of the NPPF (2019) apply and these policies seek to preserve the openness of the Green Belt. The NPPF (2019) states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence. Paragraph 134 of the NPPF (2019) sets out the five purposes of the Green Belt:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

14. The NPPF (2019) establishes that the erection of new buildings in the Green Belt is 'inappropriate development'; exceptions to this are listed in Paragraph 145. The NPPF (2019) goes on to state that *"Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.*

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When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”.

15. One of the exceptions listed in Paragraph 145 is “*the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces*”. Another of the exceptions listed in Paragraph 145 is the following:

“limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or*
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority”*

16. In Turner v SSCLG [2016] EWCA Civ 466 it was established that the concept of ‘openness’ is capable of having both a spatial and visual dimension and that the decision maker should consider how the visual effect of the development would bear on whether the development would preserve the openness of the Green Belt. Furthermore, current Planning Practice Guidance sets out what factors can be taken into account when considering the impact on openness and includes “*the degree of activity likely to be generated, such as traffic generation*” and states that “*openness is capable of having both spatial and visual aspects*” (Paragraph: 001 Reference ID: 64-001-20190722 Revision date: 22.07. 2019).

Inappropriate Development:

17. For the proposed development to be considered ‘appropriate development’ in the Green Belt the proposed development must therefore not be materially larger than the one it replaces or must not have a greater impact on the Green Belt than the existing development. A comparison of the existing and proposed development and the relevant uplift in volume, floor area, footprint, plot coverage and extent of hardstanding is outlined below.

	Existing Development	Proposed Development	Percentage Uplift
Volume (Approx.)	3,333m ³	16,769m ³	+403%
Floor Area	981m ²	5,858m ²	+497%
Footprint	624m ²	1,586m ²	+154%
Plot coverage (%)	12.5%	31.7%	+154%
Amount of Hardstanding	542m ²	760m ²	+40%

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18. The proposed building would be significantly larger than the building it would replace in terms of bulk, massing, and site coverage. The proposal would result in approximately a 400% increase in above-ground volume compared to the existing building, almost a 500% increase in floor area and over a 150% increase in footprint and plot coverage.
19. It is clear that the proposed development would be materially larger than the existing development and would have a greater impact on the openness of the Green Belt compared to the existing development on the site. The proposal does not fit within any of the exceptions listed in Paragraph 145 of the NPPF (2019) and the proposal would therefore constitute inappropriate development in the Green Belt which is harmful by definition.

Green Belt Harm and Loss of Openness:

20. The proposed building would be up to five storeys in height and would be a large and imposing building with a flat roof. The building would be partially built into the ground with a basement level which is considered contrived and urbanising in effect and there would be limited space around the building. The size and form of the proposed building is considered to contrast starkly with the prevailing development in the area and would result in a significant uplift in built development on the proposal site which would significantly alter the character of the site.
21. The proposal site is bordered on two sides by open undeveloped land and the proposal site plays an important role in marking the transition between Green Belt and the Urban Area to the north; the proposal site is the first element of built development on Bagshot Road when travelling north from Brookwood.
22. The sensitivity of this site is highlighted in the Sustainability Appraisal of the Draft Site Allocations DPD, which, with regard to its Green Belt function, states the following;

“Land is considered to be of critical importance to Green Belt purposes by preventing development that could lead to merger with scattered development of Knaphill and Brookwood; and prevents encroachment of built-up area of Knaphill on a distinctive local landscape (a valley landscape with strong identity)”
23. The proposal site, along with the neighbouring Public House assist in this transition through the large amounts of open space surrounding the buildings. In the proposal site the majority of the site currently comprises open landscaped areas; the change in levels on the site is addressed by modest banks and brick steps. To the rear of the rear of the site where it meets open land the site blends with the neighbouring landscape through the mount of open space and absence of development. By stark contrast, the proposal would result in a significantly greater footprint and spread of development across the site and the proposed building would extend into the undeveloped rear portion of the site and would excavate into the ground.
24. The proposed building would be positioned only 4.5m of the rear boundary of the site whereas the existing building is positioned 26.5m from the rear boundary; this is considered to create a stark and urbanising visual relationship with the natural landscape to the rear of the site. This effect is considered to be visually jarring and contributes towards a significantly harmful impact on the openness and visual amenities of the Green Belt.
25. The applicant places great emphasis on the proposed development being well-screened by vegetation. However it is a well-established principle that the particular

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visibility of a development does not determine the degree to which a development would result in the loss of openness. The NPPF (2019) makes clear that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence.

26. Considering the points discussed above, the proposal is considered to result in a significantly harmful loss of openness to the Green Belt which would conflict with the fundamental aim and purposes of the Green Belt. The NPPF (2019) makes clear that 'substantial weight' should be given to any harm to the Green Belt.

Very Special Circumstances (VSC):

27. As the proposal would constitute inappropriate development in the Green Belt, it remains to be considered whether 'Very Special Circumstances' (VSC) exist which 'clearly outweigh' the harm otherwise caused by the development, by reason of its inappropriateness.
28. The applicant acknowledges that the proposal would constitute inappropriate development in the Green Belt but considers that there are VSC which outweigh this harm. The applicant's VSC arguments are summarised and discussed below.

VSC Argument 1 – Need for Extra Care Accommodation:

29. Woking Core Strategy (2012) policy CS13 'Older people and vulnerable groups' states that:

"The Council will support 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"

30. The latest Strategic Housing Market Assessment (SHMA), which is currently from 2015, has identified a need for 918x 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-principle support of schemes as and when they come forward in suitable locations.
31. So far, from 2013-2020, 259x units for older people have been completed. A further 334x units for older people are expected to be delivered, with construction having commenced for developments such as Broadoaks (PLAN/2018/0359) and the former Ian Allan Motors site (PLAN/2020/0304). This will amount to 593x completions towards the target of 918x units to be delivered by 2033. Therefore, the development pipeline demonstrates that the Council is currently in a secure position in meeting this delivery target.
32. As highlighted by the applicant, the scheme will contribute to the supply of Class C2 'extra care' units for older people. Although monitored, Policy CS13 does not commit to, or provide requirements for, the provision of specialist accommodation in this sub-category. Of the 259x units which have been completed, 159x of these were Use Class C2 with the remainder being Use Class C3.

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33. In addition to the above, Surrey County Council has published a Commissioning Statement (Accommodation with care, residential & nursing care for older people) for Woking Borough Council for April 2019 onwards. The Commissioning Statement calculates that as at 1st April 2019, future demand for 'extra care' accommodation for 2035 will be 313x units.
34. Given the above, there is not considered to be a shortage of C2 accommodation in the Borough of Woking.
35. The applicant has produced their own Need Assessment which they claim demonstrates an unmet need for extra-care units. However the premise of this assessment is to analyse the population within a 5km radius 'Target Area' around the proposal site. This method encompasses largely rural areas and a large part of the radius is outside the Borough of Woking. This is an entirely different approach to the Council's own evidence which establishes the need within the Borough of Woking. The applicant's methodology ignores the significant contribution made by developments at Broadoaks and Sheer House in West Byfleet and at Ian Allan Motors in Old Woking for example. The Need Assessment is not considered to adequately demonstrate a shortage of extra care accommodation and does not use a recognised methodology.
36. Whilst there may be demand for such accommodation, this does not equate to a critical shortage which could amount to VSC. Even if there was considered to be an identified shortage of C2 accommodation, this would not outweigh the significant harm which would be caused by the proposed development, given the significant level of harm to the Green Belt, and other harm, which has been identified.

VSC Argument 2 – Contribution to housing supply:

37. The applicant argues that the proposal would make a contribution towards the housing supply in the Borough. The Borough can currently demonstrate a five year supply of housing land; the Borough currently has a 9.0 year supply of housing land as evidenced by Council's latest Housing Land Supply Position Statement. There is not therefore an identified shortage in housing land supply in the Borough.
38. The applicant refers to the benefits of prospective residents of the development 'downsizing' from larger homes thereby freeing up housing stock. Limited weight is afforded to this, particularly given the other significant harms identified in this report. In any case, prospective residents could come from outside the Borough which would not benefit the housing supply in Woking.
39. The current proposal is not considered unacceptable in principle in land use terms and refusal of the current proposal does not preclude a development of a more appropriate scale being brought forward on the proposal site.

VSC Argument 3 – Re-use of derelict site and enhancement to character of the area:

40. The existing building on the site is partially derelict and the site is generally in an overgrown and poor visual state. However as discussed above, refusal the current application does not preclude a more appropriate development being brought forward on the proposal site. The site has a lawful C2 use and there is nothing to prevent the building being repaired, renovated and occupied as such. There is no in-principle objection to the redevelopment of the proposal site in an appropriate manner and the impact of the existing visual state of the site is temporary in nature. In any case, the site is currently well-screened from public vantage points by site hoarding and

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vegetation. The applicant has control over the proposal site and has the ability to maintain the building and the soft landscaping on the site if they wish and have the ability to secure the site and building more effectively.

41. In any case, give the arguments discussed in the 'Impact on Character' section, the proposal is considered to result in a significantly harmful impact on the character of the wider area which would be permanent and irreversible in nature, compared to the temporary impact of the current state of the building.

VSC Argument 4 – Employment opportunities and economic benefits

42. The submission is accompanied by an Economic and Social Impact Assessment which argues that the proposed development would generate economic benefits during the construction and operational phase of the development. The applicant suggests this would include approximately 30x full-time jobs over 1.5x years during construction and 10x full-time jobs on site when operational.
43. The economic benefits are considered likely to be modest in nature and only moderate weight is attached to this consideration. The economic benefits of the construction phase would be intrinsically temporary in nature whereas the serious harm to the Green Belt and other harm would be permanent and irreversible in nature.
44. Again however, refusing the current application would not preclude a more appropriate development scheme coming forward which would generate similar employment opportunities and economic benefits. Only moderate weight is therefore attached to this argument and this is not considered to constitute a VSC which would outweigh the serious harm to the

VSC Argument 5 – Social/wellbeing benefits:

45. The applicant argues that the proposed scheme would have social/wellbeing benefits in providing accommodation for older people thereby enhancing their quality of life and reducing pressure on the NHS. Again however, refusing the current application would not preclude a more appropriate development scheme coming forward with the same social benefits. Indeed a more appropriate scheme of a reduced scale would allow for a higher quality development with a greater size and quality of amenity areas for example. The proposal site already has a lawful C2 use and could be used as such in any case.

VSC Argument 6 – Community support:

46. The final VSC argument is that there is local support for the proposal. This is not considered to constitute a VSC and does not outweigh the serious harm identified.

VSC Summary:

47. The proposed development is considered to result in a significant and unacceptably harmful loss of openness to the Green Belt which would conflict with the fundamental aim and purposes of the Green Belt. The NPPF (2019) makes clear that 'substantial weight' should be given to any harm to the Green Belt.
48. Furthermore, as discussed elsewhere in the report, the proposal would result in a cramped and contrived overdevelopment of the proposal site which would result in a significantly harmful impact on the character of the surrounding area.

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49. In the context of this significant Green Belt harm and other harm, none of the above arguments, either alone or in combination are considered to amount to Very Special Circumstances which would clearly outweigh the harm caused to the Green Belt by reason of the proposal's inappropriateness and harm to openness.

Conclusion:

50. The proposal represents inappropriate development in the Green Belt which would be harmful by definition and would have a significantly harmful impact on the openness of the Green Belt. No Very Special Circumstances are considered to exist which would clearly outweigh the harm caused to the Green Belt by reason of the proposal's inappropriateness. The proposal is therefore contrary to Woking Core Strategy (2012) policy CS6 'Green Belt', Woking DMP DPD (2016) policy DM13 'Buildings Within and Adjoining the Green Belt' and the National Planning Policy Framework (2019).

Impact on Character:

51. Woking Core Strategy (2012) Policy CS21 'Design' requires development proposals to "*respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land*". Policy CS24 'Woking's landscape and townscape' requires development proposals to provide a 'positive benefit' in terms of landscape and townscape character and local distinctiveness. In addition to the above, Woking DMP DPD (2016) policy DM11 'Sub-divisions, specialist housing, conversions and loss of housing' states that specialist housing proposals will be permitted only where (inter alia) "*the proposal does not harm the residential amenity or character of the area...*" and "*there would be no detrimental impact on the visual appearance of the area*".
52. Section 12 of the NPPF (2019) states that "*Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions*" and requires development proposals to "*add to the overall quality of the area...*", to be "*visually attractive as a result of good architecture...*" and "*sympathetic to local character and history, including the surrounding built environment...*".
53. The proposal site is in the Green Belt and is bordered by open, undeveloped Green Belt land to the rear (west), side (south) and opposite the site to the east. To the north of the site is a Public House which is positioned in a generously sized plot. Further to the north along Bagshot Road are two storey detached dwellings which are positioned in the designated Urban Area. There is dense tree cover along Bagshot Road and the proposal site also features various mature trees and vegetation. The surrounding area is therefore sparsely populated with built development and has a distinctly open and rural appeal where trees and open, undeveloped land predominate over the built form.
54. The existing building on the proposal site is a two storey purpose-built care home building dating from the 1990s; accommodation is contained within the roof slope facilitated by dormer windows. The hipped roof design, predominately two storey nature and traditional overall design approach and proportions assist in limiting the prominence of the existing building and helps to integrate the existing building into the street scene.
55. By stark contrast, the proposed development is for a building of up to five storeys. When viewed from Bagshot Road the development would have four storeys and when viewed from the open land to the south five storeys would be apparent. The

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development that does exist in the area is predominately two storeys; there are no examples of three, four or five storey buildings in the area. Two storey development predominates which is unsurprising considering the Green Belt location of the proposal site. A building of up to five storeys is considered to be entirely out of scale and out of character with the prevailing building heights and scale of development in the area and would be clearly visible and prominent in the area.

