

6A PLAN/2023/0985

WARD: HO

LOCATION: McLaren Technology Centre, Chertsey Road, Woking, Surrey, GU21 4YH

PROPOSAL: Full planning application for replacement and additional car parking spaces, cycle parking, associated internal access road, earthworks and re-contouring of the open parkland, hard and soft landscape works, re-surfacing of existing access road, along with new and replacement CCTV columns, access control totems, signage, low level security fencing and security barrier systems.

APPLICANT: McLaren Services Ltd

OFFICER: Russell Ellis

REASON FOR REFERRAL TO PLANNING COMMITTEE

The application is for a 'major' development by virtue of site area (over one hectare) where the recommendation is for approval. As such, the application falls outside of the Scheme of Delegation.

PLANNING STATUS

- Green Belt
- Adjacent to Site of Nature Conservation Importance (SNCI)
- Zone A (within 400m) of the Thames Basin Heaths Special Protection Area (SPA)
- Adjacent to Common Land
- Elements of the northern periphery of the site are within Flood Zones 2 and 3

RECOMMENDATION

Refer to the Secretary of State with the recommendation that the Local Planning Authority be minded to:

Grant Planning Permission subject to conditions.

SITE DESCRIPTION

The site is located 3km to the north of the town centre and is accessed by vehicles off a roundabout on the A320 Chertsey Road between Woking and Chertsey. The overall site extends to approximately 55 ha comprising the existing McLaren Technology Centre (MTC) (originally permitted under PLAN/1995/0641) and the McLaren Production Centre (MPC) (originally permitted under PLAN/2009/0440).

The remainder of the site predominantly comprises a man-made parkland landscape, with relatively new tree cover and meadow grassland planted as part of the landscaping schemes for the MTC and latterly the MPC. A capped, former landfill area extending to 6.65 ha is located within the south eastern part of the site. This corresponds with an area of public access land, with further areas of public access land within the site to the west. The total area of public access land provided is approximately 20.44 hectares.

The site is crossed by a public footpath, which runs south to north to the west of the MTC and MPC buildings. A landscape feature known as 'the knoll' between the MPC and MTC forms the highest part of the site at 31m AOD. There is also a stand of trees on a high point in the centre of the parkland. With the exception of this and new tree planting for the MPC and MPC,

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tree cover is mainly found on the site boundaries, including a significant tree band along the edge of Horsell Common.

The site is bounded by the existing MTC access road to the east and agricultural fields to the west. The River Bourne adjoins the site to the north, beyond which lies Fair Oaks Airport. The River Bourne forms the Borough Boundary with Surrey Heath Borough Council and Runnymede Borough Council. Horsell Common, part of the Thames Basin Heaths Special Protection Area (TBH SPA) is located immediately to the south, together with Horsell Common SSSI and Site of Nature Conservation Importance. Part of the parkland is common land.

PLANNING HISTORY

The following permissions are the main consents for the MTC and MPC:

McLaren Technology Centre (MTC):

PLAN/1995/0641 - Corporate HQ with research, development an automotive production and associated museum together with associated highway works (Granted by Secretary of State following a call-in 07.03.97).

McLaren Production Centre (MPC):

PLAN/2009/0440 - A new production centre together with a new pedestrian link and tunnel, entrance rotunda, hard and soft landscape proposals, vehicular and cycle parking and associated infrastructure and works (Granted 01.09.09).

The permissions have been the subject of subsequent S.73 applications to make minor material amendments to the originally permitted schemes.

