

26 FEBRUARY 2019 PLANNING COMMITTEE

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LOCATION: Red Car Park and Toys R Us, Victoria Way, Woking

PROPOSAL: Erection of a 12x storey building comprising 10x levels of car parking (totalling 1,332x spaces) and A1 (retail) and/or D2 (assembly and leisure) uses at ground and upper ground floor levels (totalling 8,208 sq.m GIA); the erection of spiral entrance and egress ramps; provision of pedestrian and vehicular links to Victoria Square development, access, landscaping, and other associated works following demolition of the existing Red car park and ground floor uses (Amended Plans and Description)

TYPE: Full Planning Application

APPLICANT: Victoria Square Woking Ltd

OFFICER: David Raper

REASON FOR REFERRAL TO COMMITTEE:

The proposal is for a major development which falls outside the scope of delegated powers as set out by the Management Arrangements and Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

The proposal is for the erection of a 12x storey building comprising a multi-storey car park of 10x levels along with a lower and upper ground floor level comprising commercial floor space.

The commercial floor space would total 8,208m² and is proposed to be A1 (retail) and/or D2 (assembly and leisure) use. The car park would include a total of 1,332x spaces which would result in a net increase of 445x spaces compared to the existing car park (887x spaces). The car park would include two spiral ramps to the north-west extending the full-height of the building allowing circulation between each floor and entry and egress to Victoria Way. The car park would also have an access from the ramped access on Victoria Way to the north-east shared with the Blue and Yellow car parks. A link is also proposed between the new Red Car Park and the adjacent Blue Car Park. The proposal site is located adjacent to the Victoria Square development which is currently underway and the proposal includes vehicle and pedestrian link bridges to the development.

The existing multi-storey car park including the ground floor retail unit would be demolished; Prior Approval has already been granted for the demolition of the existing building (PLAN/2018/0854).

PLANNING STATUS

- Urban Area
- Woking Town Centre
- Primary Shopping Area
- Primary Shopping Frontage

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- Surface Water Flood Risk Area
- Thames Basin Heaths SPA ZoneB (400m-5km)

RECOMMENDATION

GRANT planning permission subject to conditions.

SITE DESCRIPTION

The proposal relates to the Red Car Park including the ground floor which features a large, vacant retail unit (formerly Toys 'R' Us). The car park is located within Woking Town Centre and is bordered by the Peacocks Shopping Centre to the north and east, by Victoria Way to the west and Church Street West to the south. The building dates from the 1970s and is seven storeys including the ground floor level and six levels of parking above; the parking levels are in a staggered split-level arrangement with a total of 10x levels of parking providing 887x parking spaces. The Red car park, along with the Blue and Yellow car parks collectively form the 'Shoppers' car parks which are a group of public multi-storey car parks accessed from the same point on Victoria Way to the north-east.

The car park is constructed of reinforced concrete with open parking decks defined by horizontal bands of concrete panels; the horizontal spaces between the floors have been infilled with metal bars. A mesh fence is attached around the top of the building

The car park formerly featured two spiral ramps to the north of the car park which allowed entry and exit from Victoria Way. These ramps have been demolished and the car park is currently accessed via the ramped access onto Victoria Way which is shared with the other Shoppers Car Parks. The car park includes two lift cores; the one on the eastern elevation was added later (circa 1995) to the building.

The surrounding area has a mixed commercial character and is characterised by modern commercial buildings of varying styles

PLANNING HISTORY

- PLAN/2018/0854 - Prior Approval for the demolition of the Red Car Park and ground floor uses – Prior Approval Granted 07/09/2018
- PLAN/2018/0445 - Erection of a three deck extension to existing multi-storey Red Car Park (324x net additional spaces) and erection of a single deck extension to existing multi-storey Yellow Car Park (121x net additional spaces), associated extension of lift and stair cores and bridge links and erection of spiral ramp and external cladding to Red Car Park – Not yet determined
- PLAN/2016/0955 - Demolition and reconfiguration of entrance to Bandstand Mall, extension and subdivision of 6x existing retail units to provide 8x retail (A1 Use) units (2x net additional units), formation of 2x kiosk units, erection of 1x additional market stall, erection of glazed canopy roof and cladding of Red and Yellow Car Park plus associated plant, landscaping and external works – Permitted 25/10/2016
- 74/68 – Erection of department store and associated offices and six storey car park – Permitted 28/07/1976

Victoria Square permissions:

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- PLAN/2018/0444 - Section 73 application to vary Condition 1 (approved plans) of permission ref: PLAN/2014/0014 (Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys and Tower 2, 30 storeys. Construction of a new local energy centre at the Red Car Park, changes and extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre) to allow:

The provision of 37x additional residential units and associated alterations to housing mix, alterations to car parking provision and extension to Red Car Park, provision of additional stairwells to Towers 1 and 2 and alterations to external finishes, various internal and external alterations and alterations to the level of commercial floor space – Resolved to be granted subject to S106 Agreement

- PLAN/2017/0006 - Section 73 application to vary the approved plans of permission ref: PLAN/2014/0014 to allow the erection of new shops (10,355 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (473 sq.m. in Use Classes D1, D2, B1 or A2), 196 bed hotel of 23 storeys (including plant) (Class C1) with conference facilities, 390 residential apartments (Class C3) with Tower 1, 34 storeys and Tower 2, 30 storeys. Construction of a new local energy centre at the Red Car Park, changes and extension to the Red Car Park together with a new Green Car Park to provide 238 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new junction at Goldsworth Road/Victoria Way and High Street to be one way with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre (Boots unit to be re-provided) – Permitted 26/01/2018
- PLAN/2014/0014 - Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (95.5 metres) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys (112 metres) and Tower 2, 30 storeys (100 metres). Construction of a new local energy centre at the Red Car Park, changes and extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre (Boots unit - to be re-provided) – Permitted 26/03/2015

CONSULTATIONS

County Highway Authority: No objection subject to conditions.

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WBC Environmental Health: No objection subject to conditions.

WBC Scientific Officer: No objection subject to conditions.

WBC Planning Policy: No objection.

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

WBC Parking Services: No objection.

WBC Green Infrastructure Team: No objection.

Thames Water: No objection with regards to waste water network capacity but recommend informative.

Police Crime Prevention Liaison Officer: No objection.

