

25 September 2018 PLANNING COMMITTEE

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LOCATION: Heathside Car Park, Heathside Crescent, Woking, Surrey, GU22 7AG

PROPOSAL: Remove pitch roof and extension of car park from 3 storeys 6 levels to 6 storeys 12 levels increasing parking spaces from 479 to 793. Proposed new access off White Rose Lane and alterations to existing access off Heathside Road. Changes to external materials.

TYPE: Full Planning Application

APPLICANT: Woking Borough Council

OFFICER: Brooke Bournague

REASON FOR REFERRAL TO COMMITTEE

The applicant is Woking Borough Council and as such the application falls outside the Scheme of Delegation.

PROPOSED DEVELOPMENT

This planning application seeks planning permission for the removal of the existing pitch roof of the car park and to increase the car park from 3 storeys (6 levels) to 6 storeys (12 levels). The number of parking spaces would increase from 479 to 793. Vehicular access to the car park will be from a new access created off White Rose Lane. Egress will be from the existing access off Heathside Road. The proposed car park would be finished in brick slips under a green roof.

	Existing	Proposed	Change (+/-)
Site area	0.54	0.54	No change
Footprint	3841sqm	3862sqm	+21
Car parking spaces	479	793	+314
Disabled spaces	4	60	+54
No. of storeys	3	6	+3
Max. Height	11.6m (not including clock tower)	17.4m	+5.8

PLANNING STATUS

- Thames Basin Heaths SPA ZoneB (400m-5km)
- Woking Town Centre

RECOMMENDATION

Grant planning permission subject to conditions

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SITE DESCRIPTION

Heathside Car Park is a multi storey car park with three storeys (6 levels). The car park is sited on a corner plot bounded by Heathside Crescent and White Rose Lane. The car park is finished in brick with large roof overhangs and several feature brick arches. The top floor of the car park (levels 5 and 6) is currently open. There are currently two pedestrian stair towers to the west elevation accessed via Heathside Crescent and two pedestrian stair and lift towers to the east of the car park accessed from White Rose Lane. The large tower on the east currently provides public toilets. Vehicular access and egress is via Heathside Crescent.

The application site is located within the Woking Town Centre boundary. The HM Coroner's Court is sited to the west of the application site, the former St Dunstons Church site currently under construction as residential flats is sited to the north of the application site, residential properties are sited to the east of the application site and the Woking United Reformed Church and residential properties are sited to the south of the application site.

PLANNING HISTORY

PLAN/1987/1117 - Erection of 492 space, low rise decked public car park (substitute application indicating full details of new car park). Permitted 27.11.1987

BACKGROUND

Amended plans have been received over the course of the application incorporating the following:

- Revised alignment of vehicular access into the car park
- Insertion of raised crossing over vehicular access to the car park
- Repositioning of exit barriers

CONSULTATIONS

Arboricultural Officer: No objection subject to condition 9

Environmental Health: No objection subject to conditions 7

Scientific Officer: No objection subject to condition 8

County Highway Authority: No objection subject to conditions 10 and 11

Flood risk and Drainage Engineer: No objection subject to conditions 4, 5 and 6

Planning Policy: Makes efficient use of a town centre site. Should secure disabled spaces, EV charging points and BREAM and comply with adopted policy.

Surrey Police: Encourage the development to achieve Park Mark accreditation. The areas we wish to pay particular attention to are: management and design of public areas, access control..., balancing security with fire/emergency evacuation measures, security of parking areas and cycle security measures.

REPRESENTATIONS

A total of 24x (2 letters from the same household) objections were received in response to the original proposal raising the following concerns:

- Have a negative impact on the area which is right next to a Conservation Area (Officer note: the Ashwood Road/Heathside Road Conservation Area is sited approximately 92m to the south of the application site)
- New access off White Rose Lane will cause a significant amount of traffic disruption
- Inevitable queues will go back onto the road
- Pedestrian and cyclist safety
- A large number of spaces are not for general public use. Can these spaces not be moved to another location
- Car park tariff is lower than the Network Rail car park, if there was price parity then the excess capacity at the Network Rail car park would be used
- An alternative could be to create a low level multi storey car park at Network Rail car park on Oriental Road
- Groups of people congregate around the car park and stairwell consuming alcohol. Increasing the size of the car park could increase this behaviour resulting in less people using the car park in the evenings.
- Little architectural merit
- School children are not mentioned in the Transport Assessment pedestrian count. The survey was undertaken mid July after exams with reduced students numbers
- Trees are to be removed, no replacement planting scheme has been submitted
- There is no proposal for extra space for queuing traffic
- Entering the car park from Heathside Road will be quicker, encouraging more people to use the residential roads around Heathside Road.
- Green roof will enhance biodiversity
- Not sympathetic to surrounding area
- Could have incorporated the clock tower
- Low number of electric vehicle charging points
- How will parking for cars be managed during construction
- Increase traffic noise
- Increase in air pollution
- Overshadow the United Reform Church
- Vehicle traffic will cross the pavement which is heavily used
- Loss of privacy
- Overlooking
- Out of keeping with area
- The existing car park is an attractive design that blends with surrounds
- Increase in traffic especially during peak hours
- Detrimental impact on the new flats at St. Dunstan's
- Loss of daylight
- Loss of outlook
- Light pollution
- Noise, dust and traffic during construction
- Increase in noise
- Impact on health