PLAN/2014/1297 - Development of an “applied technology centre” of 57,000sq m (G.E.A.) as an extension to the McLaren Production Centre, to include an aerodynamic research facility, workshops, research and development space, offices, meeting rooms, teaching and training space, vehicle preparation and assembly spaces, together with terraced car parking and two car park decks, cycle parking, a replacement helipad, and service areas. Associated earthworks and re-contouring of the open parkland, hard and soft landscape and infrastructure works, including an electrical substation and foul water pumping station and the temporary diversion of a public right of way during the construction of the development – Permitted subject to conditions and Legal Agreement 18.03.2016

PLAN/2018/0114 - Section 73 application to vary Condition 4 (approved plans), to revise the parking configuration and phase implementation, of Planning Permission PLAN/2014/1297 for the development of an applied technology centre of 57,000sq m (G.E.A.) as an extension to the McLaren Production Centre, to include an aerodynamic research facility, workshops, research and development space, offices, meeting rooms, teaching and training space, vehicle preparation and assembly spaces, together with terraced car parking and two car park decks, cycle parking, a replacement helipad, and service areas. Associated earthworks and re-contouring of the open parkland, hard and soft landscape and infrastructure works, including an electrical substation and foul water pumping station and the temporary diversion of a public right of way during the construction of the development – Permitted subject to conditions 08.01.2019

Officer note: PLAN/2018/0114 which amended and updated PLAN/2014/1297 was not implemented and therefore lapsed on 08.01.2022.

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In addition, the following related permissions relate to adjacent land to the east of the A320:

PLAN/2011/0823 - Outline planning application for a new applied technology centre of up to 60,000sqm floorspace, together with hard and soft landscape proposals, earthworks including creation of new lakes, a new vehicular access, an underground circulation tunnel, vehicular and cycle parking, service areas, and associated infrastructure and works including a foul water pumping station and electricity substations (Granted 29.07.13).

PLAN/2013/1299 - First reserved matters application for agreement of landscaping, appearance, scale, access and layout pursuant to outline planning permission PLAN/2011/0823 for the development of an aerodynamic research facility (wind tunnel) and associated control rooms, support accommodation and workshops, together with necessary plant and equipment, foul and surface water pumping stations, a temporary security hut, a new vehicular access junction off the A320 roundabout, access road, car and cycle parking and a service yard, landscaping and earth movement, along with the partial discharge of conditions in respect of phase 1. (Granted 20.05.14).

These permissions have not been implemented but remain extant.

PROPOSED DEVELOPMENT

The proposal is a full planning application for replacement and additional car parking spaces, cycle parking, associated internal access road, earthworks and re-contouring of the open parkland, hard and soft landscape works, re-surfacing of existing access road, along with new and replacement CCTV columns, access control totems, signage, low level security fencing and security barrier systems.

BACKGROUND:

The following additional information was received during the course of the application:

- Updated Travel Plan
- Updated drainage information
- Updated ecology information

CONSULTATIONS

- **Surrey County Highway Authority** - No objection subject to conditions.
- **Lead Local Flood Authority** - No objection subject to conditions.
- **Environment Agency** - No objection subject to conditions.
- **Natural England** - No objection.
- **Surrey Wildlife Trust** - No objection subject to conditions.
- **WBC Tree Officer** - No objection.
- **WBC Environmental Health** - No objection.
- **WBC Scientific Officer** - No objection.

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- **Surrey Minerals and Waste** - No objection subject to conditions.
- **Surrey CC Rights of Way** - No objection.
- **Surrey CC Archaeology** - No objection.
- **Affinity Water** - No comments to make.
- **Fairoaks Airport** - No safeguarding objections.
- **Horsell Common Preservation Society** - Concerned over the potential increase in vehicle movements and the associated environmental impact. Suggest that the Travel Plan and Car Parking Management Plan be improved.
- **Surrey Heath BC** - No objection.
- **Runnymede BC** - No objection.
- **WBC Planning Policy** - The policy context with regard to very special circumstances has not changed since the approval PLAN/2018/0114). The NPPF 2023 still applies. Whilst the previous consents (not implemented) are a material consideration, development in the Green Belt is inappropriate and the Very Special Circumstances should still be addressed.

REPRESENTATIONS

3x representations have been received, including one from Chobham Parish Council, raising no objection but raising the following summarised comments:

- No objection providing there is no encroachment onto public access land and no interference with the Public Right of Way.
- No objection providing the LPA is satisfied that the development would not increase flood risk on or off site.
- No objection providing the recontouring and landscape works sufficiently screen the urbanising effect of the development from users of the Public Right of Way.