REPRESENTATIONS

One representation has been received from a local business raising the following concerns:

- Turnover has been declining and customers are avoiding shopping in Woking Town Centre as “it is such a building site”
- Our landlord has doubled the service charge and increased the rent
- The proposal would lead to further disruption to customers

(Officer note: Whilst the above comments are noted, short term disruption is not considered a sufficient reason for refusal in itself. The proposal is considered part of the ongoing transformation of the town centre where a short-term impact during construction is inevitable)

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2018):

Section 2 - Achieving sustainable development

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 16 - Conserving and enhancing the historic environment

Woking Core Strategy (2012):

Spatial Vision

CS1 - A Spatial strategy for Woking Borough

CS2 - Woking Town Centre

CS7 - Biodiversity and nature conservation

CS9 - Flooding and water management

CS15 - Sustainable economic development

CS17 - Open space, green infrastructure, sport and recreation

CS18 - Transport and accessibility

CS20 - Heritage & Conservation

CS21 - Design

CS22 - Sustainable construction

CS24 - Woking's landscape and townscape

CS25 - Presumption in favour of sustainable development

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Development Management Policies DPD (2016):

DM1 - Green Infrastructure Opportunities
DM2 - Trees and Landscaping
DM6 - Air and Water Quality
DM7 - Noise and Light Pollution
DM8 - Land Contamination and Hazards
DM16 - Servicing Development
DM17 - Public Realm
DM19 - Shopfronts
DM20 - Heritage Assets and Their Settings

Supplementary Planning Documents (SPDs):

Parking Standards (2018)
Woking Design (2015)
Climate Change (2013)
Outlook, Amenity, Privacy and Daylight (2008)

Other Material Considerations:

Community Infrastructure Levy (CIL) Charging Schedule (2015)
Woking Character Study (2010)

BACKGROUND

Amended plans were received on 04/12/2018 which made various amendments, including the following. The proposal has been assessed on the basis of these plans.

- Decrease in extent of building to the north-east and removal of internal ramps
- Increased use of green walls
- Internal layout changes
- Introduction of link with Blue Car Park
- Identification of Electric Vehicle charging points
- Introduction of 'no ticket' vehicle lay-bys
- Total number of parking spaces reduced by 45x
- Commercial floor space increased by 124m²

PLANNING ISSUES

Principle of Development:

Replacement Car Park:

1. The existing Red Car Park features 10x half-levels of car parking in a staggered 'scissor' arrangement. The Red Car Park, along with the Blue and Yellow car parks collectively form the 'Shoppers' car parks which are a series of multi-storey public car parks in Woking Town Centre which area accessed from a central ramped access point on Victoria Way. In addition to the Shoppers Car Parks are the Victoria Way, Heathside Crescent and Brewery Road car parks located elsewhere in Woking Town Centre as set out in Figure 1 below.

Figure 1 - Existing Town Centre Car Parks	
Car Park	Number of Spaces
Red	887

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Blue	918
Yellow	535
Victoria Way	938
Heathside Crescent	496
Brewery Road	165
Total:	3,939

2. The proposal is for the erection of a replacement car park and associated spiral ramps with 10x full levels of car parking above two floors of commercial uses. The existing Red Car Park features a total of 887x spaces and the proposed new car park would have a total of 1,332x spaces. The proposal would therefore result in a net increase in car parking space of 445x (a 50% increase).
3. The Core Strategy's (2012) 'Spatial Vision' for the borough states that "*Woking will be a regional focus of economic prosperity centred on a vibrant, enhanced town centre that provides a good range of quality shops, jobs, cultural facilities, services and infrastructure to cater for the Borough's needs...*". Core Strategy (2012) policy CS2 sets out the planning policies of Woking Town Centre and the reasoned justification for policy CS2 states that:

"Woking Town Centre is an important centre of economic activity and key interchange on the rail network. It is the largest centre in the Borough and a primary centre in the context of the South East. The Core Strategy evidence base identifies potential for significant additional commercial and residential development in Woking Town Centre over the plan period, as set out in the policy. Investment of an appropriate level and scale will be promoted to enable the town centre to grow and evolve significantly, enhancing its retail offer and role as a thriving employment centre. Development of a dynamic and successful town centre is central to the achievement of sustainable development in the Borough"

4. Core Strategy (2012) policy CS1 'A Spatial strategy for Woking Borough' sets ambitious targets for new development in the Borough in the Core Strategy plan period of 2012-2027 including approximately:
 - 4,964 net additional dwellings (2,180 of which in town centre)
 - 28,000 m² of additional office floorspace (27,000m² of which in town centre)
 - 93,900 m² of additional retail floorspace (75,300m² of which in town centre)
5. Policy CS1 seeks to direct most new development to previously developed land in in town, district and local centres which offer the best access to a range of services and facilities and states that:

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

6. With regards to town centre parking, the NPPF (2018) states that "*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*".

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With regards to town centres, the NPPF (2018) states that “*Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation*”. Both Section 2 of the NPPF (2018) and Core Strategy (2012) policy CS25 establish a presumption in favour of sustainable development.

7. The Borough therefore has very ambitious development targets over the Core Strategy period and there is a clear desire for most of this new development to be targeted towards Woking Town Centre and for Woking to expand and build on its status as a retail and commercial hub. The Town Centre is currently undergoing significant change including the implementation of the ‘Victoria Square’ development which incorporates 429x residential units, a 189x bedroom hotel and approximately 10,000m² of retail and commercial floor space contained within 34x, 30x and 23x storey buildings along with a significant enhancement of the retail provision and public realm of the town centre. Coupled with other projects in the Town Centre including the relocation of Woking Market to Market Walk, the extension and improvements to the Peacocks and Wolsey Walk shopping centres and public realm improvements to Jubilee Square and Commercial Way have contributed towards the enhancement and expansion of Woking Town Centre, building on its status as a retail hub.
8. Whilst Woking Town Centre is well-served by sustainable transport modes and there is a strong policy presumption to promote non-car based modes of travel, the significant development targets for the Town Centre described above bring with them a need to enhance and expand existing infrastructure in the town centre, including a corresponding increase and improvement to parking facilities. It is considered that adequate parking facilities play an important role in catering for the planned significant increase in retail, office and residential floor space in the town centre in conjunction with the promotion of sustainable transport modes. In this context, it is therefore considered appropriate and acceptable for an expansion and improvement of parking facilities in Woking Town Centre and to maintain the attractiveness and competitiveness of Woking as a retail destination. It is considered desirable that an increase in town centre parking is provided through the improvement and intensification of use of existing sites rather than introducing new sites around the Town Centre. The proposal is considered to make an efficient use of land in this regard.
9. The demolition of the existing car park and the replacement with a new car park would result in 445x net additional parking spaces over and above the existing car park which equates to approximately a 50% uplift in parking provision. In the context of the Borough’s ambitious growth targets for Woking Town Centre and in the context of the significant growth and change currently taking place in Woking Town Centre, the expansion of existing parking facilities can be considered acceptable in principle and consistent with the aims of the Development Plan, subject to the detailed considerations set out below.