Neighbours were re-consulted on the amended plans on 31.08.2018 and a further 12x objections were received objecting to the proposal raising points already summarised above and the additional points below:

- High density development

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- Loss of trees could pose a security problem to Holbreck Place

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2018):

Section 2 - Achieving sustainable development
Section 7 - Ensuring the vitality of town centres
Section 9 - Promoting healthy communities
Section 11 - Making effective use of land
Section 12 - Achieving well-designed places
Section 15 - Conserving and enhancing the natural environment
Section 16 - Conserving and enhancing the historic environment

Woking Core Strategy (2012):

CS1 - A Spatial strategy for Woking Borough
CS2 - Woking Town Centre
CS9 - Flooding and water management
CS15 - Sustainable economic development
CS16 - Infrastructure delivery
CS18 - Transport and accessibility
CS19 - Social and community infrastructure
CS21 - Design
CS22 - Sustainable construction
CS24 - Woking's landscape and townscape
CS25 - Presumption in favour of sustainable development

DM Policies DPD (2016):

DM2 - Trees and Landscaping
DM5 - Environmental Pollution
DM6 - Air and Water Quality
DM7 - Noise and Light Pollution
DM8 - Land Contamination and Hazards

Supplementary Planning Documents (SPDs):

Woking Design (2015)
Outlook, Amenity, Privacy and Daylight (2008)
Parking Standards (2018)

PLANNING ISSUES

Principle of Development:

1. Paragraph 106 of the NPPF (2018) states *'in town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists'*.
2. Policy CS1 of the Woking Core Strategy (2012) states *'Woking Town Centre will be the primary focus of sustainable growth to maintain its status as an economic hub with a flourishing, diverse and innovative economy and a transport hub which provides transport services, links and communication linking people to jobs, services and facilities'*. The Town Centre will be the primary focus for sustainable growth to maintain its status as an economic hub.
3. Policy CS2 of the Woking Core Strategy (2012) states *'the Council will support the development of the town centre as the primary centre for economic development in the*

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Borough and as a primary economic centre in the South East. Over the life of the Core Strategy Woking Town Centre will cater for 2,180 homes, 27,000sqm of additional office space and 75,300sqm of additional A class floorspace.

4. The application site is located within Woking Town Centre. The existing car park is three storeys high and provides 479 car parking spaces. The proposal will make efficient use of the existing car park site by intensifying the number of car parking spaces from 479 to 793 spaces resulting in an increase of 314 parking spaces (including 60 accessible parking spaces).
5. Woking Town Centre is the focus of future development within the Borough. The additional parking spaces would assist in strengthening the residential, employment and retail function of the Town Centre and support the ambitious targets set by Policy CS2 of the Woking Core Strategy (2012). The proposed use is therefore considered to be acceptable in principle.

Impact on Character:

6. The NPPF (2018) states *'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve'*.
7. Policy CS1 of the Woking Core Strategy 2012 establishes the town centre as the primary focus for sustainable growth and states that *'In the town centre, well designed, high density development that could include tall buildings and which enhances its image will be encouraged, but without comprising on its character and appearance and that of nearby areas'*.
8. Policy CS2 of the Woking Core Strategy 2012 places great weight on high quality development in the town centre and states that *'New Development proposals should deliver high quality, well designed public spaces and buildings, which make efficient use of land, contribute to the functionality of the centre and add to its attractiveness and competitiveness'*.
9. Policy CS21 of the Woking Core Strategy 2012 states that *'proposals for new development 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'*. Policy CS21 also states that tall buildings can be supported in the town centre where they are well designed and can be justified within their context.
10. The existing car park is sited on a corner plot bounded by Heathside Crescent and White Rose Lane. The car park is finished in brick with large roof over hangs and several feature brick arches. The top floor of the car park (levels 5 and 6) is currently open. There are currently two pedestrian stair towers to the west elevation accessed via Heathside Crescent and two pedestrian stair and lift towers to the east of the car park accessed from White Rose Lane. The large tower on the east currently provides public toilets.
11. The proposal includes removing the roof over hangs and extending the car park to create a four to six storey car park. The four storey element would be positioned to the south of the site stepping up to six storeys to the north. The car park would have a maximum height of approximately 17.4m. The footprint of the car park area would remain unchanged. Alterations are proposed to the existing stair and lift towers. Two towers would be retained to the east and west elevations of the car park. The towers on the east and west elevations sited towards the south of the car park would be relocated further