56. The Public House immediately adjoining the site to the north is a two storey building built in a traditional style dating from the Victorian/Edwardian era with a mixture of render, tile hanging and clay roof tiles and a hipped roof design. Dwellings further to the north on Bagshot Road are also traditional in style and proportions and are finished in the same materials with hipped roofs. The proposed building adopts a contemporary design approach with flat roofs and would be finished in modern finishing materials including cladding, brickwork and stone. This would contrast starkly with the prevailing character of development in the area and the prevailing palette of materials. The proposed development would be finished in four different types of external materials including stone cladding. Stone has no relevance to the local area and the confused mix of materials is considered to add to the overall incongruous and discordant effect of the development.
57. There is a change in levels across the site from the front to the rear. The existing building is primarily positioned on the higher part of the site to the front with the rear portion of the building being single storey with a relatively shallow hipped roof. The rear of the site primarily comprises soft landscaping. These factors allow the current development on the site to blend seamlessly into the naturalistic landscape to the rear of the site.
58. The proposed development would extend significantly into the currently undeveloped rear of the site. The proposed building would be positioned only 4.5m from the rear boundary of the site whereas the existing building is positioned 26.5m from the rear boundary and the proposed development would occupy a more significant proportion of the plot compared to the existing development (32% compared to 12.5% as existing). The proposed development is considered to have a distinctly urbanising effect on the proposal site and surrounding area which is at odds with the informal, naturalistic setting of the proposal site. The building would have up to five storeys, one of which is partially set into the ground however this would clearly be appreciable around the site and the proposed courtyard amenity space would be sunken into the ground. This is considered to give an overly contrived and engineered appearance which is completely at-odds with the naturalistic setting of the proposal site.
59. The application is accompanied by a Landscape and Visual Impact Assessment which concludes that the proposal would have an acceptable impact on the landscape however this assessment includes a limited number of viewpoints where views of the existing building are already limited and the viewpoints are taken in summer when trees and vegetation are in full leaf. The applicant places great emphasis on the reliance on trees and landscaping to screen the development. Landscaping cannot be relied upon to permanently screen a development; soft landscaping and trees may die or may be removed over time. New and replacement landscaping would take some time to mature and the screening effects of landscaping is greatly reduced in the winter months. A reliance on the need to screen the proposed development from view implies that the development would be harmful and fails to reflect the character of the area. This is considered indicative of a contrived form of development.
60. The proposed development, by reason of its scale, bulk, massing, form, design and plot coverage would result in an unduly prominent, dominating and incongruous

development and a cramped and contrived overdevelopment of the site which would have a significantly harmful impact on the character of the surrounding area. The proposal would consequently fail to improve the character or quality of the area. The proposal is therefore contrary to Woking Core Strategy (2012) policies CS21 'Design' and CS24 'Woking's Landscape and Townscape', Woking Development Management Policies DPD (2016) policy DM11 'Sub-divisions, specialist housing, conversions and loss of housing', Supplementary Planning Document 'Design' (2015) and the National Planning Policy Framework (2019).

Transportation Impact

Impact on Highway Network:

61. The submitted Transport Statement calculates that the proposal would result in 125x net additional two way vehicle trips compared to the existing care home use. The Transport Statement also includes a traffic survey of Bagshot Road and concludes that the additional traffic generated by the proposed development would have a minimal impact on the highway network.
62. The Transport Statement acknowledges that whilst there is a 30mph speed limit on Bagshot Road, vehicle speeds are typically in excess of this which impacts on the ability to achieve adequate visibility splays. In order to reduce vehicle speeds to an acceptable level, highways works in the form of a traffic island to the north along Bagshot Road to act as a traffic calming measures is proposed. This is considered acceptable by the County Highway Authority who raise no objection on highway safety grounds.
63. The application demonstrates that service vehicles including refuse vehicles, ambulances and fire tenders would be able to enter and leave the site in forward gear subject to the existing access being modified.

Parking:

64. The proposal includes 28x one bedroom units and 26x two bedroom units and the proposal includes a car park with a total of 27x parking spaces.
65. The Council's Parking Standards SPD (2018) set minimum parking standards for residential development (Use Class C3) of 0.5x spaces per one bedroom flat and 1x space per two bedroom flat. For uses falling within Use Class C2, the SPD sets maximum standards for Care Homes of 1x space per two residents or an individual assessment.
66. If the proposal were assessed against the minimum standards for C3 developments in the Parking Standards SPD (2018), this would equate to a minimum requirement of 40x spaces. The SPD also encourages the provision of visitor parking where appropriate at a rate of 10% of the total number of parking spaces.
67. For care homes and nursing homes in C2 use the SPD sets maximum standards of 1x space per 2x residents or an individual assessment/justification. For sheltered housing the SPD sets maximum standards of 1x space per unit or an individual assessment.
68. The proposal site is on Bagshot Road (A322). Whilst there is a 30mph speed limit, vehicle speeds are relatively fast as acknowledged by the submitted Transport Statement. There are no opportunities for on-street parking along Bagshot Road and any such parking is likely to pose a highway safety risk. There is therefore no capacity for safe-on street parking in the vicinity for any overflow parking from the proposed development.

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69. Whilst located in the Green Belt, the proposal site is in a relatively accessible location in terms of local amenities; there is large supermarket along with an ATM and dental surgery positioned on Redding Way to the north which is approximately a five minute walk from the proposal site. The proposal site is also approximately a two minute walk from a Petrol Station on Bagshot Road to the south. The Basingstoke Canal is also located approximately a two minute walk to the south and this provides a pedestrian and cycle route through the Borough and there are a number of bus stops along Bagshot Road. However the pedestrian route to the amenities described above is along Bagshot Road which is a busy 'A' road with relatively fast vehicle speeds and the road also follows an incline from south to north. The pedestrian route from the site is therefore unattractive in nature and this route would be relied upon given the limited parking provision on the proposal site.
70. The proposed provision of 27x spaces would equate to a parking ratio of 0.5x spaces per dwelling. In seeking to justify this level of parking provision, the submitted Transport Statement refers to similar developments around the country which have a similar parking ratio. However no information has been provided about whether the parking in those developments is sufficient or whether this has resulted in parking stress in the local area.
71. It is considered likely that residents of an 'Extra Care' development would have a relatively high degree of dependence and are therefore likely to be car owners compared to a care home providing a high level of care provision for example. The proposal would have a parking ratio 0.5x spaces per unit however this makes no allowance for visitor or staff parking. This means at least half of the units would have no parking provision and as discussed above, there is no capacity for safe on-street parking along Bagshot Road.
72. The application identifies that the development would have 10x full-time staff members; no provision is made for staff car parking or visitor parking. The nature of the proposed development means visitor parking is likely to be in more significant demand compared to a conventional C3 housing scheme.
73. It is acknowledged that the proposed parking ratio is similar to an 'extra-care' scheme permitted under PLAN/2020/0304 at the former Ian Allan Motors site. However that application was accompanied by a more detailed Transport Statement which included a parking survey of similar developments with similar parking ratios to determine the demand for parking in those developments. That development also differs from the current proposal because it was located in the established urban area in a more sustainable location where on-street parking was an option. The two schemes are not therefore considered directly comparable.
74. The application is accompanied by a Travel Plan which detailed measures to promote sustainable methods of transport amongst staff and residents. The Travel Plan argues that the provision of a limited number of parking spaces is in itself a method of reducing demand for parking as a 'restraint-based' approach. Other identified measures are the provision of cycle and scooter storage, the provision of a live information board displaying bus times and signposting to public transport. Measures also include the provision of an information booklet to residents and a staff car sharing scheme.
75. None of the proposed spaces are identified on the proposed plans as being accessible spaces. Whilst the Parking Standards SPD (2018) does not set specific standards for accessible parking spaces in residential developments, it is considered

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that the provision of accessible parking spaces is particularly important given the target demographic of the development. It is noted that a similar scheme at Ian Allan Motors (PLAN/2020/0304) achieved 2x accessible spaces. In this instance given the highly constrained nature of the proposal site if accessible spaces were provided this is likely to either impact on the root protection areas of trees or impact on the overall number of parking spaces. The lack of consideration for the provision of staff, visitor and accessible parking is considered indicative of a contrived overdevelopment of the proposal site.

76. The proposed plans identify the provision of a cycle which identifies storage for 10x cycles and a buggy store for 10x mobility scooters. The Parking Standards SPD (2018) does not set minimum cycle storage requirements for C2 uses but requires an individual assessment. Further details of cycle storage could be secured by condition if the proposal were considered otherwise acceptable.
77. It has not been demonstrated that the proposal would deliver sufficient parking provision, including accessible spaces or visitor or staff parking, or that proposal would not lead to inappropriate on-street parking on Bagshot Road (A322). Consequently the Local Planning Authority cannot be satisfied that there would be no adverse effect upon car parking provision, highway safety or the free flow of traffic within the locality. Furthermore, the limited parking provision and the lack of consideration for accessible, visitor and staff parking and the lack of scope for such spaces to be provided is considered indicative of a contrived overdevelopment of the proposal site.
78. The proposal is therefore contrary to Supplementary Planning Document 'Parking Standards' (2018) and Woking Core Strategy (2012) policy CS18 'Transport and Accessibility' and the NPPF (2019).

Waste Management:

79. Woking Core Strategy (2012) policy CS21 'Design' requires new developments to incorporate the provision of storage of refuse and recycling whilst Woking DMP DPD (2016) policy DM11 states that residential institutions should provide adequate enclosed storage space for recycling and refuse. The Council's 'Waste and Recycling Provisions for New Residential Developments' document advises that developments with 12x units or more should be provided with 1x 1,100litre bin for both general waste and recycling for every 5x units or every 8x units based on single occupancy. Furthermore there is a requirement of 1x 140litre food recycling bin for every 15x units. This equates to a total required provision of 11x general waste bins and 11x recycling bins (a total of 22x 1,100litre bins) in addition to 4x 140litre food waste bins.
80. The proposed plans identify a bin store however this is large enough to accommodate only 7x bins; this equates to only about a third of the minimum requirement and would be a significant shortfall compared to the minimum standards and food waste bins have not been accommodated at all. The need for clinical waste has also not been considered. Even if the one bedroom units are treated as single occupancy, the required total would be 18x bins (9x bins each for general waste and recycling). The proposed development is constrained in nature and there is very limited space around the building to provide additional bins without impacting on parking provision, tree root protection areas and amenity space. Options for bin storage are further limited by the changes in levels on the site. It is not therefore considered that the proposed development would be able to accommodate sufficient bin storage in accordance with the Council's guidance and this is considered indicative of a cramped and contrived overdevelopment of the site.

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81. It has not been demonstrated that the proposed development would be able to accommodate sufficient bin storage to meet the needs of the proposed development. The proposal is therefore contrary to Woking Core Strategy (2012) policy CS21 'Design', Woking Development Management Policies DPD (2016) policy DM11 'Sub-divisions, specialist housing, conversions and loss of housing' and the Council's 'Waste and Recycling Provisions for New Residential Developments' guidance

Impact on Neighbours:

82. The proposal site borders open land to the south and west and the adjacent neighbour to the north is a Public House. Records indicate that there is a flat above the Public House at first floor level. Neighbouring first floor windows are positioned approximately 29m from the boundary of the proposal site and the proposal would pass the '25° test' with these windows as set out in the Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008). This separation distance is considered to result in an acceptable relationship with this neighbour in terms of loss of light, overbearing and overlooking impacts.
83. There are no other residential neighbours which border the site or positioned in close proximity to the proposal site; the next nearest residential neighbour is St Barbara on Bagshot Road which is positioned approximately 76m to the north. This separation distance to neighbours is considered sufficient to avoid an undue loss of light, overbearing or overlooking impact.
84. Overall the proposal is therefore considered to form an acceptable relationship with surrounding neighbours.