Commercial floor space:

10. The existing building which is proposed to be replaced includes a large retail unit (Use Class A1) at ground floor level which was formerly occupied by ‘Toys R Us’ but is now vacant. The unit is double-height internally and has a floor area of approximately 4,800m². The existing unit features a large shop frontage facing Church Street West and also features an entrance within the Bandstand Mall section of the Peacocks Shopping Centre. The existing building, including the ground floor retail unit would be demolished and the proposed replacement building would feature two floors of commercial floor space at ground and upper ground floor level with a total internal floor

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area of 8,208m² identified as being in a flexible A1 (retail) and/or D2 (assembly and leisure) use (examples of D2 uses include cinemas, gymnasiums and sports uses).

11. Core Strategy (2012) policy CS2 establishes Woking Town Centre as the primary focus for economic development in the borough and aims to achieve approximately 67,600m² of additional A1 (retail) floor space over the Core Strategy period (2012-2027). Policy CS2 states that this will be achieved through a number of means including mixed use high density redevelopment of existing sites, refurbishment of outmoded sites and intensification of existing sites. Policy CS2 establishes the Primary Shopping Area as the main focus for retail uses and seeks the protection of existing A1 uses in these areas. Policy CS2 also establishes the town centre as the preferred location for 'town centre uses' as defined by the Core Strategy which includes retail development and leisure and entertainment facilities.
12. The proposed development would increase the amount of commercial floor space on the site by approximately 70% compared to the existing situation and would provide a modern and enhanced commercial unit within the Primary Shopping Frontage in Woking Town Centre suitable for a retail tenant and/or leisure facilities. The proposed provision of 3,408m² net additional commercial floor space is considered consistent with the aims of the Core Strategy in expanding and enhancing the retail offering of the town centre and is considered to make a positive contribution to the vitality and viability of Woking Town Centre.
13. Overall the proposal is considered consistent with the aims of the Core Strategy (2012) and the commercial floor space element of the proposed development can be considered acceptable in principle in this location subject to the other detailed considerations set out in this report.

Transportation Impact:

14. The proposed car park would feature 10x full levels of car parking with a total of 1,332x spaces. Included in the 1,332x parking spaces are 63x disabled parking spaces, 54x 'parent and child' spaces, 66x 'active' Electric Vehicle charging points and 134x 'passive' charging point, as well as space for motorcycle parking. A breakdown of the proposed parking provision is discussed below and summarised in Figure 2.

Disabled Parking Spaces:

15. The Council's Parking Standards (2018) set parking standards for different forms of development and set minimum standards for disabled parking spaces. The minimum standard identified for car parks of over 200x bays for 'shopping, recreation and leisure' is 4x bays plus 4% of the total capacity of the car park. In this instance this would equate to a minimum standard of 58x spaces (4+54). The proposed car park would provide a total of 63x disabled parking spaces which equates to 4.7% of the total number of spaces. The proposed disabled parking provision therefore exceeds the minimum standards set out in the SPD. Furthermore the dimensions of the disabled parking spaces meet the minimum dimensions set out in the SPD. The proposal would therefore meet this requirement and is considered acceptable in this regard.

Parent and Child Spaces:

16. The Council's Parking Standards (2018) do not set minimum standards for Parent and Child parking, nonetheless the proposal would provide a total of 54x such spaces which are located in close proximity to lift and stair cores and feature more generous spacing around them for accessibility. The existing car park features only 8x such spaces.

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Electric Vehicle (EV) Charging Spaces:

17. The Council's Climate Change SPD (2013) sets minimum standards for Electric Vehicle (EV) charging points. The minimum standard for visitors/shoppers where more than 20x parking spaces are proposed is 5% 'active' charging points and 10% 'passive' charging points whereby the power supply and cables are installed so that a charging point can be installed more easily in the future. The applicant has confirmed that this requirement will be met, which equates to 66x active charge points and 134x passive points. The proposal would therefore meet this requirement and is considered acceptable in this regard. The existing Red car park features no EV charging points.

Figure 2 – Existing and Proposed Car Park comparison		
	Existing Car Park	Proposed Car Park
Disabled Parking Spaces	38 (4.3%)	63 (4.7%)
Parent and Child Spaces	8 (1%)	54 (4%)
EV Charging Spaces – Active	0	66 (5%)
EV Charging Spaces – Passive	0	134 (10%)
Other spaces	841	1,015
Total No. of Parking Spaces	887	1,332
Net additional spaces	–	445 (+50.2%)

18. The proposed parking spaces would measure 5m in depth and 2.5m in width (which exceeds the minimum of 4.8m x 2.4m set out in the Council's Parking Standards). 33x of the spaces on Levels 2-4 would fall below the minimum of 4.8m (4.5m) due to the relationship with adjacent Blue Car Park; however given the small proportion of the overall spaces this can be considered acceptable.
19. Car parking spaces would have a minimum of 6m between opposing bays in accordance with the Council's Parking Standards (2018) and space has been identified for pedestrian walkways and there is sufficient vehicular circulation space within the car park. Compared to the existing car park, there are fewer internal columns and the proposed parking levels are generally open plan in nature. Three lift and stair cores are identified with the largest one featuring a 3x lifts and a lobby area to the north-east of the building which opens close to the Bandstand Mall entrance of the Peacocks Centre. Within the car park, locations of Pay Stations and trolley bays are identified along with 'no ticket' vehicle pull-in areas at both the exit points.

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20. Overall the nature and layout of the proposed parking spaces is considered acceptable.

Access Arrangements:

21. The car park would feature 10x levels of parking and would be accessed via the existing access ramp on Victoria Way to the north-east which is shared with the other Shoppers Car Parks and would connect with Level 1 of the proposed car park. This reflects the existing access arrangements to the Red Car Park. In addition, two spiral ramps (up and down) would extend the full height of the car park which would allow circulation between all levels and would allow another access point into the car park from Victoria Way and an exit onto Victoria Way (left turn only). The spiral 'up' ramp would be accessed via a slip-road from Victoria Way through a height restrictor and there would also be a bypass lane to allow traffic to re-join Victoria Way. At the access point there is also separate access for maintenance vehicles. These access arrangements are similar to those which existed before the pre-existing spiral ramps were demolished.
22. At the exit points on Level 1 and at the bottom of the 'down' spiral ramp leading to Victoria Way, three exit lanes are proposed. It is intended that a new control system for the car park utilising Automatic Number Plate Recognition (ANPR) technology would allow the removal of entry barriers from the two entry points.
23. In order to encourage drivers to use the most efficient exit and egress points to optimise traffic flow and circulation, the applicant intends to utilise variable message signs and improved signage on the approaches and within the car parks along with the utilisation of more flexible payment methods.
24. A new vehicular link is proposed from Level 4 of the proposed car park to Level 4 of the adjacent Blue Car Park and there would be vehicular and pedestrian links to the new Green Car Park under construction as part of the Victoria Square development; this is considered to allow for greater circulation between the car parks and would improve the overall operation, integration and circulation of the Shoppers Car Parks.
25. Overall the proposed access arrangements to the car park are considered acceptable. The County Highway Authority has been consulted and raises no objection to the proposed access arrangements.