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north. The towers to the east elevation would be enlarged to accommodate an additional lift and ticket machines. Pedestrian access would be maintained from both Heathside Crescent and White Rose Lane.

12. The surrounding area is mixed in character and ranges from two storey dwellings to the east and south of the site, three storeys dwellings to the south west of the site, three storey building (The Crescent) to the north west of the site and seven to thirteen storey block of flats to the north of the site at the St Dunstons site currently under construction. At four to six storeys the height and scale of the proposed car park is considered acceptable given the location of the proposal site within the town centre and given the emerging character of the area for higher density development. The scale of the proposed development is considered appropriate to its edge-of-centre location.
13. The existing car park is finished in brick with tile over hangs with open parking on the top roof. The existing car park and car park extension would be finished in dark coloured brick slips under a green roof. Steel railings are included between car park floors for safety. Condition 3 is recommended to secure details of proposed materials. In the immediate area there are a variety of material finishes including relatively dark brick and cladding materials along with painted render. As there is no strong character to the area in terms of materials, the proposed approach to external finishes is considered acceptable and consistent with the modern design approach of the development.
14. Overall the proposal is considered to adopt a contemporary design which makes a positive contribution to the character of the area and Woking town centre as a whole and is considered consistent with the emerging character of the town centre. The proposal is therefore considered acceptable in design terms and is considered to have an acceptable impact on the character of the surrounding area in accordance with Core Strategy (2012) policies CS21, CS24 and CS25, Supplementary Planning Document 'Woking Design' (2015) and the National Planning Policy Framework (2018).

Impact on Neighbours:

15. Policy CS21 of the Woking Core Strategy (2012) advises that proposals for new development should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or loss of outlook. More detailed guidance in terms of assessing neighbouring amenity impacts is provided within Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' (2008).
16. In determining the potential impacts on neighbours in terms of loss of light, a key test is the analysis of the Vertical Sky Component (VSC) which quantifies the amount of skylight falling on a vertical wall or window, measured on the outer pane of the window. This is the ratio, expressed as a percentage, of the direct sky illuminance falling on a reference point (usually the centre of the window) to the simultaneous horizontal illuminance under an unobstructed sky (overcast sky conditions). According to the BRE Guide, if the VSC measured at the centre of a window, is at least 27% then enough daylight should still reach the window of the existing building. If the VSC, with the new development in place, is both less than 27% and less than 0.8 times its former value, occupants of the existing building will notice the reduction in the amount of light. The guide states that the 27% value is *'purely advisory and different targets may be used on the special requirements of the proposed development or its location'*.
17. No-sky line (NSL) is a measure of the distribution of diffuse daylight within a room. The BRE guide states that *'where room layouts are known, the impact on the daylight distribution in the existing building can be found by plotting the 'no sky line' in each of the main rooms'*. The BRE guide states that if *'the no sky line moves so that the area of*

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existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value this will be noticeable to the occupants’.

18. Annual probable sunlight hours (APSH) is a measure of sunlight that a given window may expect over a year. The BRE sunlight test should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The BRE guide states that sunlight availability may be adversely affected if the centre of the window:
- receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and
 - receives less than 0.8 times its former sunlight hours during either period and
 - has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

