

## 6 APRIL 2021 PLANNING COMMITTEE

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

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### **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 is 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)

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### 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%
<b>Total</b>	<b>196</b>	<b>100.0%</b>
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

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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%

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### *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

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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

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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:

<b>Land use</b>	<b>Approved minimum parameter</b>	<b>Approved maximum parameter</b>	<b>Reserved matters proposal</b>
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.

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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

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'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:

<b>Number of bedrooms (b)</b>	<b>Number of bed spaces (persons) - for context</b>	<b>Minimum GIA in scheme (sq.m)</b>	<b>Maximum GIA in scheme (sq.m)</b>	<b>NDSS Minimum (sq.m)</b>	<b>NDSS Compliant?</b>
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.

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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:

<b>Viewpoint</b>	<b>Location</b>	<b>Impact</b>
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 CO<sub>2</sub>. 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<sub>Aeq</sub>) and NR 15 (L<sub>Amax</sub>). 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<sub>Aeq</sub>) and NR 15 (L<sub>Amax</sub>).

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:

<b>Drawing No. / Rev.</b>	<b>Drawing Title</b>	<b>Date</b>
<b><i>Architectural</i></b>		
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
<b><i>Landscape</i></b>		
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.

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### 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](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](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://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](mailto:trade_effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://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](mailto: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.