Housing Mix:

85. Core Strategy (2012) policy CS11 requires proposals to address local needs as evidenced in the Strategic Housing Market Assessment (SHMA) which identifies a need for family accommodation of two bedrooms or more. The most recent published SHMA (September 2015) is broadly similar to the mix identified in policy CS11. However policy CS11 goes on to state that "*The appropriate percentage of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme*" and the reasoned justification for policy CS11 goes on to state that "*Lower proportions of family accommodation (2+ bedroom units which may be houses or flats) will be acceptable in locations in the Borough such as the town and district centres that are suitable for higher density developments*". In addition to the above, policy CS13 'Older people and vulnerable groups' requires that 50% of C2 schemes should have two bedrooms.
86. The proposed development would deliver the number and proportion of dwellings set out below.

Unit Type	No. of Units	Percentage of Total
One Bedroom	28	52%
Two Bedroom	26	48%
Total	54	100%

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87. The proposed development is considered to achieve an appropriate mix of one and two bedroom units which is considered broadly consistent with the aims of Woking Core Strategy (2012) policies CS10 and CS13.

Impact on Trees:

88. The proposal site features various mature trees, predominately close to the site boundaries which are considered to have significant public amenity value. The application is accompanied by arboricultural information which assesses the quality of the trees on the site and details how retained trees would be protected during construction.
89. The submitted information identifies the presence of 50x trees and groups of trees on the proposal site. 30x of these trees are identified as being retained and protected during construction. The remaining 20x trees are proposed to be removed to accommodate the proposed development. Of these trees 14x are identified as 'C' category trees (low quality), 4x are 'B' category (moderate quality), 1x is 'A' category (high quality) and 1x is 'U' category (dead, dying or with defects). Whilst the loss of an 'A' category tree is undesirable, overall the proposal would retain a high proportion of existing trees. Details of soft landscaping including tree planting could be secured by condition if the proposal were considered otherwise acceptable.
90. The Council's Tree Officer has been consulted and raises no objection on arboricultural grounds subject to conditions. Overall the proposal is considered acceptable on arboricultural grounds.

Standard of Accommodation:

91. Section 12 of the NPPF (2019) states that planning decisions should ensure that a 'high standard of amenity' is achieved for existing and future residents and the Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008) seeks to ensure satisfactory levels of outlook for all residential development. In addition, Core Strategy (2012) policy CS13 states that new specialist accommodation should include generous space standards and generous amenity space provision.
92. The Housing Learning and Improvement Network (LIN) has developed the HAPPI (Housing for our Ageing Population Panel for Innovation) principles to apply to Extra Care developments to ensure high quality accommodation, which include the following:
- Spacious, flexible and easily adaptable dwellings
 - Generous daylight in the home and in shared spaces and generous space standards
 - Adaptability and 'care ready' design;
 - Choice in social engagement, unit sizes and tenure options
 - Attractive design internally and externally
 - Safety and security
 - Energy efficiency and sustainable design;
 - Accessible, attractive and secure external amenity areas
 - Location and connectivity to facilities
 - Community facilities
93. The proposal includes 28x one bedroom units and 26x two bedroom units and all of the units would comply with the minimum floor space standards set out in the National

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Technical Housing Standards (2015). All of the proposed units would have access to either private projecting balconies and/or shared or semi-private roof terraces and a courtyard garden. In addition to external amenity areas there are internal communal amenity areas including a gym, space for a hair salon, spa, garden lounge, bistro with associated kitchen and an activity room.

94. The application is accompanied by a Noise Report which assesses the noise environment of the proposal site and the most significant source of noise was found to be traffic noise from Bagshot Road. The report concludes that the proposed units would achieve an acceptable noise environment subject to recommendations. The Council's Environmental Health Team has reviewed the proposal and raises no objection subject to conditions.
95. Overall the proposed development is considered to deliver sufficient internal and external amenity spaces and the proposal is considered to achieve an acceptable standard of accommodation for future residents.

Affordable Housing:

96. Woking Core Strategy (2012) policy CS12 'Affordable Housing' requires all new residential developments of 15x dwellings or more to provide 40% of the dwellings as affordable housing. However the Affordable Housing Delivery SPD (2014) states that

*"Policy CS12 applies to all types of residential development sites including change of use (conversion), mixed use sites that incorporate an element of residential development, older persons housing such as sheltered and extra care schemes and any other development where there is a net increase in the number of **Class C3** residential units on the site.(emphasis added)*

*The Council will not seek an affordable housing contribution from specialist, non-Class C3 residential developments such as traveller accommodation (a sui generis use), **any C2 uses** such as nursing/residential care homes as on-site provision is often not suitable and as the Council wishes to encourage the provision of these specialist forms of accommodation where an identified need exists" (emphasis added)*

97. As established above, the proposed development is considered to fall within use class C2. On this basis there is not considered to be any requirement to provide affordable housing in this instance.

Impact on Drainage and Flood Risk:

98. The majority of the proposal site is not within a designated Flood Zone however a small part of the south-west corner of the site is designated as Flood Zone 2 and 3. Parts of the proposal site are also classified as being at risk of surface water flooding. The NPPF (2019) and Core Strategy (2012) policy CS9 state that Local Planning Authorities should seek opportunities to reduce flood risk through the appropriate application of sustainable drainage systems (SUDS). As per the guidance issued by the Department of Communities and Local Government (DCLG) all 'major' planning applications must consider sustainable drainage systems (House of Commons: Written Statement HCWS161 - Sustainable drainage systems).
99. A Flood Risk Assessment and details of a proposed sustainable drainage scheme have been submitted during the course of the application. The proposed building itself would be located outside Flood Zones 2 and 3 and the submitted drainage information

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demonstrates how surface water would be drained from the site sustainably and how occupants of the proposed development would not be at risk from flooding.

100. The submitted information is considered acceptable by the Council's Drainage and Flood Risk Engineer subject to conditions. The proposal is therefore considered to have an acceptable impact on drainage and flood risk subject to conditions which could be applied if the proposal were considered otherwise acceptable.

Ecology:

101. The site currently comprises overgrown grass and scrubland along with mature trees in addition to the existing building. The existing building would be demolished and most of the grass and scrub would be lost. Most of the mature trees are proposed to be retained.
102. The NPPF (2019) states that the planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This approach is supported by Circular 06/05 – Biodiversity and Geological Conservation and is reflected in Policy CS7 of the Woking Core Strategy.
103. In its role as a Local Planning Authority, the Council should also be aware of its legal duty under Regulation 9(3) of The Conservation of Habitats and Species Regulations 2017 which states that “a competent authority must, in exercising any of their functions, must have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of those functions”.
104. All species of bat and their roost sites are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Schedule 2 of the Conservation of Habitats and Species Regulations (2017).
105. The application is accompanied by an Ecological Assessment which assess the potential for the presence of protected species on the site and the ecological value of the site. The presence of different species and habitats is outlined below.
106. The report confirms the presence of three day roosts of common pipistrelle bats within the existing building and the presence of at least six species of foraging and commuting bats.
107. The trees on the site are identified as having a negligible suitability to support roosting bats and a moderate suitability to support foraging bats. The report indicates that the common pipistrelle bats identified using the site is relatively common and widespread and identifies that day roosts as being low status of importance at the local level in comparison to the maternity or hibernating roosts.
108. The report identifies the site as suitable for supporting reptiles and three slow-worms were identified on the site in surveys. The report concludes that this equates to a low population of slow-worms and the habitats in the surrounding area providing the most suitable habitat in the area.
109. The report concludes that the site has habitats which could support for small numbers of common bird species.

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110. The report identifies the suitability of the site to support badgers and hedgehogs. The report finds no evidence of other species being present on the site with a low suitability to support other species.
111. The report identifies that the proposed development would incorporate compensation and enhancement measures in the form of a green roof and additional tree, hedgerow and shrub planting. The proposed development would result in the loss of day roosts as discussed above and therefore an EPS Mitigation Licence will be required from Natural England before any works take place. The Habitats and Species Regulations (2017) requires the decision maker to have regard to the three 'derogation' tests set out in the European Habitats Directive at application stage. These are:
- a) Preserving public health or public safety or other imperative reasons of overriding public interest;
 - b) There is no satisfactory alternative; and
 - c) The action will not be detrimental to maintaining the population of the species concerned at a favourable conservation status in its natural range.
112. For the avoidance of doubt, there is a legal requirement under The Conservation of Habitats and Species Regulations (2017) for the applicant to obtain an EPS Mitigation Licence from Natural England prior to the carrying out of any activities that may kill, injure or disturb an individual or damages or destroys a breeding site or resting place of that individual. A planning condition requiring the applicant to acquire an EPS Mitigation Licence from Natural England is not necessary as it is required by alternative legislation and secured by a separate permitting regime.
113. The report sets out recommendations and precautions with regards to the clearance of the site. Compliance with the recommended precautions could be secured by condition. The report also makes recommendations with regards to potential measures to enhance the biodiversity of the site (e.g. bird and bat boxes and use of native plant/tree species). Specific details of biodiversity enhancement measures could also be secured by condition. Surrey Wildlife Trust has reviewed the submitted information and raises no objection but recommends several conditions.
114. The conclusion of the submitted report is that post-development, no residual or cumulative impacts are anticipated subject to mitigation, compensation and enhancement measures. Overall the proposal is therefore considered to result in an acceptable impact on biodiversity and protected species

Impact on Heritage Assets:

115. There are no locally or statutorily listed buildings in the vicinity of the proposal site. The proposal site is positioned a minimum of 96m from the Basingstoke Canal Conservation Area to the south. This separation distance and the visual detachment of the proposal site from the Conservation Area is considered to result in the proposal preserving the special character of the Conservation Area.
116. The proposal site is not within an area of High Archaeological Potential however the site is over 0.4ha. As required by Core Strategy (2012) policy CS20, the application is accompanied by a desk-based archaeological assessment which assesses the archaeological potential of the proposal site. The assessment concludes that the site is likely to have low archaeological potential and therefore no mitigation measures are recommended. The Surrey County Council Archaeologist has reviewed the assessment and raises no objection; the proposal is therefore considered acceptable in this regard.

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117. Overall the proposal is therefore considered to have an acceptable impact on heritage assets.

Impact on the Thames Basin Heaths Special Protection Area (TBH SPA):

118. The Thames Basin Heaths Special Protection Area are internationally important and designated for their interest as habitats for ground nesting birds. Policy CS8 of the Woking Core Strategy (2012) requires all new residential development within the 400m 5km zone (i.e. Zone B) 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. Since adoption of the Community Infrastructure Levy (CIL) on 1 April 2015 the SANG element of the contribution is encompassed Within CIL although the SAMM element is required to be secured outside of CIL. The Thames Basin Heaths Special Protection Area Avoidance Strategy states (at paragraph 1.24) that:

“Reflecting the precautionary principle and the need to consider the in combination effects of development, this strategy applies to proposals for 1 or more net new dwelling units falling within Use Class C3 (residential development). Also proposals for one or more net new units of staff residential accommodation falling within with Use Classes C1 and C2.”

119. As the proposal would constitute a C2 use with no staff sleeping accommodation, a SAMM contribution is not considered necessary in this instance.

Sustainability:

120. 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 approximately 19% above the requirements of Part L1A of the Building Regulations. This is now reiterated in Planning Practice Guidance (PPG) on Climate Change, which supports the NPPF. Therefore, whilst Policy CS22 of the Woking Core Strategy (2012) sought to achieve zero carbon standards (as defined by the Government) from 2016, standards have been 'capped' at a 19% uplift in Part L1A Building Regulations standards in accordance with national planning policy and national zero carbon buildings policy.
121. The LPA requires all new residential development to achieve as a minimum the optional requirement set through Building Regulations for water efficiency, which requires estimated water use of no more than 110 litres/person/day. Specific details of how the proposed development would achieve the above could be secured by conditions if the proposal were considered otherwise acceptable.
122. In addition to the above, the Council's Climate Change SPD (2013) requires 5% of parking spaces in car parks of over 20x spaces to feature 'active' Electric Vehicle charging bays and 15% 'passive' bays. This equates to a total of 1x 'active' and 4x

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'passive' bays. This provision could be secured by condition if the proposal were considered otherwise acceptable.

Community Infrastructure Levy (CIL):

123. The residential component of the proposed development would fall within Use Class C2; that is a residential institution in the context of the Use Classes Order. The proposal would not therefore be liable to make a CIL contribution.