The former St Dunstons Church site

19. The former St Dunstons Church site is located to the north of the application site. The site is currently being developed with a 7 to 13 storey building with 147 flats and commercial floorspace at ground floor. There would be an approximate 15.5m separation distance between Heathside Crescent Car Park and the St Dunstons development. The submitted Daylight and Sunlight Study advises the VSC will fail a total of 15 habitable 1st and 2nd floor windows in the south elevation of the St Dunstan development currently being implemented. 11 of the 15 windows are obstructed by overhanging balconies and protecting wings. The BRE Guide advises that existing windows may have a relative larger reduction in VSC where the window has a balcony above, has projecting wings on one or both sides or is recessed into the building as the building itself contributes to its poor lighting. One way to demonstrate if the building is the main factor in poor daylight is to test the windows without the obstructions in place. The submitted Daylight and Sunlight Study advises that without the obstructions in place 11 of the 1st and 2nd floor windows would pass the BRE criteria. Therefore the presence of the existing obstructions is the main factor in the relative loss of light and not the new obstruction. The results for the remaining 4 1st floor windows in the first floor south elevation of the St Dunstons development are marginal with before/after ratios of 0.71 and above and an after VSC of at least 26.6%. The NSL to the 4 1st floor windows would be 0.92 and above. The windows will receive sufficient direct sunlight.
20. The submitted Daylight and Sunlight Study advises two first floor windows serving habitable rooms in the south elevation would fail the APSH test. The BRE guide states *‘if the existing building....has a large balcony or overhang above the windows then a greater reduction in sunlight access may be unavoidable.... One way to demonstrate this would be to be to carry out an additional calculation for the APSH for both the existing and proposed situations without the balcony [or obstruction] in place’.* The two rooms pass the APSH test without the obstructions in place. Overall it is considered the proposed development would not result in a significant loss of daylight and sunlight to the St Dunstan’s development.
21. There would be an approximate 15.5m separation distance between Heathside Crescent Car Park and the St Dunstons development. This complies with Supplementary Planning Document ‘Outlook, Amenity, Privacy and Daylight’ (2008) which requires buildings with three or more storeys to maintain a minimum 15m front to front elevation separation distance to achieve privacy.
22. Overall it is considered that no significantly harmful loss of privacy or overbearing effect due to bulk, proximity or loss of outlook, would occur to the St Dunstan’s development.

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The Crescent

23. The Crescent, Heathside Crescent is sited approximately 17m to the north west of Heathside Car Park and comprises supported temporary housing.
24. The submitted BRE Assessment demonstrates the VSC to all habitable windows within the east and south elevations of The Crescent, with the new development in place, would not be both less than 27% and less than 0.8 times its former value (a loss exceeding 20%), and therefore occupants of these buildings would be unlikely to notice a reduction in the amount of daylight.
25. Heathside Car Park is not positioned directly opposite The Crescent, Heathside Crescent and the separation distance complies with the recommended minimum of 15m set out in the Council's Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' (2008). The proposal is therefore considered to have an acceptable impact on The Crescent, Heathside Crescent in terms of loss of light, overlooking and overbearing impacts.

HM Coroner's Court

26. The HM Coroner's Court is sited approximately 67m to the west of the Heathside Car Park. Due to the separation distance it is considered there would not be a detrimental impact on the amenities of the HM Coroner's Court.

Beresford, Heathside Crescent and No.s 1-10 Greenhays Place

27. Beresford, Heathside Crescent and No.s 1-10 Greenhays Place are sited approximately 30m to the east of Heathside Car Park.
28. The submitted BRE Assessment demonstrates the VSC to all habitable windows within the west elevations of Beresford, Heathside Crescent and No.s 1-10 Greenhays Place, with the new development in place, would not be both less than 27% and less than 0.8 times its former value (a loss exceeding 20%), and therefore occupants of these buildings would be unlikely to notice a reduction in the amount of daylight.
29. The separation distance complies with the recommended minimum of 15m set out in the Council's Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' (2008). The proposal is therefore considered to have an acceptable impact on Beresford, Heathside Crescent and No.s 1-10 Greenhays Place in terms of loss of light, overlooking and overbearing impacts.

9 White Rose Lane

30. 9 White Rose Lane is sited approximately 29m to the north east of Heathside Car Park.
31. The submitted BRE Assessment demonstrates the VSC to all habitable windows within the east, south and west elevations of 9 White Rose Lane, with the new development in place, would not be both less than 27% and less than 0.8 times its former value (a loss exceeding 20%), and therefore occupants of these buildings would be unlikely to notice a reduction in the amount of daylight.
32. The separation distance complies with the recommended minimum of 15m set out in the Council's Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' (2008). The proposal is therefore considered to have an acceptable impact on The Crescent, Heathside Crescent in terms of loss of light, overlooking and overbearing impacts.

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No.s 13-18 The Birches

33. No.s 13-18 The Birches are sited approximately 71m to the south west of Heathside Car Park.
34. The submitted BRE Assessment demonstrates the VSC to all habitable windows within the north and closest window in the east elevations of No.s 13-18 The Birches, with the new development in place, would not be both less than 27% and less than 0.8 times its former value (a loss exceeding 20%), and therefore occupants of these buildings would be unlikely to notice a reduction in the amount of daylight.
35. Due to the separation distance it is considered the proposal would have an acceptable impact on No.s 13-18 The Birches in terms of loss of light, overlooking and overbearing impacts.