Impact on Highway Network:

26. The potential impact on the highway network as a result of the additional parking spaces and also the increase in commercial floor space must be examined. The proposal would result in a net uplift of 3,408m² in commercial floor space in A1 and/or D2 use. The Council's Parking Standards (2018) supports zero parking for 'A' and 'D' class uses within Woking Town Centre, nonetheless the potential increase in parking demand must be examined. Paragraph 111 of the NPPF (2018) 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*".
27. The applicant has provided a Transport Assessment to accompany the current application further to one provided under the separate car park extension application (PLAN/2018/0445) which would result in the same net increase in parking spaces. The potential impact on the highway network has also been assessed under the submitted Environmental Statement.

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28. The submitted Transport Assessment assesses the transportation impact of the net additional parking spaces and the additional commercial floor space on the highway network and focuses on the potential impact on 11x key junctions/crossings in the Town Centre and focuses on the following peak periods:
 - AM weekday peak hour (08:00-09:00);
 - PM weekday peak hour (16:45-17:45);
 - Saturday peak hour (14:00-15:00)
29. With regards to the proposed net additional spaces themselves, a 'trip rate' per parking space has been calculated based on traffic survey data. The assessment predicts that the proposed development, in combination with the approved changes to the Victoria Square scheme (PLAN/2018/0444), would result in a net increase of 50x arrivals/departures in the morning peak, 65x in the afternoon peak and 170x in the Saturday peak.
30. The Transport Assessment concludes that the majority of junctions will continue to operate within their capacity with the exception of the left and right hand turns from Victoria Way into the Peacocks Shopping Centre and the Church Street West and Goldsworth Road junction on Victoria Way during the Saturday peak period. The assessment states however that to mitigate this, drivers will be encouraged to use the spiral ramp entrance and exit and that this can be done through the use of Variable Messaging Signs and improved signage on the approach to the car parks. Such measures can be secured through a Car Park Management Plan which can be controlled by an appropriate condition.
31. The overall conclusion of the submitted Transport Assessment is that the additional traffic flows generated by the proposed development would not have a detrimental impact on the highway network.
32. The submitted Environmental Statement includes an assessment of traffic flows and driver delay at 38x highway links in and around Woking Town Centre in the peak periods identified above and assesses the predicted potential impacts in a 'worst case scenario' including the cumulative impact of the operation of the adjacent Victoria Square development and assumes a large proportion of the visitors to the proposed A1/D1 uses would arrive by private car.
33. The conclusion of the assessment is that the operation of the proposed development would result in a 'negligible' impact on all of the 38x links assessed, with the exception of the 'Spiral Car Park' link. The impact on this link is predicted to be 'moderate adverse' which is classified as a moderate increase in traffic of over 60% during peak hours. The reason for this is that the spiral ramps were under-utilised at the time of the initial traffic surveys which distorts the results. It should also be borne in mind that the new spiral ramps in the same location have been designed to accommodate high volumes of traffic with 3x exit lanes onto Victoria Way.
34. The submitted Environmental Statement concludes that the overall impact on traffic flows and driver delay in the area, in combination with the Victoria Square development and taking account of predicted traffic flow changes in 2020, would result in a 'negligible' increase in traffic and an acceptable overall impact.
35. The County Highway Authority has reviewed the proposal from a highway safety and capacity perspective and raises no objection subject to conditions. The CHA acknowledges that some junctions would operate at over-capacity during peak periods

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however this can be mitigated through the implementation of a Car Park Management Plan as discussed above.

36. Considering the points discussed above, overall the proposal is considered to result in an acceptable transportation impact and would not result in a 'severe' impact as described by the NPPF (2018).

Servicing:

37. The proposed commercial floor space would be served by a goods lift serving the upper and lower ground floor levels which would link with the service corridors and service yard of the adjacent Peacocks Shopping Centre and the plans identify how a service corridor within the commercial floor space could service multiple units. It is considered that there is sufficient scope for adequate servicing for deliveries and waste management for the proposed commercial floor space via the existing Peacocks Service Yard. A Servicing Management Plan can be secured by condition.

Relationship with Victoria Square Development:

38. Although the current proposal is a stand-alone planning application, the Red Car Park does have implications for the approved 'Victoria Square' development which is currently under construction to the south and south-east. The Red Car Park provides the vehicular access into the new 'Green' car park created as part of the Victoria Square development via link bridges at different levels in the Red Car Park; this was the proposed arrangement with the originally consented Victoria Square development and the proposed plans identify link bridges connecting the new car park to the Victoria Square development including vehicular access points at Levels 2-5 and a pedestrian link at Level 6. Additional parking within the Red Car Park was also proposed under the previous Victoria Square permissions as discussed below.
39. The original Victoria Square scheme (PLAN/2014/0014) has been varied under two Section 73 applications and the level of new parking provision has varied accordingly. Under the first section 73 application (PLAN/2017/0006) the total net additional parking spaces delivered by the scheme was reduced by 142x spaces due to the non-implementation of the Yellow Car Park extension as well as layout changes to the new Green Car Park; the 55x space extension to the Red Car Park was retained under this application. Under the most recent Section 73 application (PLAN/2018/0444) the level of parking provision was increased through a full-deck extension to the roof of the Red Car Park and this application included additional residential units. The extension of the Red Car Park and the provision of additional parking spaces within the Red Car Park was considered an important part of the most recent Section 73 application in order to cater for the increase in residential units. A comparison between the original Victoria Square permission (PLAN/2014/0014), the Section 73 applications (PLAN/2017/0006 & PLAN/2018/0444) and the current car park replacement application is set out in Figure 3 below.

Figure 3 - New Car Parking Provision – Comparison with Victoria Square applications

	No. of Spaces approved under original permission (PLAN/2014/0014)	No. of Spaces approved under Section 73 (PLAN/2017/0006)	No. of Spaces approved under Section 73 (PLAN/2018/0444) (with difference)	No. of Spaces Currently Proposed (with difference to original in brackets)

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		(with difference to original in brackets)	to original in brackets)	
New Green Car Park	275	229 (-46)	224 (-51)	224 (-51)
Yellow Car Park extension	96	0 (-96)	0 (-96)	0 (-96)
Red Car Park	55 (extension)	55 (extension) (0)	139 (extension) (+84)	445 (replacement car park) (+390)
Loss of existing Red Car Park spaces due to new ramp and bridges to Green Car Park	-46	-46 (0)	-46 (0)	0 (+46)
Total new spaces	426	284 (-142)	363 (-63)	715 (+289)
Total NET additional spaces	380	238 (-142)	317 (-63)	715 (+335) (over and above existing Red Car Park)

40. Figure 3 confirms that the replacement car park would contribute towards the parking demand generated by the most recent Victoria Square Section 73 application along with providing 398x additional parking spaces over and above the total parking provision proposed under the most recent Section 73 application. The proposal is not therefore considered to prejudice the delivery of adequate parking in relation to the Victoria Square development.
41. There is a separate planning application for a three deck extension of the Red Car Park (PLAN/2018/0445) which is currently undetermined. The applicant advises that the current proposal is intended to supersede this application if permitted.