CONCLUSION

124. The proposed development would be significantly greater in size, footprint, height, bulk and massing than the existing development on the proposal site. The proposal therefore represents inappropriate development in the Green Belt which would be harmful by definition and would have a significantly harmful impact on the openness of the Green Belt. No Very Special Circumstances are considered to exist which would clearly outweigh the harm caused to the Green Belt reason of the proposal's inappropriateness.
125. The proposed development, by reason of its scale, bulk, massing, form, design, plot coverage and the proposed parking and bin storage arrangements would result in an unduly prominent, dominating and incongruous development and a cramped and contrived overdevelopment of the site which would have a significantly harmful impact on the character of the surrounding area. The proposal would consequently fail to improve the character or quality of the area.
126. It has not been demonstrated that the proposal would deliver sufficient parking provision, including accessible spaces, visitor or staff parking, or that proposal would not lead to inappropriate on-street parking on Bagshot Road (A322). Consequently the Local Planning Authority cannot be satisfied that there would be no adverse effect upon car parking provision, highway safety or the free flow of traffic within the locality.
127. Furthermore, it has not been demonstrated that the proposed development would be able to accommodate sufficient bin storage to meet the needs of the proposed development.
128. The proposal is therefore contrary to Woking Core Strategy (2012) policies CS6 'Green Belt', CS18 'Transport and Accessibility', CS21 'Design' and CS24 'Woking's Landscape and Townscape', Woking Development Management Policies DPD (2016) policies DM11 'Sub-divisions, specialist housing, conversions and loss of housing' and DM13 'Buildings Within and Adjoining the Green Belt', Supplementary Planning Documents 'Design' (2015) and 'Parking Standards' (2018), the Council's 'Waste and Recycling Provisions for New Residential Developments' guidance and the National Planning Policy Framework (2019).
129. The proposal is therefore recommended for refusal.

BACKGROUND PAPERS

1. Site visit photographs
2. Consultation responses
3. Representations
4. Site Notices

RECOMMENDATION

REFUSE for the following reasons:

01. The proposed development would be significantly greater in size, footprint, height, bulk and massing than the existing development on the proposal site. The proposal therefore represents inappropriate development in the Green Belt which would be harmful by definition and would have a significantly harmful impact on the openness of the Green Belt. No Very Special Circumstances are considered to exist which would clearly outweigh the harm caused to the Green Belt reason of the proposal's inappropriateness. The proposal is therefore contrary to Woking Core Strategy (2012) policy CS6 'Green Belt', Woking DMP DPD (2016) policy DM13 'Buildings Within and Adjoining the Green Belt' and the National Planning Policy Framework (2019).
02. The proposed development, by reason of its scale, bulk, massing, form, design, plot coverage and the proposed parking and bin storage arrangements would result in an unduly prominent, dominating and incongruous development and a cramped and contrived overdevelopment of the site which would have a significantly harmful impact on the character of the surrounding area. The proposal would consequently fail to improve the character or quality of the area. The proposal is therefore contrary to Woking Core Strategy (2012) policies CS21 'Design' and CS24 'Woking's Landscape and Townscape', Woking Development Management Policies DPD (2016) policy DM11 'Sub-divisions, specialist housing, conversions and loss of housing', Supplementary Planning Document 'Design' (2015) and the National Planning Policy Framework (2019).
03. It has not been demonstrated that the proposal would deliver sufficient parking provision, including accessible spaces, visitor or staff parking, or that proposal would not lead to inappropriate on-street parking on Bagshot Road (A322). Consequently the Local Planning Authority cannot be satisfied that there would be no adverse effect upon car parking provision, highway safety or the free flow of traffic within the locality. The proposal is therefore contrary to Woking Core Strategy (2012) policy CS18 'Transport and Accessibility', Woking Development Management Policies DPD (2016) policy DM11 'Sub-divisions, specialist housing, conversions and loss of housing', Supplementary Planning Document 'Parking Standards' (2018) and the National Planning Policy Framework (2019).
04. It has not been demonstrated that the proposed development would be able to accommodate sufficient bin storage to meet the needs of the proposed development. The proposal is therefore contrary to Woking Core Strategy (2012) policy CS21 'Design', Woking Development Management Policies DPD (2016) policy DM11 'Sub-divisions, specialist housing, conversions and loss of housing' and the Council's 'Waste and Recycling Provisions for New Residential Developments' guidance and the National Planning Policy Framework (2019).

Informatives

1. The plans and documents relating to the development hereby refused are listed below:

1917/PA/001 (Site Location Plan) received by the LPA on 10/06/2020
1917/PA/002 (Site Plan – Survey) received by the LPA on 10/06/2020

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1917/PA/003 (Site Plan Existing – Survey and Tree Info) received by the LPA on 10/06/2020

1917/PA/004 (Site Block Plan Existing) received by the LPA on 10/06/2020

1917/PA/005 Rev.PB (Site Block Plan Proposed) received by the LPA on 02/11/2020

1917/PA/006 Rev.PA (Proposed Lower Ground Floor Plan) received by the LPA on 02/11/2020

1917/PA/007 Rev.PC (Proposed Ground Floor Plan) received by the LPA on 02/11/2020

1917/PA/008 Rev.PA (Proposed First Floor Plan) received by the LPA on 02/11/2020

1917/PA/009 Rev.PA (Proposed Second Floor Plan) received by the LPA on 02/11/2020

1917/PA/010 Rev.PA (Proposed Third Floor Plan) received by the LPA on 02/11/2020

1917/PA/011 (Proposed Roof Plan) received by the LPA on 10/06/2020

1917/PA/012 (Apartment Plans) received by the LPA on 10/06/2020

1917/PA/015 Rev.PA (Proposed East Elevation) received by the LPA on 02/11/2020

1917/PA/016 Rev.PA (Proposed South Elevation) received by the LPA on 02/11/2020

1917/PA/017 Rev.PA (Proposed West Elevation) received by the LPA on 02/11/2020

1917/PA/018 Rev.PA (Proposed North Elevation) received by the LPA on 02/11/2020

1917/PA/019 Rev.PA (Proposed Courtyard Elevation) received by the LPA on 02/11/2020

17/24/A (Topographical Survey) received by the LPA on 10/06/2020

1917/PA/021 Rev.PL (External Structures Plan (bin store only)) received by the LPA on 10/06/2020

1917/PA/022 Rev.PL (Existing building floor plans) received by the LPA on 10/06/2020

1917/PA/023 Rev.PL (Existing building elevation plans) received by the LPA on 10/06/2020

P2110/TS/4 (Visibility Sightlines) received by the LPA on 10/06/2020

P2110/TS/07 (Refuse Swept Path Analysis) received by the LPA on 10/06/2020

P2110/ATR/06 (Fire Engine Swept Path Analysis) received by the LPA on 10/06/2020

P2110/TS/05 (Box Van Swept Path Analysis) received by the LPA on 10/06/2020

416.08107.00001.29.013.2 (Detailed Planting Plan) received by the LPA on 25/09/2020

416.08107.00001.29.011.7 L2 (Landscape Design and Mitigation Strategy) received by the LPA on 25/09/2020

Flood Risk Assessment and Drainage Strategy prepared by RGP Group ref: CHSE/19/D1674/FRA5.3 dated 12.02.2021 received by the LPA on 11/03/2021

Arboricultural Impact Assessment prepared by PJC Consultancy ref: 5193/19/02 Rev.02 dated 15/09/2020 received by the LPA on 25/09/2020

Preliminary Arboricultural Method Statement prepared by PJC Consultancy ref: 5193/19/03 Rev.02 dated 15/09/2020 received by the LPA on 25/09/2020

1917/PA/022 Rev.PL (Proposed Car Park Levels) received by the LPA on 25/09/2020

The following documents all received by the LPA on 10/06/2020

Archaeological Desk-Based Assessment & Walkover Survey prepared by Archaeological Solutions Ltd

Bream Pre-Assessment report prepared by Method

Travel Plan and Transport Assessment prepared by Paul Mew Associates

6 APRIL 2021 PLANNING COMMITTEE

Planning Statement prepared by Gillings Planning
Design and Access Statement prepared by Edmund Williams Architects
Ecological Impact Assessment prepared by Ecosa
Economic and Social Impact Assessment prepared by Turley
Ground Investigation prepared by Land Science
LVIA prepared by SLR
Need Assessment prepared by HPC
Noise Assessment prepared by Hawking Environmental
Statement of Community Involvement prepared by Curtin and Co
Sustainability Statement prepared by Pope

SECTION B

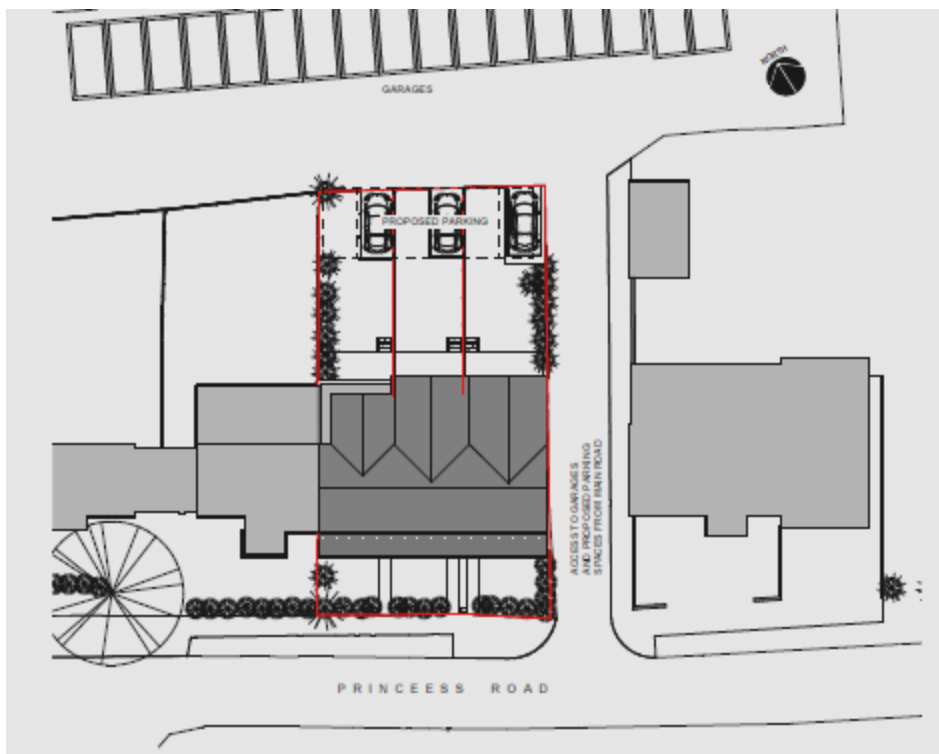
**APPLICATIONS WHICH WILL BE
THE SUBJECT OF A PRESENTATION
BY OFFICERS**

(Note: Ordnance Survey Extracts appended to the reports are for locational purposes only and may not include all current developments either major or minor within the site or area generally)

117 Princess Road, Maybury

PLAN/2020/0947

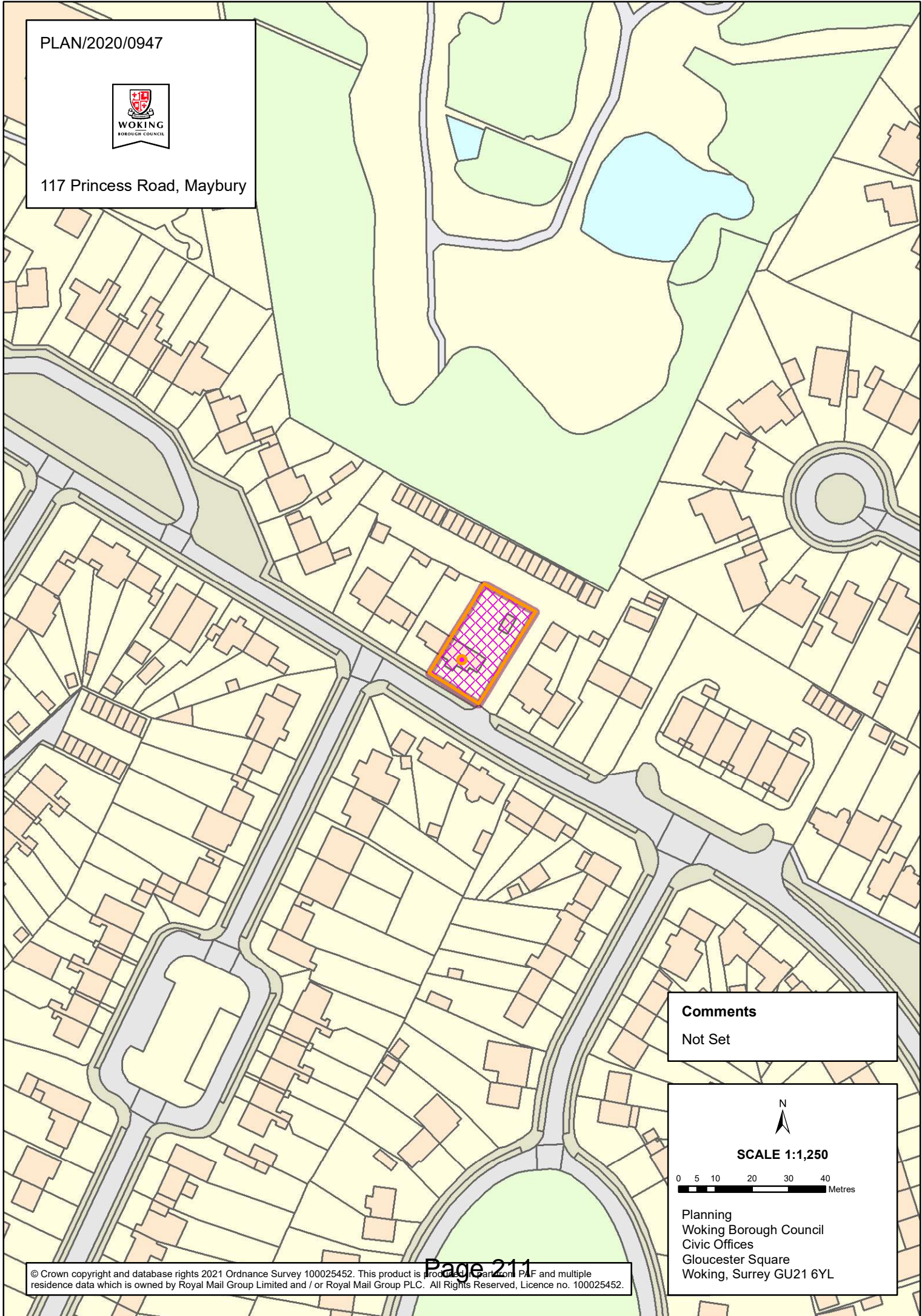
Section 73 application to vary Condition 2 (Approved Plans) of permission ref: PLAN/2019/0206 (Erection of 2x two storey dwellings (2x bed) following demolition of part of No. 117 Princess Road and erection of a part two storey, part single storey rear extension and single storey front extension to No.117 and associated landscaping and parking)