Woking United Reformed Church and hall

36. The Woking United Reformed Church and attached hall, are sited approximately 12m to the south of Heathside Car Park. The submitted BRE Assessment demonstrates an acceptable impact on the Woking United Reformed Church and attached hall. This building is not in residential use, the proposal is not considered to create an undue loss of light or overbearing impact.

13-24 Calluna Court and 25-42 Calluna Court

37. 13-24 Calluna Court and 25-42 Calluna Court are sited a minimum of approximately 27m to the south west of Heathside Car Park.
38. The submitted BRE Assessment demonstrates the VSC to all habitable windows within the north of 25-42 Calluna Court and north and east elevations of 13-24 Calluna Court, with the new development in place, would not be both less than 27% and less than 0.8 times its former value (a loss exceeding 20%), and therefore occupants of these buildings would be unlikely to notice a reduction in the amount of daylight.
39. Due to the separation distance it is considered the proposal would have an acceptable impact on No.s 13-24 Calluna Court and No.s 25-42 Calluna Court in terms of loss of light, overlooking and overbearing impacts.

5-12 Holbreck Place

40. The terrace dwellings 5-12 Holbreck Place are staggered and sited a minimum of approximately 14.4m to the south of Heathside Car Park with the separation increasing to approximately 19.2m. The car park extension would be sited no closer to 5-12 Holbreck Place than the existing car park. The south elevation of existing car park has a maximum height of approximately 7.6m. The proposed car park would step up from south the north. The south elevation of the car park closest to Holbreck Place would have a maximum height of approximately 10m.
41. The submitted BRE Assessment demonstrates the VSC to all habitable windows within the north of 5-11 Holbreck Place and north and east windows in 12 Holbreck Place, with the new development in place, would not be both less than 27% and less than 0.8 times its former value (a loss exceeding 20%), and therefore occupants of these buildings would be unlikely to notice a reduction in the amount of daylight. Given to the existing relationship with 5-11 Holbreck Place and relatively modest increase in height of approximately 2.4m, it is considered the proposed car park extension would not have a significant overbearing impact on 5-11 Holbreck Place.

1-5 Marcus Court

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42. The terrace dwellings 1-5 Marcus Court are staggered and sited a minimum of approximately 16m (14.2m including a single storey conservatory at 2 Marcus Court) to the south of Heathside Car Park with the separation increasing to approximately 19m.
43. The submitted BRE Assessment demonstrates the VSC to all habitable windows within the north of 1-5 Marcus Court and north and east windows in 5 Marcus Court, with the new development in place, would not be both less than 27% and less than 0.8 times its former value (a loss exceeding 20%), and therefore occupants of these buildings would be unlikely to notice a reduction in the amount of daylight. Given the existing relationship with 1-5 Marcus Court and relatively modest increase in height of approximately 2.4m, it is considered the proposed car park extension would not have a significant overbearing impact on 1-5 Marcus Court.
44. Overall the proposal demonstrates a high degree of compliance with the BRE guidance in terms of daylight impact and the proposed development is considered to form an acceptable relationship with neighbours in terms of overbearing and overlooking impacts. The proposal is therefore considered to have an acceptable impact on the amenities of neighbours and accords with Core Strategy (2012) Policy CS21, Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' (2008) and the National Planning Policy Framework (2018).

Highways:

Traffic generation

45. Car park usage data for Heathside Car Park has been obtained for the period Monday 16 May to Sunday 22 May 2016. The car park was busiest during the week and during some periods of the day (generally between 10:00 and 14:00) demand exceeded supply resulting in a maximum occupancy level of 102%. During the weekend the car park had spare capacity with a maximum occupancy level of 17%. The submitted Transport Assessment indicated that the proposed 314 spaces would result in a net additional 123 vehicle movements in the week AM peak (07:45-08:45), a net additional 78 vehicle movements in the week PM peak (17:00-18:00) and a net additional 15 vehicle movements in the weekend peak (11:00-12:00). The submitted Transport Statement states *'not all of these additional vehicle movements will be new trips on the local highway network as a proportion would already be using other car parks in the surrounding area (including those located to the north of the railway line)'*. A modelling assessment has been undertaken at the junctions of the road network surrounding the Heathside Car Park and the Transport Assessment states *'the development proposals would not result in a significant change in the capacity or expected queuing of the network and would not result in a material effect on the operation of the network'*.

Access

46. Vehicular access to the car park is currently to the north of the site off Heathside Crescent. There is currently an uncontrolled single entry and exit arrangement. The existing access will be modified to create a controlled two lane exit with a new two lane controlled entrance located off White Rose Lane. The internal circulation will be altered to improve traffic movements within the car park. The submitted Transport Assessment advises that the entry and exit barriers have capacity to accommodate the weekday AM and PM peak hours. The two exit barriers onto Heathside Crescent would be timed so that the two barriers do not open simultaneously to assist in traffic flow leaving the car park and joining Heathside Crescent. Surrey County Council has advised that the entry and exit barrier system is considered acceptable and unlikely to have an impact on the highway.