Summary:

42. Considering the points discussed above, overall the proposal is considered to deliver an acceptable number and type of parking spaces and acceptable access arrangements and is considered to result in an acceptable impact on the highway network. Overall the proposal is therefore considered to result in an acceptable transportation impact.

Impact on Character:

43. Core Strategy (2012) policy CS1 'A Spatial Strategy for Woking Borough' 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 compromising on its character and appearance and that of nearby areas*'. Policy CS2 'Woking Town Centre' places great weight on high quality development in the town centre and states that '*New*

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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. Policy CS21 'Design' states that tall buildings can be supported in the town centre where they are well designed and can be justified within their context. The Woking Design (2015) SPD establishes that the criteria against which tall buildings will be considered and include being of exceptional design quality, contributing positively to Heritage Assets, impacts on key views and local environmental impacts.

44. The existing structure dates from the 1970s and is finished in horizontal bands of rough cast concrete. The stair core on the Victoria Way elevation is clad in concrete and the lift core at the opposite end of the building which opens onto Bandstand Mall is a later metal-clad addition. The ground floor is finished in mixture of dark coloured brickwork and dark-framed shop fronts. The existing shop frontage is dated in appearance with brown coloured stall risers and tinted glazing. The elevation facing Victoria Way features opaque glazing and does not offer an active frontage. The horizontal spaces between the floors have been infilled with metal bars and a 2m high fence has been affixed around the top deck of the building.
45. The above factors are considered to result in a building which has a dated, overbearing and unprepossessing appearance in a very prominent position in the town centre. The building pre-dates the Peacocks Centre (1990s) which abuts the building to the north and appears in stark contrast to the Victoria Square development which is underway to the south, which is characterised by buildings finished in stone, glazing and modern cladding materials. The existing structure is therefore considered to have an incongruous appearance and is considered to detract from the visual amenities of Woking Town Centre in a very prominent position. The demolition and replacement of the building can therefore be considered acceptable subject to the design of the replacement building.
46. The proposed building would be 12x storeys with a height ranging from 38.2m in height to the south where the site adjoins the Victoria Square development to 41.8m to the north at the point of the spiral ramps; this is due to the slight change in levels across the site from south to north. The stair/lift cores would be approximately 44.2m in height. The main portion of the proposed building would be approximately 16.8m taller than the top of the existing car park and 23.2m taller than the adjacent Peacocks Centre to the north
47. Whilst the proposed building would be greater in height and scale compared to the existing building and the adjacent Peacocks Centre, the building would be adjacent to the hotel element of the Victoria Square development which is a 23x storey tower. Further south along Victoria Way is the Green Car Park and podium level of the Victoria Square development which includes four parking levels above two floors of commercial floor space along with a 34x storey residential tower further south. The proposed building is considered to make a logical step-up in height and scale between the existing Peacocks Centre to the north and the emerging Victoria Square development to the south and is considered consistent with the scale and character of the ongoing Victoria Square development. The applicant has provided a proposed street scene elevation along Victoria Way which shows how the proposed car park would relate to the Victoria Square development; the height of the proposed car park would be similar to that of the Green Car Park and podium level of the Victoria Square development. Apart from the Victoria Square development there are there relatively tall buildings in the immediate area including Export House (17x storeys) to the south-east and Eurobet House (Premier Inn) to the south-west which is 11x storeys.

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48. Considering the points discussed above, the height and scale of the proposed building is considered commensurate with surrounding development and consistent with the emerging character of the town centre.
49. The spiral ramps would occupy a recessed space bounded by the Peacocks Shopping Centre and Blue Car Park on two sides and by the Red Car Park on one side. This area was previously occupied by two smaller spiral ramps which have been demolished. The circular spiral ramps would protrude from the building to the north and would read as two separate entities. These structures would be relatively large and imposing when viewed from Victoria Way and Lockfield Drive in particular, however again the scale and quantum of development would be viewed in the context of the ongoing Victoria Square development and other surrounding development in the area. The spiral ramps are considered to appear as confident and striking features in the town centre and are considered visually acceptable in their town centre context.
50. The parking levels and stair core on the south-west elevation facing Victoria Way would be demarcated by horizontal bands finished in a green wall system with gaps in between. The lift and stair core on the north-east elevation would be finished in aluminium cladding panels and glazing. Most of the spiral ramps, the north-east and north-west facing elevations and the spaces between the horizontal sections of green wall would be finished in vertical metal fins protruding from the building. A band of bronze coloured cladding would wrap around the top perimeter of the building.
51. The metal fins are considered a high quality and appropriate finish to the proposed car park which would provide relief and visual interest and texture to the elevations whilst also allowing ventilation to the parking levels. This material would also echo similar vertical blade grilling approved to the stair cores of the two residential towers of the Victoria Square development. The proposed materials therefore help visually integrate the car park with the adjacent Victoria Square development and would make the development appear as a harmonious continuation of the development.
52. The proposed green walls are considered an innovative and attractive treatment to a highly prominent elevation and would add visual interest to the building and surrounding area. The use of green walls is considered to represent a significant element of 'greening' in this part of the town centre, which is otherwise a relatively harsh and urban environment due to the limited soft landscaping in the vicinity and the dominance of Victoria Way.
53. The link bridges with the Victoria Square development would be finished in a mixture of glazing and bronze cladding which would reflect the materials to be used in the adjacent hotel tower of the Victoria Square development. The bronze cladding around the top perimeter of the building also reflects these materials.
54. The submitted Environmental Statement includes a Landscape, Townscape and Visual Impact Assessment which includes the identification of key representative views of the proposed development from the surrounding area, including views from points on Victoria Way, Church Street West and Wheatsheaf Common. The applicant has produced Actual Visual Representations (AVRs) of the existing and proposed situation from these viewpoints. These give an accurate depiction of how the development would appear from these points and are considered to demonstrate a visually acceptable development which is consistent with its context as discussed above.
55. The proposal site is not within or adjacent to a Conservation Area however the proposal would be visible from the Basingstoke Canal Conservation Area to the north. However when considering the separation distance of 78m and when considering that the car

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park would be viewed in the context of surrounding buildings, the proposal is not considered to detrimentally impact on the setting of the Conservation Area or views from it; the proposal is therefore considered to preserve the special character of the Conservation Area.