PLAN/2020/0947



117 Princess Road, Maybury



Comments
Not Set

N
SCALE 1:1,250
0 5 10 20 30 40 Metres

Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking, Surrey GU21 6YL

6 APRIL 2021 PLANNING COMMITTEE

6D PLAN/2020/0947

WARD: PY

LOCATION: 117 Princess Road, Maybury, Woking, Surrey, GU22 8ER

PROPOSAL: Section 73 application to vary Condition 2 (Approved Plans) of permission ref: PLAN/2019/0206 (Erection of 2x two storey dwellings (2x bed) following demolition of part of No. 117 Princess Road and erection of a part two storey, part single storey rear extension and single storey front extension to No.117 and associated landscaping and parking)

APPLICANT: Mr B. Lal

OFFICER: David Raper

REASON FOR REFERRAL TO COMMITTEE:

The application has been referred to Planning Committee by Councillor Mohammed for further discussion as the Councillor feels that the applicant has addressed the previous refusal reasons.

SUMMARY OF PROPOSED DEVELOPMENT

The proposal is a Section 73 application to vary Condition 2 (Approved Plans) of permission ref: PLAN/2019/0206. The approved application permitted the erection of 2x two storey dwellings (2x bed) following demolition of part of No. 117 Princess Road and erection of a part two storey, part single storey rear extension and single storey front extension to No.117 and associated landscaping and parking. The proposal is to vary the approved plans to increase the size of the proposed dwellings and to remove the 1m separation distance to the eastern side boundary.

PLANNING STATUS

- Urban Area
- Priority Places
- Thames Basin Heaths SPA ZoneB (400m-5km)

RECOMMENDATION

REFUSE planning permission.

SITE DESCRIPTION

The proposal relates to a two storey semi-detached dwelling dating from the 1950s. The proposal forms part of the Maybury Estate which is a large post-war housing development in a typical estate layout characterised by two storey semi-detached and terraced dwellings. The proposal site is bordered by an access road to the east which leads to a garage forecourt to the rear of the site.

RELEVANT PLANNING HISTORY

- PLAN/2020/0715 - Section 73 application to vary Condition 2 (Approved Plans) of permission ref: PLAN/2019/0206 (Erection of 2x two storey dwellings (2x bed) following demolition of part of No. 117 Princess Road and erection of a part two storey, part single storey rear extension and single storey front extension to No.117)

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and associated landscaping and parking) – **Refused** 08/10/2020 for the following reasons:

01. *The proposed development, by reason of the size of the proposed development in relation to the plot, the disproportionately small areas of amenity space and the proximity to boundaries, would result in an incongruous development which fails to respect the prevailing character, pattern and grain of development in the area and results in an unduly cramped and contrived overdevelopment of the site. The proposal would consequently result in a significantly harmful impact on the character of the surrounding area, contrary to Woking Core Strategy (2012) policies CS21 'Design' and CS24 'Woking's Landscape and Townscape', Woking DMP DPD (2016) policy DM10 'Development on Garden Land', Supplementary Planning Document 'Woking Design' (2015) and the National Planning Policy Framework (2019).*
 02. *The proposed development would fail to deliver sufficient areas of private amenity space suitable for family accommodation by reason of their disproportionately small size in relation to the dwellings they serve, to the detriment of the amenities of future occupants of the development. The proposal is therefore contrary to Woking Core Strategy (2012) policy CS21 'Design', Woking DMP DPD (2016) policy DM10 'Development on Garden Land', Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' (2008) and the National Planning Policy Framework (2019).*
- PLAN/2019/0206 - Erection of 2x two storey dwellings (2x bed) following demolition of part of No. 117 Princess Road and erection of a part two storey, part single storey rear extension and single storey front extension to No.117 and associated landscaping and parking – Permitted 15/07/2020
 - PLAN/2018/0811 - Erection of 2x two storey dwellings (2x bed) following demolition of part of No. 117 Princess Road and erection of a part two storey, part single storey rear extension to No.117 and associated landscaping and parking – **Refused** 01/11/2018 for the following reasons:
 01. *The proposed development, by reason of the proposed plot sub-division and the resulting unduly narrow plot widths, the bulk, massing and design of the proposed development and the proximity to boundaries, would result in an incongruous development with unduly small and narrow plots which fails to respect the prevailing character, pattern and grain of development in the area and results in a unduly cramped and contrived overdevelopment of the site. The proposal would consequently result in a significantly harmful impact on the character of the surrounding area, contrary to Core Strategy (2012) policies CS21 'Design' and CS24 'Woking's Landscape and Townscape', Woking DMP DPD (2016) policy DM10 'Development on Garden Land', Supplementary Planning Document 'Woking Design' (2015) and the NPPF (2018).*
 02. *In the absence of a Legal Agreement or other appropriate mechanism to secure contributions towards mitigation measures, it cannot be determined that the additional dwellings would not have a significant impact on the Thames Basin Heaths Special Protection Area, contrary to Core Strategy (2012) policy CS8 'Thames Basin Heaths Special Protection Areas', the Thames Basin Heaths Avoidance Strategy (2010 - 2015), saved policy NRM6 of the South East Plan (2009) and the Conservation of Habitats and Species Regulations 2010 (SI No. 490 - the "Habitats Regulations").*

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- PLAN/1994/0846 – Erection of two single storey extensions to the front – Permitted
- 82/0495 – Single storey extension – Permitted

CONSULTATIONS

- **County Highway Authority:** No objection subject to conditions.

REPRESENTATIONS

Seven representations of support received raising the following points:

- Proposal would have a positive impact on the street scene
- Proposal would have adequate parking
- Proposal would provide good sized family units
- Proposal is smaller than the previously refused application

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019):

Section 2 - Achieving sustainable development

Section 5 - Delivering a sufficient supply of homes

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

Woking Core Strategy (2012):

CS1 - A Spatial strategy for Woking Borough

CS4 - Priority Places

CS8 - Thames Basin Heaths Special Protection Areas

CS10 - Housing provision and distribution

CS11 - Housing Mix

CS18 - Transport and accessibility

CS21 - Design

CS22 - Sustainable construction

CS24 - Woking's landscape and townscape

CS25 - Presumption in favour of sustainable development

Woking Development Management Policies DPD (2016):

DM2 - Trees and Landscaping

DM10 - Development on Garden Land

Supplementary Planning Documents (SPDs):

Parking Standards (2018)

Woking Design (2015)

Outlook, Amenity, Privacy and Daylight (2008)

PLANNING ISSUES

Impact on Character:

Background:

1. A previous proposal for 2x dwellings was refused on 01/11/2018 under application ref: PLAN/2018/0811. The reasons for refusal primarily related to the proposed plot sub-

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division and the resulting unduly narrow plot widths, the bulk, massing and design of the development and the proximity to boundaries. This was considered to result in an incongruous development which failed to respect the prevailing character, pattern and grain of development in the area and an unduly cramped and contrived overdevelopment of the site. A subsequent planning application (PLAN/2019/0206) for 2x dwellings incorporated amendments and was permitted.

2. A subsequent Section 73 application (PLAN/2020/0715) proposed to vary the approved plans in the following ways:
 - Removal of 1m gap to side boundary, resulting in the development being positioned directly on the eastern side boundary
 - Increase in the size of the dwellings resulting in the dwellings being 2.1m greater in depth and approximately 29% greater in total footprint and floor area
 - Reduction in the size of rear gardens
 - Re-location of main entrance of one dwelling from side elevation to front elevation
3. This Section 73 was subsequently refused due to the size of the proposed development in relation to the plot, the disproportionately small areas of amenity space and the proximity to boundaries, which was considered to result in an incongruous development which failed to respect the prevailing character, pattern and grain of development in the area and an unduly cramped and contrived overdevelopment of the site.

Current Proposal:

4. The principle of the plot subdivision and plot widths has been established by PLAN/2019/0206. However the amendments proposed under the current application would increase the size, bulk and massing of the development. The impact of these changes therefore needs to be examined.
5. The current application proposes the following amendments:
 - Removal of 1m gap to side boundary, resulting in the development being positioned directly on the eastern side boundary
 - Increase in the size of the dwellings resulting in the dwellings being 1.1m greater in depth and between approximately 8-22% greater in total footprint
 - Re-location of main entrance of one dwelling from side elevation to front elevation
6. Woking Core Strategy (2012) Policy CS21 'Design' requires development proposals to "*respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land*". Section 12 of the NPPF (2019) states that "*Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions*" and requires development proposals to "*add to the overall quality of the area...*", to be "*visually attractive as a result of good architecture...*" and "*sympathetic to local character and history, including the surrounding built environment...*". Woking DMP DPD (2016) policy DM10 'Development on Garden Land' permits sub-division of plots providing the proposed development "*...does not involve the inappropriate sub-division of existing curtilages to a size substantially below that prevailing in the area*", "*the means of access is appropriate in size and design to accommodate vehicles and pedestrians safely and prevent harm to the amenities of adjoining residents and is in keeping with the character of the area*" and "*suitable soft landscape is provided for the amenity of each dwelling appropriate in size to both the type of accommodation and the characteristic of the locality*". The Council's 'Outlook, Amenity, Privacy and Daylight'

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SPD (2008) states that areas of private amenity space serving family dwellings should be at least proportionate to the footprint of the dwelling they serve.

7. In addition to the above, Paragraph 130 of the NPPF (2019) states that “*Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme*”.
8. The consented development (PLAN/2019/0206) incorporated a 1m gap to the eastern side boundary; this was considered to assist in alleviating the potential for an overbearing impact on the street scene and helped integrate the development with the street scene. The proposed amendments would result in the loss of this gap and would result in the 10.5m long, two storey flank elevation being positioned directly on the boundary bordering the adjacent access road. This is considered to result in an unduly cramped and contrived form of development which contributes towards an undue overdevelopment of the proposal site. The previously refused Section 73 application (PLAN/2020/0715) was also positioned directly on the boundary and was refused partly for this reason.
9. No.119 Princess Road is positioned on the opposite side of the adjacent access road and features a two storey side extension, coupled with a detached garage and wall which are all positioned directly on the boundary. This is considered to result in a negative enclosing and overbearing effect on the street scene which is uncharacteristic of the more spacious surrounding area. The proposed development would replicate this relationship and would also be positioned directly on the boundary. The proposed development, in combination with the existing dwelling at No.119, is considered to result in a significantly harmful, cramped, enclosing and overbearing visual effect on the street scene. Furthermore, the re-location of the front door of the end-of-terrace house from the side to the front is considered to accentuate the narrowness of the plots which further contributes to a cramped and contrived form of development.
10. As a result of the proposed amendments, the depth of the proposed dwellings to the rear would increase by 1.1m which would impact on the resulting garden sizes serving the proposed dwellings. The resulting garden sizes would be between approximately 3.1m² and 9.8m² smaller than the footprints of the dwellings they would serve. The approved permission (PLAN/2019/0206) resulted in rear gardens which were approximately 6-7m² smaller than the footprints of the dwellings which was considered acceptable. The resulting garden sizes are therefore considered acceptable in character terms in this instance
11. The proposed development, by reason of the lack of separation to boundaries and placement of door openings, would result in an incongruous development which fails to respect the prevailing character, pattern and grain of development in the area and results in an unduly cramped and contrived overdevelopment of the site. The proposal would consequently result in a significantly harmful impact on the character of the surrounding area, contrary to Woking Core Strategy (2012) policies CS21 'Design' and CS24 'Woking's Landscape and Townscape', Woking DMP DPD (2016) policy DM10 'Development on Garden Land', Supplementary Planning Document 'Design' (2015) and the National Planning Policy Framework (2019).