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47. A modeling assessment of the proposed site entry and exit points has been undertaken. The assessment has found that the entry and exit points would operate within capacity with minimal levels of queuing anticipated during all peak periods.

Highway safety

48. A pedestrian count was undertaken on Thursday 14 July between 07:00-10:00 and 16:00 and 19:00 at the zebra crossing on Heathside Crescent directly to the north of the application site. The result found a high proportion of pedestrians using the crossing travelling northbound in the morning peak and southbound in the evening peak. A raised entry table with tactile paving is proposed across the new access off White Rose Lane to provide a pedestrian link.

Electric Vehicle Charging Points

49. Policy CS22 of the Woking Core Strategy (2012) encourages the provision of electric vehicle charging points, details of which are set out within Supplementary Planning Document 'Climate Change' (2014). Supplementary Planning Document 'Climate Change' (2014) requires development with parking spaces to be used for visitors/shoppers/clients or employees to provide 5% of spaces with active charging points and 10% with passive charging points. The car park will have 314 new parking spaces. Condition 12 is recommended to secure x16 active charging point and x32 passive charging points.

Accessible Parking

50. The existing 479 space car park provides 4 accessible spaces on level 2. Supplementary Planning Document 'Parking Standards' (2018) provides guidance on the provision of accessible parking. A public car park is not listed within one of the categories. The most generous category for shopping, recreation and leisure provision has been used. A car park for shopping, recreation and leisure with over 200 bays should provide 4 bays plus 4% of the total capacity. The proposed car park with a total of 793 car park spaces would be required to provide 36 accessible spaces. 60 accessible spaces are proposed on level 1. The proposed is considered to provide sufficient accessible spaces.

51. Surrey County Council have been consulted and raised no objection subject to conditions 10 and 11.

Lighting:

52. Policy DM7 of the DM Policies DPD (2016) states *'proposals for external lighting as part of a new or existing development which require planning permission will be permitted where the applicant can demonstrate that the lighting scheme is the minimum necessary for security, safety, working or recreational purposes and that it minimises the pollution from glare or spillage'*.

53. Information submitted with the planning application indicates lighting would be provided within the car park and external lighting to the access to each entrance to the car park. The lighting is required for safety of users of the car park. Environmental Health have been consulted and raised no objection subject to condition 7. It is considered the proposed lighting will not have a detrimental impact on neighbouring properties.

Noise:

54. Policy CS21 of the Woking Core Strategy (2012) requires proposals for new development to *'be designed to avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, light or other releases'*.

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55. Policy DM7 of the DM Policies DPD (2016) states *'the Council will require noise generating forms of development or proposals that would affect noise-sensitive uses to be accompanied by a statement detailing potential noise generation levels and any mitigation measures proposed to ensure that all noise is reduced to an acceptable level'*.
56. The planning application has been supported by an Environmental Noise Survey and Noise Impact Assessment Report. The submitted report states *'based upon the results of our survey and subsequent assessment the proposed development is considered compliant with the local policy of Woking Borough Council'*. Environmental Heath have been consulted and raise no objection. It is considered the proposal would not have a significant impact on noise.

Air Quality:

57. Policy CS21 of the Woking Core Strategy (2012) requires proposal for new development to *'be designed to avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, light or other releases'*.
58. Policy DM6 of the DM Policies DPD (2016) states *'development that has the potential, either individually or cumulatively, for significant emissions to the detriment of air quality, particularly in designated Air Quality Management Areas (declared under the Environment Act 1995) or in areas at risk of becoming an Air Quality Management Area, should include an appropriate scheme of mitigation which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures'*.
59. The planning application has been supported by an Air Quality Assessment. The application site is not within an Air Quality Management Area. The submitted Air Quality Assessment states *'using professional judgement, the resulting air quality effect of the Heathside Crescent Car Park development is considered to be 'not significant' overall' and 'the Heathside Crescent Car Park development does not, in air quality terms, conflict with national or local policies, or with measures set out in WBC's Air Quality Action Plan. There are no constraints to the development in the context of air quality'*. The NPPF (2012) has been superseded by the NPPF (2018), the NPPF (2018) does not alter the position on air quality.
60. It is considered the proposal would not have a significant impact on air quality.