56. Overall the proposed building is considered of an appropriate height and scale for its context and the contemporary design approach and external materials are considered to result in a building of a high quality and visually acceptable building which integrates with its surroundings, including the adjacent Victoria Square development. The proposal is considered consistent with emerging character of Woking Town Centre and is considered to offer a marked improvement in design terms compared to the existing building.

Impact on Neighbours:

57. The proposal site is in a part of Woking Town Centre which is predominately commercial in character and there are no residential neighbours in close proximity to the proposed development. To the north and east is the Peacocks Shopping Centre and Shoppers Car Parks and to the south west is an office building. To the south of the proposal site is the Victoria Square development which is currently underway. The element closest to the proposal site is the hotel however the height of the car park would reach the 8th floor of the hotel and up to this level the building is occupied by the hotel lobby, meeting rooms and parking levels of the new Green Car Park; the proposed building would not therefore be positioned opposite any hotel rooms. The hotel building would also screen the proposed development from the residential Tower 1 of the Victoria Square development. The proposed building would be positioned approximately 32m from residential Tower 2 of the development and the proposal would pass the '25° test' with the lowest residential floor of Tower 2 as set out by the Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008). The proposal is therefore considered to result in an acceptable impact on the adjacent Victoria Square development.
58. To the north-west is Cap Gemini House which is a large office building and is positioned approximately 43m from the proposed building at its nearest point. It is acknowledged that this building has 'Prior Approval for conversion to residential units however this has not been implemented and so limited weight is attached to this. In any case the windows of this building which would serve residential units if the scheme were implemented, are not sited directly opposite the proposed development.
59. There are residential properties on Horsell Moor on the opposite side of the Basingstoke Canal however these are positioned at least 120m from the proposed building which is considered a sufficient distance to avoid an undue overbearing or loss of light impact. Whilst the development would be visible from these neighbours, the building would be viewed in the context of adjacent buildings, including the Victoria Square development.

Air Quality:

60. 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'*. 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'*. The Government has

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set out air quality standards and objectives to protect human health which relate to concentrations of Nitrogen Dioxide, PM10 (coarse dust particles) and PM2.5 (fine particles). The Government's objectives for Local Authorities are set out in the Air Quality (England) Regulations (2000) and the Air Quality (England) (Amendment) Regulations (2002).

61. The applicant has submitted an Environmental Statement which includes an assessment of air quality impacts arising from the proposed development. The assessment identifies 23x receptor points in the local area which may be affected by increased traffic flows arising from the proposed development. The proposal site is not within an identified Air Quality Management Area (AQMA) however an AQMA was designated in May 2017 on Guildford Road approximately 550m to the south. The submitted assessment information assesses the likely air quality impact arising from the proposed development in a 'worst case' scenario and in conjunction with the operation of the adjacent Victoria Square development.
62. The assessment concludes that with regards to Nitrogen Oxide emissions, the impact at 21 of the 23 receptor points would be negligible and at 2 of the receptor points there impact would be 'minor adverse', however the concentrations remain below the abovementioned Government objectives. With regards to PM10 and PM2.5 the impact would be negligible. The overall impact on air quality arising from the proposed development is therefore concluded to be 'not significant'. It should be borne in mind that the impact on all receptor points within the AQMA are classified as negligible and the impact at all receptor points are predicted to be below Government objectives.
63. Overall the proposal is therefore considered to have an acceptable impact on air quality.

Sustainability:

64. Core Strategy (2012) policy CS22 'Sustainable Construction' requires new non-residential development of 1,000m² or more to comply with BREEAM 'very good' standard. The applicant has submitted a BREEAM pre-assessment for the ground and upper ground floor commercial floor space confirming that a BREEAM 'very good' standard is achievable.
65. As also noted above, the Council's Climate Change SPD (2013) sets minimum standards for Electric Vehicle (EV) charging points of a minimum of 5% 'active' EV charging points and 10% 'passive' EV points which the proposal would achieve.
66. As discussed above, the existing car park has an unprepossessing and harsh appearance and the site currently features nothing in the way of soft landscaping or opportunities for soft landscaping. A key component of the design of the proposed replacement car park is the extensive use of a 'green wall' on the most prominent south-west elevation facing Victoria Way and on the spiral ramps. The green wall would clad the lift core and the horizontal spandrels of each parking level on the south-west elevation and parts of the spiral ramp. A large green roof of approximately 2,828m² in area would extend across the whole roof of the car park and a soft landscaped roof garden area is identified at Level 10 of 927m² in area. The proposed development represents an opportunity for a significant element of 'greening' in the town centre and would contribute towards the green infrastructure of Woking Town Centre and the Borough generally. This element of the proposal is considered to result in a positive enhancement of the green infrastructure of the site consistent with the aims of Core Strategy (2012) policy CS17 and DMP DPD (2016) policy DM1.

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67. The Climate Change SPD (2013) identifies areas of the town centre where there is potential for developments to connect to the existing Combined Heat and Power (CHP) network. All new development that comes forward within these areas are required to connect to the network unless better alternatives for reducing carbon emissions can be achieved. The proposal site is outside the designated area for potential CHP connection, nonetheless the applicant has indicated that they will be connecting to the local CHP network. This is considered a positive aspect of the proposed development in terms of sustainability.
68. The existing site has limited biodiversity value and Core Strategy (2012) policy CS7 is supportive of new developments making a positive contribution to biodiversity. The proposed replacement provides an opportunity to enhance the biodiversity value of the site through the provision of green roofs and green walls as described above and details of biodiversity enhancement measures can be secured by condition.

Drainage and Flood Risk:

69. The proposal site is not within a designated Flood Zone however parts of the proposal site are designated as being at risk of surface water flooding. The NPPF (2018) and Core Strategy (2012) policy CS9 state that Local Planning Authorities should seek opportunities to reduce flood risk through the appropriate application of sustainable drainage systems (SUDS).
70. As per the guidance issued by the Department of Communities and Local Government (DCLG) all 'major' planning applications being determined from 6 April 2015 must consider sustainable drainage systems (House of Commons: Written Statement HCWS161 - Sustainable drainage systems. Woking Core Strategy (2012) policy CS9 states that *"the Council will require all significant forms of development to incorporate appropriate sustainable drainage systems (SUDS) as part of any development proposals. If this is not feasible the Council will require evidence illustrating this"*.
71. The site is currently entirely occupied by buildings and hardstanding. Whilst this would also be the case with the proposed development, the proposed replacement car park would include a green roof. The applicant has provided sustainable drainage information; this has been reviewed by the Council's Drainage and Flood Risk Engineer who considers the information acceptable subject to conditions. The proposal is therefore considered to have an acceptable impact in terms of drainage and flood risk.

Wind microclimate:

72. The submitted Environmental Statement includes an assessment of likely impacts on the wind microclimate in the area arising from both the development itself and in conjunction with the adjacent Victoria Square development. The conclusion of the assessment is that the proposal would not significantly alter the wind microclimate compared to the Victoria Square conditions. The proposal is therefore considered acceptable in this regard.