Impact on Neighbours:

No.115 Princess Road:

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12. This neighbour is attached to the proposal site to the north-west. The proposal includes a part two storey, part single storey rear extension to the existing dwelling at No.117. The single storey element of the proposed extension would have a depth of 4.6m and the two storey element would have a depth of 3.5m. This neighbour features a 4m deep single storey rear extension; the single storey element would project 0.6m beyond this extension and the two storey element would not project beyond the ground floor rear elevation of this neighbour. The rear extensions would not therefore unduly impact on any ground floor windows of this neighbour.
13. With regards to neighbouring first floor windows, the first floor element would be set-in 1.1m from the boundary and would fail the '45° test' in plan form but would pass in elevation form as set out by the Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008) and so is considered to result in an acceptable loss of light and overbearing impact on these windows. The proposed development includes rear-facing window openings however these would have views typical of a residential area and so are not considered to result in undue overlooking or loss of privacy.
14. The front extension would have a depth of 1.5m and would be positioned on the boundary with No.115 with an eaves height of 2.4m and a mono-pitched roof up to 3.4m in height. Whilst the proposal would fail the 45° test in plan form with the neighbouring front window of No.115, the proposal would just pass the test in elevation form. Considering this, along with the relatively modest depth of the single storey element, on balance the proposal is not considered to result in an undue loss of light or overbearing impact on this neighbour. Overall the proposal is considered to form an acceptable relationship with this neighbour.

No.119 Princess Road:

15. This neighbour is positioned on the opposite side of the access road to the south-east and features a two storey side extension which has been built up to the boundary. This neighbour features two first floor side-facing windows, one of which is understood to serve a single-aspect bedroom. The proposed two storey flank elevation of the proposed development would be positioned directly opposite this window however the proposal would pass the '25° test' with this window as set out by the Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008) and so is not considered to result in an undue loss of light impact on this window and the separation distance is considered sufficient to avoid an undue overbearing impact. The proposed development would be approximately in-line with the front and rear elevation of this neighbour and so is not considered to unduly impact on front or rear window openings.
16. The development includes first floor side-facing windows facing towards this neighbour however as these serve bathrooms, these can be required to be obscurely glazed with restricted opening by condition if the proposal were considered otherwise acceptable. The proposed development includes rear-facing window openings however these would have views typical of a residential area and so are not considered to result in undue overlooking or loss of privacy.

Other neighbours:

17. The proposed development would be in excess of 20m from the front elevations of neighbours opposite the site on Princess Road which is sufficient to avoid undue overlooking and other neighbours in the area are considered a sufficient distance from the proposal site in order to not be unduly affected.

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18. Overall the proposed development is therefore considered to have an acceptable impact on the amenities of neighbours in term of loss of light, overbearing and overlooking impacts.

Standard of Accommodation:

19. The NPPF (2019) states that planning decisions should ensure that a 'high standard of amenity' is achieved for existing and future residents. The Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008) advises that areas of private amenity space should, as a minimum, be at least proportionate to the footprint of the dwelling they serve. The SPD also requires all dwellings designed for family accommodation to provide a suitable sunlit area of predominately soft landscaped amenity space, appropriate in size and shape for the outdoor domestic and recreational needs of the family and states that "*In established residential areas, where the existing pattern of development has a well defined character, the size, shape and position of the garden will need to reflect the existing context and be in proportion to the size of the dwelling...*". The SPD states that family accommodation includes dwellings with two bedrooms or more and over 65m² in floor area; all of the proposed dwellings can therefore be considered to constitute family accommodation. All the resulting dwellings would meet the minimum standards set out in the National Technical Housing Standards (2015).
20. As a result of the proposed amendments, the depth of the proposed dwellings to the rear would increase by 1.1m which would impact on the resulting garden sizes serving the proposed dwellings. The resulting garden sizes would be between approximately 3.1m² and 9.8m² smaller than the footprints of the dwellings they would serve. The approved permission (PLAN/2019/0206) resulted in rear gardens which were approximately 6-7m² smaller than the footprints of the dwellings which was considered acceptable. In this context the garden sizes resulting from the proposed development are considered acceptable. Overall the proposal is considered to achieve an acceptable standard of accommodation.

Transportation Impact:

21. Each resulting dwelling would have one parking space to the rear of the plot accessed from the garage forecourt to the rear. The Council's Parking Standards SPD (2018) sets a minimum parking standard of one space per two bedroom dwelling; the proposal would therefore meet this requirement and the proposal is considered to provide sufficient off-street parking. There would be sufficient space within the curtilage of each dwelling for the storage of bins and bicycles. The Country Highway Authority has reviewed the proposal and raises no objection subject to conditions. Overall the proposal is therefore considered to have an acceptable transportation impact.

Impact on the Thames Basin Heaths Special Protection Area (SPA):

22. The extant permission included a Legal Agreement to secure the relevant SAMM contribution which has been paid to the Council. As the proposal would not increase the number of bedrooms, it is not necessary for a further Legal Agreement or contribution to be made.

Community Infrastructure Levy (CIL):

23. The proposal would be liable to make a CIL contribution.

CONCLUSION

24. The proposed development, by reason of the lack of separation to boundaries and placement of door openings, would result in an incongruous development which fails to respect the prevailing character, pattern and grain of development in the area and results in an unduly cramped and contrived overdevelopment of the site. The proposal would consequently result in a significantly harmful impact on the character of the surrounding area, contrary to Woking Core Strategy (2012) policies CS21 'Design' and CS24 'Woking's Landscape and Townscape', Woking DMP DPD (2016) policy DM10 'Development on Garden Land', Supplementary Planning Document 'Design' (2015) and the National Planning Policy Framework (2019). The proposal is therefore recommended for refusal.

BACKGROUND PAPERS

1. Site visit photographs
2. Consultation responses
3. Representations

RECOMMENDATION

REFUSE for the following reason:

01. The proposed development, by reason of the lack of separation to boundaries and placement of door openings, would result in an incongruous development which fails to respect the prevailing character, pattern and grain of development in the area and results in an unduly cramped and contrived overdevelopment of the site. The proposal would consequently result in a significantly harmful impact on the character of the surrounding area, contrary to Woking Core Strategy (2012) policies CS21 'Design' and CS24 'Woking's Landscape and Townscape', Woking DMP DPD (2016) policy DM10 'Development on Garden Land', Supplementary Planning Document 'Design' (2015) and the National Planning Policy Framework (2019).

Informatives

1. The plans relating to the development hereby refused are listed below:

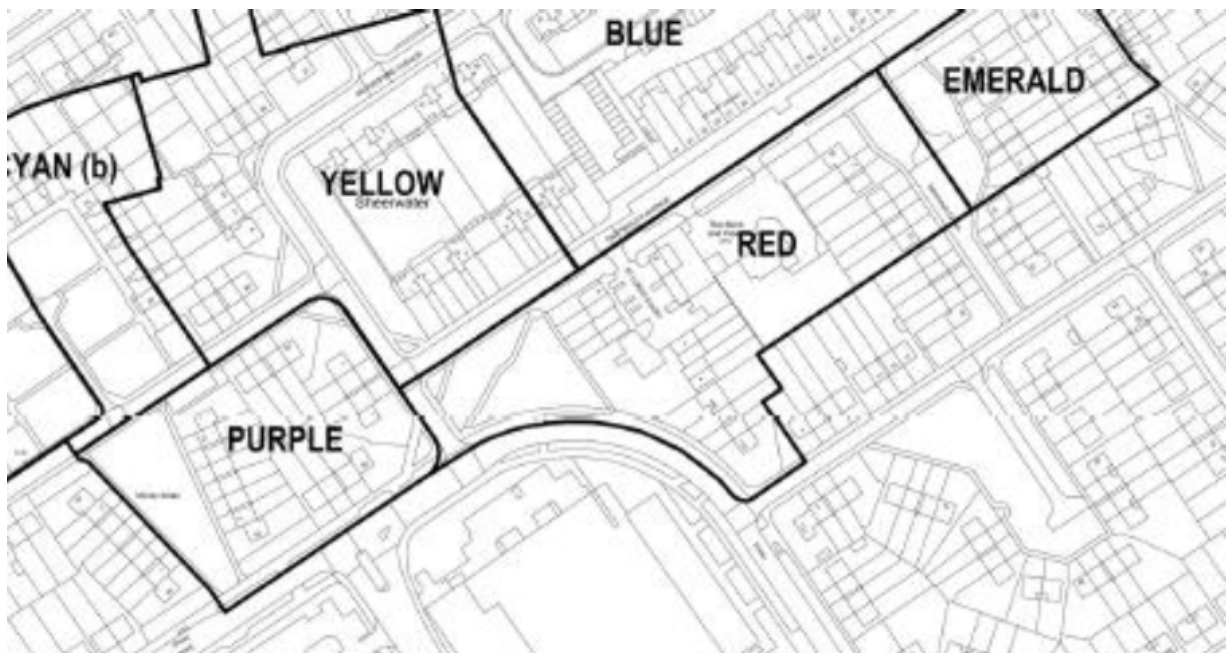
FE01 (Location Plan) received by the LPA on 29/10/2020
FE02 (Existing Site Survey) received by the LPA on 29/10/2020
FE03e (Proposed Block Plan) received by the LPA on 19/03/2021
FE10 (Existing Ground Floor Plan) received by the LPA on 29/10/2020
FE11 (Existing First Floor Plan) received by the LPA on 29/10/2020
FE12 (Existing Roof Plan) received by the LPA on 29/10/2020
FE15 (Existing Front Elevation) received by the LPA on 29/10/2020
FE16 (Existing Side Elevation) received by the LPA on 29/10/2020
FE17 (Existing Rear Elevation) received by the LPA on 29/10/2020

FE20h (Proposed Ground Floor Plan) received by the LPA on 19/03/2021
FE21j (Proposed First Floor Plan) received by the LPA on 19/03/2021
FE22g (Proposed Roof Plan) received by the LPA on 29/10/2020
FE25e (Proposed Front Elevation) received by the LPA on 29/10/2020
FE26g (Proposed Right Side Elevation) received by the LPA on 29/10/2020
FE27g (Proposed Rear Elevation) received by the LPA on 29/10/2020
FE28c (Proposed Left Side Elevation) received by the LPA on 29/10/2020