Impact on Trees:

61. Policy DM2 of DM Policies DPD (2016) states the Council will *'require any trees which are to be retained to be adequately protected to avoid damage during construction'*.
62. Policy CS21 of the Woking Core Strategy (2012) requires new development to include the retention of trees and landscape features of amenity value.
63. The planning application has been supported by an Arboricultural Report which advises that all 27 trees on the site will be removed. The Councils Arboricultural Officer has been consulted and advised *'in order for the site to be developed it is regrettable but the existing trees will need to be removed as it is very likely that they will be detrimentally affected which would ultimately result in there loss'*. The submitted Arboricultural Report includes a planting plan which the Councils Arboricultural Officer considers to provide acceptable mitigation for the loss of the existing trees. Condition 9 is recommended to secure details of a landscaping scheme incorporating the proposed replacement trees.

Sustainable Drainage Systems (SuDS):

64. In accordance with the NPPF (2018) and Policy CS9 of the Woking Core Strategy (2012), Local Planning Authorities should seek opportunities to reduce flood risk through

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the appropriate application of sustainable drainage systems (SuDS). National government strengthened planning policy on the provision of sustainable drainage systems (SuDS) for 'major' planning applications from 6th April 2015.

65. The applicant has provided sustainable drainage information which has been reviewed and considered acceptable by the Council's Flood Risk and Drainage Engineer subject to conditions (Conditions 4, 5 and 6). The proposal is therefore considered acceptable in terms of drainage.

Contamination:

66. Paragraphs 178 - 180 of NPPF (2018) relate to contamination and advise that, in order to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate to its location, that the effects of pollution should be taken into account and that the responsibility for securing a safe development rests with the developer and/or landowner. Policy DM8 of the DM Policies DPD (2016) accords with the NPPF (2018) and seeks to ensure, amongst other things, that proposals for new development should ensure that the site is suitable for the proposed use.

67. The Council's Scientific Officer has commented that they have reviewed the application and upon checking their records have identified the potential for ground contamination on, or within close proximity to, the application site due to the location of a former garage petrol station site and storage of heating/transport/fuel tanks within the vicinity of the application site. Given the nature of the development proposed and information held on file to date a remediation strategy condition is recommended (condition 8).

68. Subject to this recommended condition, the proposed development is considered to be acceptable and to comply with the provisions of the NPPF (2018) and Policy DM8 of the DM Policies DPD (2016) with regard to contamination.

Community Infrastructure Levy (CIL):

69. The proposal is not liable for Community Infrastructure Levy (CIL).

CONCLUSION

70. Overall the proposal is considered an acceptable form of development which would have an acceptable impact on the character of the host building and surrounding area, on the amenities of neighbours and in transportation terms. The proposal therefore accords with the Development Plan and is recommended for approval subject to conditions.

BACKGROUND PAPERS

1. Site visit photographs
2. Consultation response

RECOMMENDATION

It is recommended that planning permission be granted subject to the following conditions.

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

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

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

12840.36[L]01 Rev- dated December 2016 and received by the Local Planning Authority on 18.07.2017

12840.36[L]02 Rev- dated December 2016 and received by the Local Planning Authority on 18.07.2017

12840.36[S]01 Rev- dated October 2016 and received by the Local Planning Authority on 16.06.2017

12840.36[S]02 Rev- dated October 2016 and received by the Local Planning Authority on 16.06.2017

12840.36[S]03 Rev- dated October 2016 and received by the Local Planning Authority on 16.06.2017

12840.36[S]04 Rev- dated December 2016 and received by the Local Planning Authority on 16.06.2017

12840.36[S]05 Rev- dated December 2016 and received by the Local Planning Authority on 16.06.2017

12840.36[PL]01 Rev M dated May 2018 and received by the Local Planning Authority on 11.07.2018

12840.36[PL]02 Rev E dated December 2016 and received by the Local Planning Authority on 11.07.2018

12840.36[PL]03 Rev E dated October 2016 and received by the Local Planning Authority on 11.07.2018

12840.36[PL]04 Rev E dated October 2016 and received by the Local Planning Authority on 11.07.2018

12840.36[PL]05 Rev F dated October 2016 and received by the Local Planning Authority on 11.07.2018

12840.36[PL]06 Rev F dated October 2016 and received by the Local Planning Authority on 11.07.2018

12840.36[PL]08 Rev F dated May 2018 and received by the Local Planning Authority on 11.07.2018

12840.36[PL]09 Rev J dated May 2018 and received by the Local Planning Authority on 13.09.2018

12840.36[PL]10 Rev I dated May 2018 and received by the Local Planning Authority on 31.08.2018

12840.36[PL]11 Rev H dated May 2018 and received by the Local Planning Authority on 13.09.2018

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Reason: For the avoidance of doubt and in the interests of proper planning.