Contamination:

73. Given the historic uses of the site and neighbouring sites, there is potential for ground contamination. The Council's Scientific Officer has been consulted and raises no objection subject to a condition requiring investigation and remediation of potential contamination

Community Infrastructure Levy (CIL):

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74. The proposal would be liable to make a CIL contribution of £315,567.69 based on a net increase in A1 (retail) floor area of 3,408m².

CONCLUSION

75. Woking's Core Strategy (2012) sets ambitious development targets for housing, office and retail uses over the period of the Core Strategy (2012-2027) and most of this development is intended to be directed towards Woking Town Centre which is the commercial and retail hub of the Borough. The Town Centre is currently undergoing significant change with various developments aimed at improving vitality, viability and retail offering of the town centre and increasing densities of housing and employment floor space. The proposed additional parking spaces are considered to contribute towards providing the necessary infrastructure to cater for this growth and would serve the expanding retail and entertainment facilities in the town centre.
76. The proposal would also result in an enhanced retail provision in the town centre and a visual enhancement of the site compared to the existing situation and a development which is consistent with the emerging character of Woking Town Centre. The proposed development would result in an improved public car parking facility with greater parking capacity, the introduction of Electric Vehicle charging points and an increased number of accessible and parent and child spaces.
77. The development is considered to result in acceptable impact on the highway network, on the character of the surrounding area, on the amenities of neighbours and in air quality terms.
78. The proposal therefore accords with the development plan and is recommended for approval.

BACKGROUND PAPERS

1. Site visit photographs
2. Consultation responses
3. Representations
4. Site Notices
5. Transport Assessment dated October 2018
6. Planning Supporting Statement dated October 2018
7. Design and Access Statement dated 12/10/18
8. Environmental Statement – Main Text dated November 2018
9. Environmental Statement – Non-technical Summary
10. Environmental Statement – Technical Appendices
11. BREEAM Pre-Assessment Report dated 11/10/18
12. CGI Visuals

RECOMMENDATION

PERMIT 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.

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

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

Drawing Title	Drawing Reference	Revision
Site Location Plan	004597-MDG-XX-XX-DR-A-90.XX.03	P05
Existing Ground Floor Plan	004597-MDG-01-ZZ-DR-A-10.01.01	P01
Existing Levels 0 and Mezzanine	004597-MDG-01-ZZ-DR-A-10.01.04	P01
Existing Levels 1 and 2	004597-MDG-01-ZZ-DR-A-10.01.05	P01
Existing Levels 3 and 4	004597-MDG-01-ZZ-DR-A-10.01.06	P01
Existing Levels 5 and 6	004597-MDG-01-ZZ-DR-A-10.01.07	P01
Existing Levels 7 and 8	004597-MDG-01-ZZ-DR-A-10.01.08	P01
Existing Levels 9 and 10	004597-MDG-01-ZZ-DR-A-10.01.09	P01
Existing Elevations	004597-MDG-01-ZZ-DR-A-11.01.01	P02
Existing Sections	004597-MDG-01-ZZ-DR-A-13.01.01	P02
Proposed Ground Floor/ Site Plan	004597-MDG-01-ZZ-DR-A-10.01.30	P13
Proposed Parking Level 1	004597-MDG-01-ZZ-DR-A-10.01.32	P11
Proposed Parking Level 2	004597-MDG-01-ZZ-DR-A-10.01.33	P09
Proposed Parking Level 3	004597-MDG-01-ZZ-DR-A-10.01.34	P09
Proposed Parking Level 4	004597-MDG-01-ZZ-DR-A-10.01.35	P09
Proposed Parking Level 5	004597-MDG-01-ZZ-DR-A-10.01.36	P09
Proposed Parking Level 6	004597-MDG-01-ZZ-DR-A-10.01.37	P10
Proposed Parking Level 7	004597-MDG-01-ZZ-DR-A-10.01.38	P10
Proposed Parking Level 8	004597-MDG-01-ZZ-DR-A-10.01.39	P10
Proposed Parking Level 9	004597-MDG-01-ZZ-DR-A-10.01.40	P10
Proposed Parking Level 10	004597-MDG-01-ZZ-DR-A-10.01.41	P10
Proposed Roof Level	004597-MDG-01-ZZ-DR-A-10.01.42	P09
Proposed Southeast & Northwest Elevation	004597-MDG-01-ZZ-DR-A-11.01.10	P10
Proposed Northeast & Southwest Elevation	004597-MDG-01-ZZ-DR-A-11.01.11	P13
Proposed Section A-A & B-B	004597-MDG-01-ZZ-DR-A-13.01.10	P08
Proposed Red Car Park Southwest context elevation	004597-MDG-01-ZZ-DR-A-11.01.14	P02
Proposed Red Car Park Ground Floor Plan/ Site Plan Showing Servicing Route	004597-MDG-01-ZZ-DR-A-10.01.45 P02	P02
Proposed Red Car Park Upper Ground Plan Showing Servicing Route	004597-MDG-01-ZZ-DR-A-10.01.46	P03
Proposed Red Car Park Northwest Elevation Showing Servicing Route	004597-MDG-01-ZZ-DR-A-11.01.12	P02
Proposed Red Car Park Site Plan	004597-MDG-01-ZZ-DR-A-10.01.43	P02
Proposed Red Car Park Living Green Wall Details	004597-MDG-01-ZZ-DR-A-10.01.51	P01
Proposed Red Car Park Section C-C, Bump Rail Detail and Northwest Elevation	004597-MDG-01-ZZ-DR-A-11.01.13	P02

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

3. ++ Prior to the installation of any external materials in connection with the development hereby permitted, a written specification of all external materials to be used shall be submitted to and approved in writing by the Local Planning Authority, The development

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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 development and surrounding area

4. ++ Prior to the commencement of construction of the external envelope of the development hereby permitted, detailed bay elevations at 1:50 scale of key components of the building including (but not limited to) areas of vertical metal fins, green walls, shop fronts and entrances 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.

5. Prior to the first use of the development hereby permitted, a soft landscaping scheme showing details of landscaping and plants to be planted in the green walls, roof garden at Level 9 and the green roof identified on the approved plans listed in this notice, 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. 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 plants 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: In the interests of the visual amenities of the development and surrounding area.

6. ++ Prior to the commencement of construction of the external envelope of the development hereby permitted, full details of the proposed green roof and green wall system, including a Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include details of fixings to the building, planting modules, irrigation systems, planting details and a detailed maintenance strategy including management responsibilities and maintenance schedules and for the long-term management and maintenance of the green walls and green roof hereby permitted. Prior to the first use of the development hereby permitted, the green walls and green roof shall be provided on site and thereafter retained and maintained in accordance with the approved details for the lifetime of the development hereby permitted.