Sheerwater Estate, Albert Drive, Sheerwater, Woking

COND/2021/0026

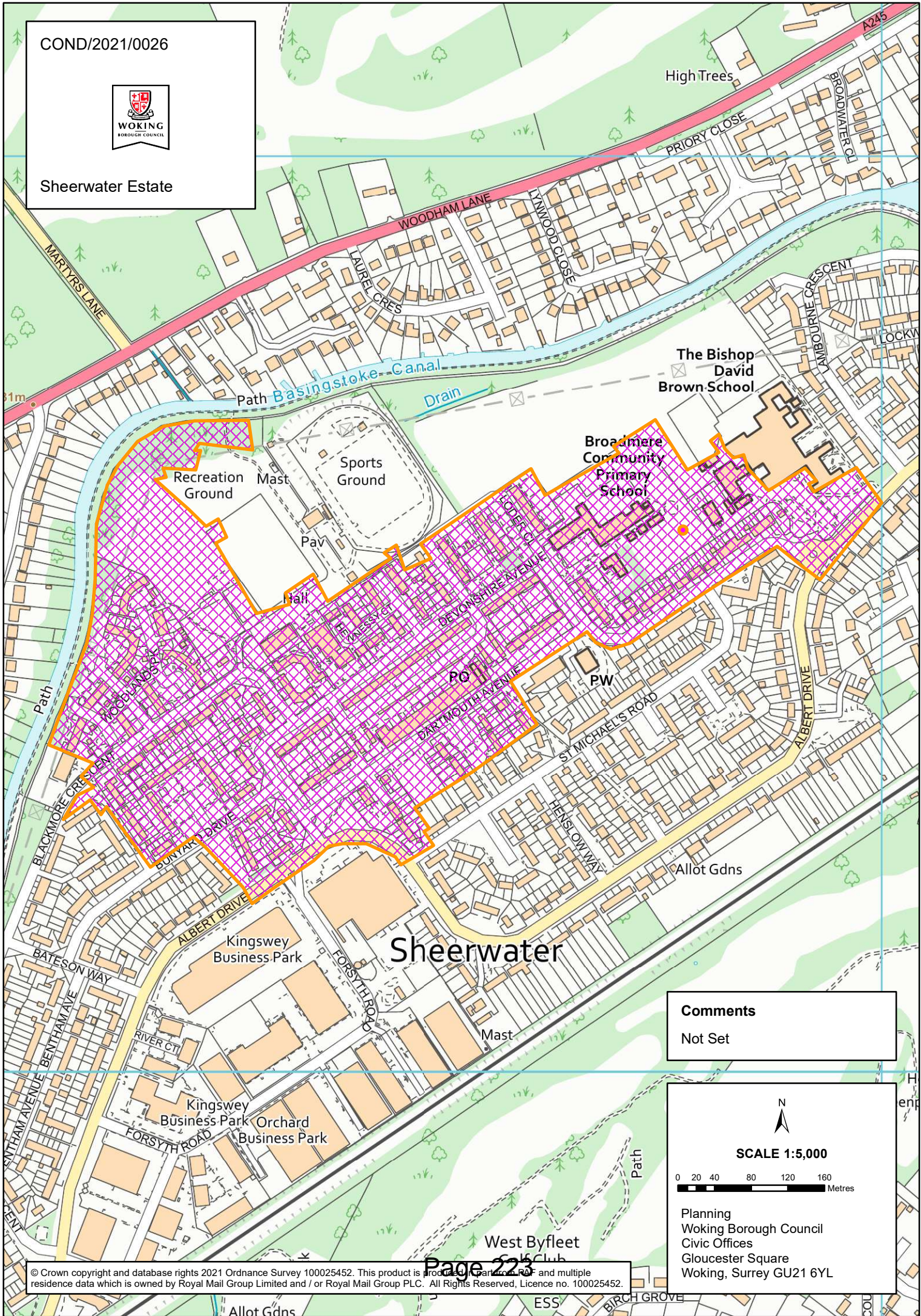
Partial Approval of details pursuant to Condition 33 (Travel Plan) for phase Red only of planning permission PLAN/2018/0337 for the Sheerwater Regeneration.
nt to Condition 19 (Air Quality) for phase Red only of planning permission PLAN/2018/0337 for the Sheerwater Regeneration.



COND/2021/0026



Sheerwater Estate



The Bishop David Brown School

Broadmere Community Primary School

Sheerwater

Comments
Not Set

N

SCALE 1:5,000

0 20 40 80 120 160 Metres

Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking, Surrey GU21 6YL

6e

COND/2021/0026

WARD: C

LOCATION: Sheerwater Estate, Albert Drive, Sheerwater, Woking

PROPOSAL: Partial approval of details pursuant to Condition 33 (Travel Plan) for phase Red only of planning permission PLAN/2018/0337 for the Sheerwater Regeneration.

APPLICANT: Gilbert Ash

OFFICER: Joanne Hollingdale

REASON FOR REFERRAL TO COMMITTEE

Although the applicant is the contractor for phase Red of the Sheerwater Regeneration, legal advice is that this conditions application falls outside the Scheme of Delegation and thus such applications are required to be determined by the Planning Committee.

SUMMARY OF PROPOSED DEVELOPMENT

This conditions application seeks partial approval of details pursuant to Condition 33 of planning permission PLAN/2018/0337 relating to the Travel Plan.

PLANNING STATUS

- Urban Area
- Thames Basin Heaths SPA Zone B (400m-5km)
- Priority Place
- Flood Zone 1 and 2 (some areas)
- Basingstoke Canal Conservation Area & SSSI
- Urban Open Space
- Local Centre

RECOMMENDATION

APPROVE details submitted.

SITE DESCRIPTION

This conditions application relates to the second phase of the development for the Sheerwater Regeneration. The second phase, known as phase Red, comprises the specialist accommodation, the energy centre, ground floor non-residential uses, apartments, mews dwellings and maisonettes and is due to commence shortly. This phase is located diagonally opposite Asda and lies between Albert Drive, Dartmouth Avenue and includes part of Dartmouth Green.

PLANNING HISTORY

The most relevant planning history for this application is as follows:

PLAN/2018/0337 - Hybrid planning application (part outline, part full planning application) for the demolition of 573 residential units and existing non-residential buildings and redevelopment of the site to be implemented in phases to provide a mixed-use development comprising of 869 residents units (Class C3), 134 specialist residential units (Class C3/C2), 904 sqm community centre (Class D1), 929 sqm nursery/children's centre (Class D1), 312 sqm health centre (Class D1), 290 sqm additional classrooms (Class D1), 1,728 sqm of retail (flexible use within Class A1 and/or A2 and/or

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A3 and/or A4 and/or A5), 117sqm management office (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/or B1a and/or SG), and 132 sqm dentist (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/or class D1), a new energy centre, formation of a new car park for Broadmere Primary school, formation of an extended car park for Bishop David Brown School and the Leisure Centre, including a bus/coach drop off area, formation of a new community car park to serve community hub, hard and soft landscaping and open space with a kiosk, a multi-use games area (MUGA) and a skate park, reconfigured and new vehicular and pedestrian access and works to the public highway and associated works; including full planning application for the detailed phases comprising of: demolition of 412 residential units and 7,609 sqm existing non-residential buildings, and construction of 695 residential units (7 no. studios, 68 no. 1-bedroom specialist accommodation, 160 no. 1-bed units, 227 no. 2-bed units, 160 no. 3-bed units, 71 no.4-bed units, and 2 no. 5-bed units.), 904 sqm Community Centre (Class D1), 1,728 sqm of retail (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5), 117sqm management office (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/or B1a and/or SG) and 132 sqm dentist (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/ or class D1), 929 sqm of nursery/children's centre (Class D1), 312 sqm health centre (Class D1), an energy centre, formation of an extended car park for Bishop David Brown School and the Leisure Centre, including a bus/coach drop of area, formation of a new community car park to serve community hub, hard and soft landscaping and open space with a kiosk, a multi-use games area (MUGA) and a skate park reconfigured and new vehicular and pedestrian access and works to the public highway and associated works. Permitted 18.04.2019 subject to a S106 Legal Agreement and Executive Obligations.

PROPOSED DEVELOPMENT

This conditions application seeks the partial approval of details pursuant to Condition 33 (Travel Plan) of planning permission PLAN/2018/0337 for phase Red only.

A revised Travel Plan document has been submitted with the application.

CONSULTATIONS

SCC County Highway Authority: In response to the submitted revised Travel Plan the Highway Authority has advised that the document is acceptable.

REPRESENTATIONS

As this application seeks approval of details pursuant to a condition on a planning permission, there is no statutory requirement for neighbour notification.

RELEVANT PLANNING POLICIES

Woking Core Strategy 2012
CS18 – Transport and Accessibility

PLANNING ISSUES

1. The only issue to consider is whether the details submitted are considered acceptable to comply with the requirements of Condition 33.
2. A revised Travel Plan has been submitted with the application in response to earlier comments of the Travel Plan Officer at the County Highway Authority. The Travel Plan sets out aims, objectives, travel plan targets and measures, roles and responsibilities and monitoring and review details. The County Highway Authority has reviewed the revised Travel Plan and has advised that it is acceptable.

CONCLUSION

3. The submitted details contained in the Travel Plan are therefore considered to comply with the requirements of Condition 33 and would also comply with Policy CS18 of the Woking Core Strategy 2012. The details submitted are therefore recommended for approval as noted in the recommendation below.

BACKGROUND PAPERS

File - COND/2021/0026

RECOMMENDATION

It is recommended that details submitted are **APPROVED** as follows:

Details approved are:

- Revised Residential Travel Plan – Red Phase by Mode Transport Planning (Version 1.4 dated 25.02.2021) received on 01.03.2021;

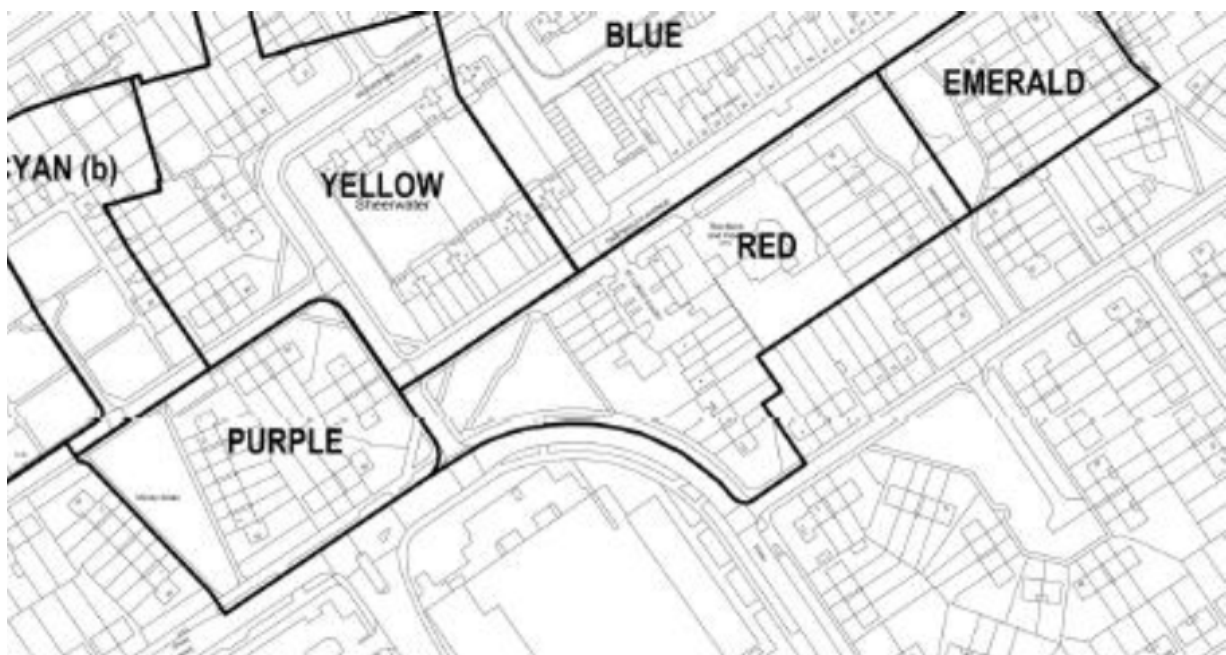
Notes to applicant:

The applicant is advised that the approved details relate to phase Red only and details pursuant to this condition require LPA approval for all other phases of the development in accordance with the requirements of the condition.

Sheerwater Estate, Albert Drive, Sheerwater, Woking

COND/2021/0038

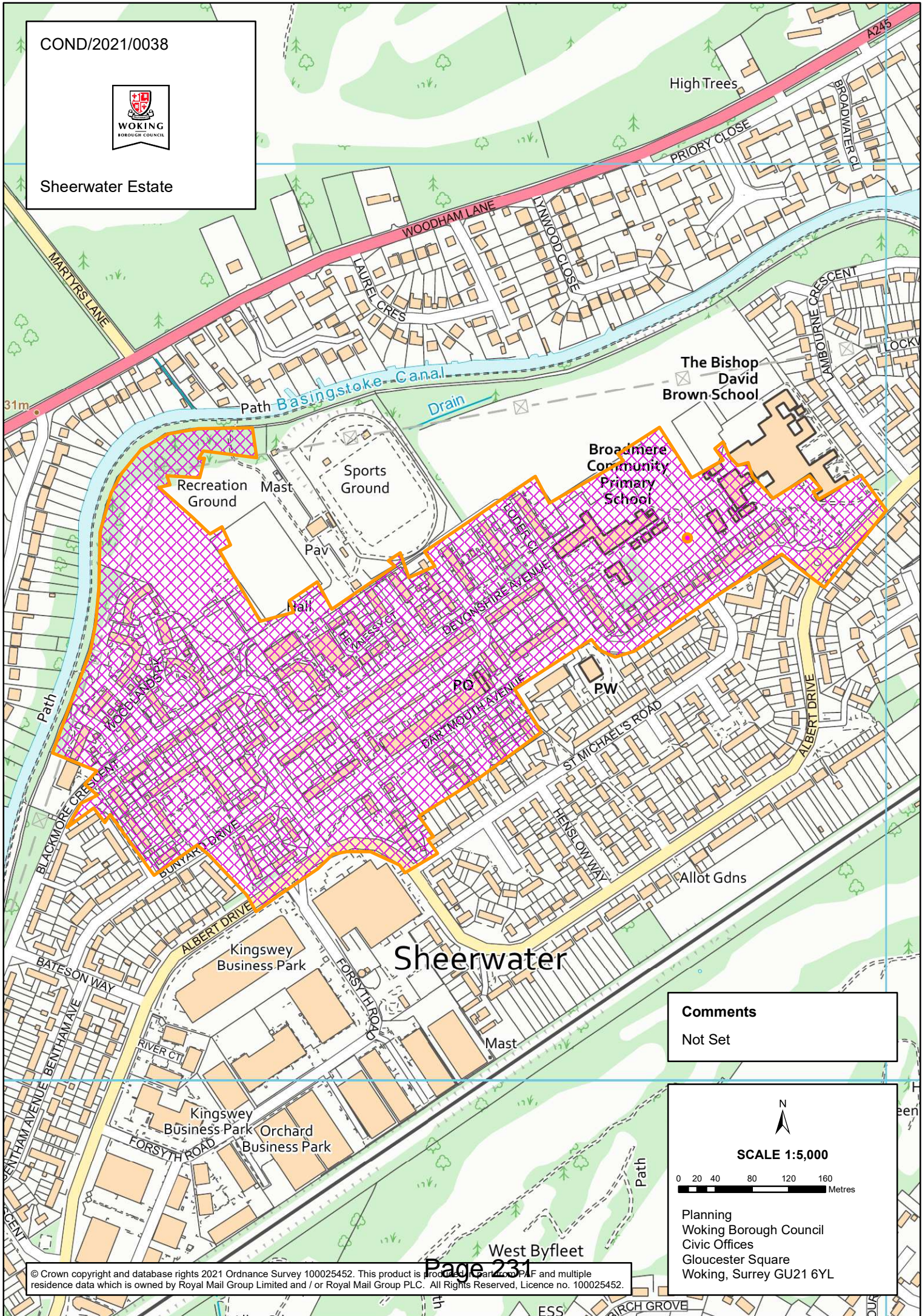
Partial approval of details pursuant to Condition 47 (refuse management plan) for phase Purple only of planning permission PLAN/2018/0337 for the Sheerwater Regeneration.