3. ++Prior to construction of the new extension hereby permitted samples of all external materials to be used in the construction of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

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

4. The development shall be constructed in accordance with the submitted and approved Flood Risk Assessment and Surface Water Drainage Strategy dated May 2017 and drawing number 12840/36 [PH] 02 dated November 2016.

Reason: To ensure the flood risk is adequately addressed for the development and not increased in accordance with NPPF and policy CS9 of the Woking Core Strategy 2012 and the policies in the NPPF.

5. Prior to first use, details of the maintenance and management of the sustainable drainage scheme should be submitted to and approved (in writing) by the Local Planning Authority. The drainage scheme shall be implemented prior to first use of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:

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

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

6. Prior to first use a verification report, (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme), shall be submitted to and approved (in writing) by the Local Planning Authority. The verification report shall include photographs of excavations and soil profiles/horizons, any installation of any surface water structure and Control mechanisms.

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

7. ++ Prior to construction of the new extension details of any external lighting including floodlighting (demonstrating compliance with the recommendations of the Institute of

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Lighting Engineers 'Guidance Notes for Reduction of Light Pollution' and the provisions of BS 5489 Part 9) shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme shall be installed prior to the first use of the development hereby approved and maintained in accordance with these standards thereafter.

Reason: To protect the appearance of the surrounding area and the residential amenities of the neighbouring properties in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

8. If during development, contamination not previously identified is found present at the site then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until a remediation strategy has been submitted to and approved in writing by the Local Planning Authority detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented in accordance with the approved details.

Reason: To comply with the National Planning Policy Framework (NPPF) which requires development to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution and to ensure that adequate site investigation information, prepared by a competent person, is presented.

9. ++ Notwithstanding any details shown on the approved plans listed within condition 02, prior to construction of the new extension hereby approved, a hard and soft landscaping scheme showing details of shrubs, trees and hedges to be planted and details of materials for areas of hardstanding, shall be submitted to and approved in writing by the Local Planning Authority. The landscaping plan should include the new trees shown on the tree removal/planting plan within the Arboricultural information by Challice Consulting Ltd ref: CC/695 AR3117 dated 05.08.2017. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the occupation of the buildings or the completion of the development (in that phase) whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

Reason: To preserve and enhance the character and appearance of the locality in accordance with Policies CS21 and CS24 of the Woking Core Strategy 2012.

10. The development hereby approved shall not be first used unless and until the proposed vehicular accesses to Heathside Crescent and White Rose Lane have been constructed and provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

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

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11. No development shall commence until a Construction Transport Management Plan, to include details of :
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (j) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.
- Reason: In order that the development should not prejudice highway safety nor should it inconvenience other highway users.

13. Notwithstanding any details shown on the approved plans listed within condition 02, prior to the application/installation of any external facing materials the proposed extension details of x16 active electric vehicle charging points and x32 passive electric vehicle charging points to be provided within the car park shall be submitted to and approved in writing by the Local Planning Authority. The active/passive electric vehicle charging points shall be provided in accordance with the approved details prior to the first use of the car park extension hereby permitted and shall thereafter be permanently retained in accordance with the approved details unless replaced with more advanced technology serving the same objective.

Reason: in the interests of achieving a high standard of sustainability and in accordance with the electric vehicle charging infrastructure requirements of Policy CS22 of the Woking Core Strategy (2012) and SPD Climate Change (2013).

14. Sixty (60x) accessible parking spaces shown on 12840.36[PL]01 Rev M dated May 2018 and received by the Local Planning Authority on 11.07.2018 shall be provided. The accessible parking spaces shall be constructed, surfaced and marked out in accordance with the approved plans prior to first use and shall be retained solely for such purposes thereafter.

Reason: To provide suitable parking provision for the disabled in accordance with SPD Parking Standards (2018) and Policy CS18 of the Woking Core Strategy (2012).

Informatives

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework 2018.
2. The applicants attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance. You are advised that sufficient time needs to be given when submitting details in response to conditions, to allow the Authority to consider the details and

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discharge the condition. A period of between five and eight weeks should be allowed for.

3. 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.
4. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-
08.00 – 18.00 Monday to Friday
08.00 – 13.00 Saturday
and not at all on Sundays and Bank/Public Holidays.
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
6. The applicant site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land and demolition of building(s) that may have contained asbestos. As a result there is the potential for a degree of ground contamination to be present beneath part(s) of the site. Groundworkers should be made aware of this so suitable mitigation measures and personal protective equipment measures (if required) are put in place and used. Should significant ground contamination be identified the Local Planning Authority should be contacted promptly for further guidance.