Reason: In the interests of the visual amenities of the development and surrounding area.

7. ++ Prior to the commencement of the development hereby permitted a Method of Construction Statement, to include details of points (a) to (h) below, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall then be implemented during the construction of the development hereby approved.
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials

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- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding
- (f) measures to prevent the deposit of materials on the highway
- (g) on-site turning for construction vehicles
- (h) measures to protect the amenities of neighbouring occupiers during construction including a Dust Management Plan.

Measures will be implemented in accordance with the approved Method of Construction Statement and shall be retained for the duration of the construction period. Only the approved details shall be implemented during the construction works unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and in the interests of public safety and amenity

8. Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) or Article 3, Schedule 2 of The Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting those Orders with or without modification) the use of the commercial floor space on the lower and upper ground floor levels identified on the approved plans listed in this notice shall be restricted solely to uses falling within Use Classes A1 (retail) and/or D2 (assembly and leisure) of The Town and Country Planning (Use Classes) Order 1987 (as amended) and for no other use whatsoever without the consent in writing of the Local Planning Authority.

Reason: To restrict the use of the premises to one which is compatible with the Primary Shopping Frontage.

9. ++ The commercial floor space element of the development at ground and upper ground floor level hereby permitted shall achieve a minimum post-construction BREEAM 2014 rating of at least 'Very Good' (or such equivalent national measure of sustainable building which replaces that scheme). Within 3 months of the completion of the development a final Certificate confirming that the development has achieved a BREEAM 2014 rating of at least 'Very Good' (or such equivalent national measure of sustainable building which replaces that scheme) shall be submitted to the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability.

10. Unless otherwise agreed in writing by the Local Planning Authority, the car park hereby permitted shall include a minimum of the following types of parking space in accordance with the approved plans listed in this notice:
- 63x accessible parking spaces
 - 66x 'Active' Electric Vehicle charging points
 - 134x 'Passive' Electric Vehicle charging points

The above parking spaces shall be provided in accordance with the approved plans prior to the first use of the car park hereby permitted and shall thereafter be permanently retained in accordance with the approved plans unless replaced with more advanced Electric Vehicle charging technology serving the same objective.

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Reason: In the interests of achieving a high standard of sustainability and achieving an appropriate number of accessible parking spaces.

11. Prior to the first use of the development hereby permitted, a Car Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved management plan shall be implemented and thereafter maintained in accordance with the agreed details.

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

12. The development shall not be occupied until a Servicing Management Plan setting out provisions to control the management of deliveries and waste storage/management for the commercial uses hereby permitted. The development shall be carried out and thereafter retained and managed in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure appropriate servicing arrangements of the commercial uses

13. Prior to the first occupation of the development hereby permitted, the modified vehicular access onto Victoria Way shall be constructed in accordance with the approved plans.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and in the interests of public safety and amenity

14. Prior to the first occupation of the development hereby permitted, details of secure cycle storage for the commercial floor space hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. These facilities shall be fully implemented in accordance with the agreed details and made available for use prior to the first occupation of the development hereby permitted and shall thereafter be retained and made available for use at all times.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided.

15. No fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed until details, including acoustic specifications have been submitted to and approved in writing by the Local Planning Authority. Such plant and equipment shall not be installed otherwise than in strict accordance with the approved specifications.

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

16. No external lighting including floodlighting shall be installed until details (demonstrating compliance with the recommendations of the Institute of Lighting Engineers "Guidance Notes for Reduction of Light Pollution" and the provisions of BS 5489 Part 9) have been submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme shall be installed prior to the first use/ occupation of the development hereby approved and maintained in accordance with the approved details thereafter.

Reason: To protect the appearance of the surrounding area and the residential amenities of the neighbouring properties.

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17. ++Prior to the commencement of the development hereby permitted (excluding demolition), construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms, blue/green roof design and a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall then be constructed in accordance with the approved drawings, method statement and Micro drainage calculations prior to the first occupation of the development hereby approved. No alteration to the approved drainage scheme shall occur without prior written approval of the Local Planning Authority.

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

18. Prior to the first use of the development hereby permitted, details of the maintenance and management of the sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented prior to the first commercial occupation of the development hereby permitted and thereafter shall be 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

19. Prior to the first use of the development hereby permitted, a Verification Report, (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme), 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 mechanism.

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

20. Prior to the commencement of development hereby permitted a comprehensive, written environmental desktop study report shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The

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report to be submitted shall identify and evaluate possible on and off-site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations and shall be prepared in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

21. Prior to the commencement of development hereby permitted and any contaminated land site investigations on site and in follow-up to the environmental desktop study report, a contaminated land site investigation proposal shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). This proposal shall provide details of the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model. Following approval, the Local Planning Authority shall be given a minimum of two weeks written prior notice of the commencement of site investigation works on site. The site investigation works shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

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

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

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

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

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

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

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment.

25. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no telecommunication related equipment or structures permitted by Class A, B and C of Part 16, Schedule 2 of that Order shall be erected on the application site without the prior written approval of the Local Planning Authority of an application made for that purpose.

Reason: In the interests of the visual amenities of the building and surrounding area.

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 permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence 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.
3. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses

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

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

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

5. The applicant is advised that the development hereby permitted is subject to a Community Infrastructure Levy (CIL) liability. The Local Planning Authority will issue a Liability Notice as soon as practical after the granting of this permission.

The applicant is advised that, if he/she is intending to seek relief or exemptions from the levy such as for social/affordable housing, charitable development or self-build developments it is necessary that the relevant claim form is completed and submitted to the Council to claim the relief or exemption. In all cases (except exemptions relating to residential exemptions), **it is essential that a Commencement Notice be submitted at least one day prior to the starting of the development.** The exemption will be lost if a commencement notice is not served on the Council prior to commencement of the development and there is no discretion for the Council to waive payment. For the avoidance of doubt, commencement of the demolition of any existing structure(s) covering any part of the footprint of the proposed structure(s) would be considered as commencement for the purpose of CIL regulations. A blank commencement notice can be downloaded from: http://www.planningportal.gov.uk/uploads/1app/forms/form_6_commencement_notice.pdf

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

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

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

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

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

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

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).

6. The proposed development is located within 15m of Thames Water's underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our 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

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above or near our pipes or other structures.
<https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-diverting-our-pipes>.

Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

7. The applicant is advised that any signage or advertisements may require separate Advertisement Consent.
8. The applicant is advised that under the Control of Pollution Act 1974, works which will be audible at the site boundary will be restricted to the following hours:-
 - 8.00 a.m. - 6.00 p.m. Monday to Friday
 - 8.00 a.m. - 1.00 p.m. Saturday
 - and not at all on Sundays and Bank Holidays.