COND/2021/0038



Sheerwater Estate



The Bishop David Brown School

Broadmere Community Primary School

Sheerwater

Comments
Not Set

N

SCALE 1:5,000

0 20 40 80 120 160 Metres

Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking, Surrey GU21 6YL

6f

COND/2021/0038

WARD: C

LOCATION: Sheerwater Estate, Albert Drive, Sheerwater, Woking

PROPOSAL: Partial approval of details pursuant to Condition 47 (refuse management plan) for phase Purple only of planning permission PLAN/2018/0337 for the Sheerwater Regeneration.

APPLICANT: Gilbert Ash

OFFICER: Joanne Hollingdale

REASON FOR REFERRAL TO COMMITTEE

The applicant is Thameswey and under the Scheme of Delegation, applications for approval of details pursuant to condition fall outside the delegation to Officers and thus such applications are required to be determined by the Planning Committee.

SUMMARY OF PROPOSED DEVELOPMENT

This conditions application seeks partial approval of details pursuant to Conditions 47 (refuse management plan) for phase Purple only of planning permission PLAN/2018/0337.

PLANNING STATUS

- Urban Area
- Thames Basin Heaths SPA Zone B (400m-5km)
- Priority Place
- Flood Zone 1 and 2 (some areas)
- Basingstoke Canal Conservation Area & SSSI
- Urban Open Space
- Local Centre

RECOMMENDATION

APPROVE details submitted.

SITE DESCRIPTION

This conditions application relates to the first phase of the residential development for the Sheerwater Regeneration. The first residential phase, known as phase Purple is under construction. This phase is located opposite Asda and lies between Albert Drive, Devonshire Avenue and Bunyard Drive.

PLANNING HISTORY

The most relevant planning history for this application is as follows:

PLAN/2018/0337 - Hybrid planning application (part outline, part full planning application) for the demolition of 573 residential units and existing non-residential buildings and redevelopment of the site to be implemented in phases to provide a mixed-use development comprising of 869 residents units (Class C3), 134 specialist residential units (Class C3/C2), 904 sqm community centre (Class D1), 929 sqm nursery/children's centre (Class D1), 312 sqm health centre (Class D1), 290 sqm additional classrooms (Class D1), 1,728 sqm of retail (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5), 117sqm management office (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/or B1a and/or SG), and 132 sqm dentist (flexible use within Class A1

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and/or A2 and/or A3 and/or A4 and/or A5 and/or class D1), a new energy centre, formation of a new car park for Broadmere Primary school, formation of an extended car park for Bishop David Brown School and the Leisure Centre, including a bus/coach drop off area, formation of a new community car park to serve community hub, hard and soft landscaping and open space with a kiosk, a multi-use games area (MUGA) and a skate park, reconfigured and new vehicular and pedestrian access and works to the public highway and associated works; including full planning application for the detailed phases comprising of: demolition of 412 residential units and 7,609 sqm existing non-residential buildings, and construction of 695 residential units (7 no. studios, 68 no. 1-bedroom specialist accommodation, 160 no. 1-bed units, 227 no. 2-bed units, 160 no. 3-bed units, 71 no.4-bed units, and 2 no. 5-bed units.), 904 sqm Community Centre (Class D1), 1,728 sqm of retail (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5), 117sqm management office (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/or B1a and/or SG) and 132 sqm dentist (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/ or class D1), 929 sqm of nursery/children's centre (Class D1), 312 sqm health centre (Class D1), an energy centre, formation of an extended car park for Bishop David Brown School and the Leisure Centre, including a bus/coach drop of area, formation of a new community car park to serve community hub, hard and soft landscaping and open space with a kiosk, a multi-use games area (MUGA) and a skate park reconfigured and new vehicular and pedestrian access and works to the public highway and associated works. Permitted 18.04.2019 subject to a S106 Legal Agreement and Executive Obligations.

PROPOSED DEVELOPMENT

This conditions application seeks partial approval of details pursuant to Condition 47 (refuse management plan) for phase Purple only of planning permission PLAN/2018/0337 for the Sheerwater Regeneration.

A refuse strategy plan has been submitted with the application (which is an updated version of the one approved under PLAN/2018/0337). A written Refuse and Waste Management Strategy statement has also been provided with the application.

CONSULTATIONS

Joint Waste Solutions: Am satisfied with the information provided on the portal [*Notes to applicant are also provided including for the town houses 240ltr compostable bins (for food waste) are not available but 2x 140ltr compostable bins would be a sufficient requirement and bins can be purchased from the contractor*].

REPRESENTATIONS

As this application seeks approval of details pursuant to conditions on a planning permission, there is no statutory requirement for neighbour notification.

RELEVANT PLANNING POLICIES

Woking Core Strategy 2012
CS21 – Design

PLANNING ISSUES

1. The only issue to consider is whether the details submitted are considered acceptable to comply with the requirements of Condition 47.
2. The submitted details include, details of refuse stores, route for residents to refuse stores, pulling routes and distances to refuse vehicle collection point, number of bins provided and the details for management of the refuse stores including security, vermin, ventilation and details of arrangements for bin presentation and collection. One refuse

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store is provided for the town houses and one for the apartments. Access to the bin stores for management staff and residents will be through a door entry system with programmable fobs and this will prevent non-resident entry and fly tipping. The details are based on the principles approved under PLAN/2018/0337, although more specific information is provided in the submitted details. Joint Waste Solutions have reviewed the details submitted and are satisfied with the information provided with the application including the provision of bins and the pulling distances.

CONCLUSION

3. The details submitted are considered acceptable and would meet the requirements of Condition 47. The submitted details would also comply with Policy CS21 of the Woking Core Strategy 2012 and the NPPF. The details submitted are therefore recommended for approval as noted in the recommendation below.

BACKGROUND PAPERS

Planning file - COND/2021/0038

RECOMMENDATION

It is recommended that details submitted are **APPROVED** as follows:

Details approved are:

- Refuse Strategy Plan by White Ink (SHE-WIA-P0-XX-PL-A-01_0117 Rev E) received on 12.03.2021;
- Refuse and Waste Management Strategy – Phase Purple by Thameswey received on 26.02.2021.

Notes to applicant: The applicant is advised to note the information provided in the Joint Waste Solutions comments on the application (available on public access) as it provides information regarding the purchase of bins etc.

The applicant is advised that the approved details relate to phase Purple only and details pursuant to this condition require LPA approval for all other phases of the development in accordance with the requirements of the condition.

SECTION C

**APPLICATION REPORTS NOT TO BE
PRESENTED BY OFFICERS UNLESS REQUESTED
BY A MEMBER OF THE COMMITTEE**

(Note: Ordnance Survey Extracts appended to the reports are for locational purposes only and may not include all current developments either major or minor within the site or the area generally)

PLANNING COMMITTEE – 6 APRIL 2021

SCHEME OF DELEGATION

Executive Summary

Under the scheme of delegation, applications for approval of details reserved by condition submitted by Woking Borough Council and their companies/entities need to be reported to Planning Committee for determination. For the period between 6 April and 8 June committee meetings, no decisions on these applications can be made which will result in delays on Council projects. To avoid these delays and to ensure these applications are determined in a timely manner, it is proposed to allow these types of applications to be delegated to the Development Manager in consultation with the Chairman of the Planning Committee for a temporary period.

Recommendations

The Planning Committee is requested to:

RECOMMEND TO COUNCIL that

Applications for approval of details reserved by condition submitted by Woking Borough Council and their companies/entities are delegated to the Development Manager for determination in consultation with the Chairman of the Planning Committee (or, in his absence, the Vice-Chairman) for a temporary period until the first substantive meeting of the Planning Committee in the new Municipal Year (8 June 2021).

Reasons for Decision

Reason: This will ensure decisions on these condition applications are determined in a timely manner.

The item above will need to be dealt with by way of a recommendation to Council

Background Papers: None.

Reporting Person: Thomas James, Development Manager
Email: Thomas.james@woking.gov.uk, Extn: 3435

Portfolio Holder: Councillor Gary Elson
Email: cllrgary.elson@woking.gov.uk

Shadow Portfolio Holder: Councillor Graham Chrystie
Email: cllrgraham.chrystie@woking.gov.uk

Date Published: 25 March 2021

1.0 Introduction

- 1.1 The framework which allows a local authority to arrange for any of its functions to be delegated to one of its officers is contained under Section 101 of the Local Government Act 1972 Act. In particular section 101(1) provides that (subject to any express statutory provision) a local authority may arrange for the discharge of any of its functions by a committee, sub-committee or one of its officers.
- 1.2 For the purpose of expediency and to maintain quick decision making processes, some decisions are delegated to Officers. This is a key part of the Council's day to day functioning allowing everyday operational and less impacting decision to take place on normal every day matters. It is important to continually review the operational needs of the Planning Service and the needs upon the service evolve over time. It is therefore necessary to strike the correct balance between the efficient and timely processing of planning applications and decisions made by officers and the need for the Planning Committee to be able to scrutinise and decide those applications which have an important role in fulfilling strategic objectives or are contentious and require closely balanced judgements.
- 1.3 The current scheme of delegation was agreed by the planning committee at their meeting on 21 July 2020.

2.0 Current scheme of delegation

- 2.1 Amongst other things, the current scheme of delegation requires applications where the applicant is Woking Borough Council and any companies or entities 50% or more owned by Woking Borough Council (except for non material amendments and minor material amendments irrespective of whether they are major or non major development) to be reported to planning committee for determination. This includes applications for approval of details reserved by condition submitted by or on behalf of Woking Borough Council and any companies or entities 50% or more owned by Woking Borough Council. It needs to be noted that prior to the changes to the scheme of delegation in July 2020, these applications did not require to be reported to committee for determination.
- 2.2 Since the current scheme of delegation came into force, a total of 23 applications for approval of details reserved by condition submitted by Woking Borough Council and their companies/entities have been reported to planning committee and all have been approved, in accordance with officer's recommendation.

3.0 Proposal

- 3.1 There are no planning committees between the meetings on 6 April 2021 and 8 June 2021, a period of 9 weeks and as such no applications for approval of details reserved by condition submitted by Woking Borough Council and their companies/entities can be determined during this time. This will result in delays on Council projects as the conditions mainly require details to be approved prior to commencement of development or prior to occupation of development.
- 3.2 The vast majority of conditions require technical information to be provided and are imposed at the request of consultees such as the County Highway Authority, Drainage and Flood Risk Engineer, Surrey Wildlife Trust etc. When applications are submitted to approve these details, these consultees in their capacity of being technical experts

are consulted. Only when the consultees are satisfied the submitted details are acceptable, will a recommendation for approval of these details be reported to Planning Committee. The vast majority of applications for approval of details reserved by condition which are reported to planning committee are approved with no discussion as the technical experts are satisfied the submitted details are acceptable.

- 3.3 In order to avoid delays on Council projects and having regard to the above, it is proposed that applications for approval of details reserved by condition submitted by Woking Borough Council and their companies/entities are delegated to the Development Manager for determination in consultation with the Chairman of the Planning Committee (or, in his absence, the Vice-Chairman) for a temporary period until the first substantive meeting of the Planning Committee in the new Municipal Year (8 June 2021). This will ensure decisions on these condition applications are determined in a timely manner.

4.0 Financial

- 4.1 There are no financial implications.

REPORT ENDS