These matters are addressed below under 'Planning Issues' where appropriate.

APPLICANT'S POINTS

The applicant has submitted the required drawings, extensive drainage proposals and the following documents in support of the application:

- Planning Statement
- Planning Application Summary Document
- Arboricultural Assessment and Method Statement
- Management Plan
- Design and Access Statement
- Transport Statement & Travel Plan
- Car Park Management Plan
- Flood Risk Assessment including Drainage Proposals
- Archaeology Impact Assessment
- Lighting Assessment
- Utilities Statement

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- Biodiversity Net Gain assessment
- Climate Neutral Checklist
- Landscape Topography
- Waste Management Plan (Construction & Operation)
- Construction Method Statement
- Thames Basin Heaths SPA Appropriate Assessment Information Report
- EIA Screening Request inc. EIA Screening Checklist

RELEVANT PLANNING POLICIES

National Planning Policy Framework (2023):

Section 2 – Achieving sustainable development

Section 4 – Decision Making

Section 6 – Building a strong competitive economy

Section 9 – Promoting sustainable transport

Section 12 – Achieving well-designed and beautiful places

Section 13 – Protecting Green Belt land

Section 14 – Meeting the challenge of climate change, flooding, coastal change

Section 15 – Conserving and enhancing the natural environment

Section 16 – Conserving and enhancing the historic environment

Woking Core Strategy (2012):

CS1 – A spatial strategy for Woking Borough

CS6 – Green Belt

CS7 – Biodiversity and nature conservation

CS8 – Thames Basin Heaths Special Protection Areas

CS9 – Flooding and water management

CS15 – Sustainable economic development

CS16 – Infrastructure delivery

CS17 – Open space, green infrastructure, sport and recreation

CS18 – Transport and accessibility

CS20 – Heritage and conservation

CS21 – Design

CS22 – Sustainable construction

CS24 – Woking's landscape and townscape

CS25 – Presumption in favour of sustainable development

Development Management Policies DPD (2016):

DM2 – Trees and Landscaping

DM7 – Noise and Light Pollution

DM8 – Land Contamination and Hazards

DM13 – Buildings in and Adjacent to the Green Belt

DM20 – Heritage assets and their settings

'Saved' Policy of the South East Plan 2009:

NRM6 - Thames Basin Heaths SPA

Supplementary Planning Documents:

Parking Standards (2018)

Design (2015)

Climate Change (2023)

Thames Basin Heaths Special Protection Area Avoidance Strategy (2022)

Other Relevant Guidance:

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Conservation of Habitats and Species Regulations 2017

Circular 06/05 – Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the Planning System

Woking Character Study (2010)

Surrey Landscape Character Assessment: Woking Borough (2015)

National Planning Practice Guidance

PLANNING ISSUES

Background:

1. The McLaren Technology Centre (MTC) was originally permitted by the Secretary of State in 1997 (PLAN/1995/0641). This comprised the existing 'Yin Yang' building and lake, 625x parking spaces and associated landscaping and highway works.
2. Planning permission was subsequently granted under for the McLaren Production Centre (MPC) under PLAN/2009/0440. This comprises the rectangular building to the south of the MTC and 400x parking spaces located to the east of the MPC building and associated works. This has been implemented.
3. In 2013 outline permission was granted for a new McLaren Applied Technology Centre (MATC) under PLAN/2011/0823. This comprised a 60,000sqm facility on land to the east of the A320 along with 860x parking spaces and associated works including a tunnel linking the MATC to the main MTC site. Reserved Matters were subsequently approved under PLAN/2013/1299. This has not been implemented and has therefore lapsed.
4. In 2016 planning permission was granted for an MATC in the form of a 57,000sqm extension to the existing rectangular MPC building under PLAN/2014/1297. This included the provision of 860x additional parking spaces comprising 301x spaces in an extension to the existing MTC car park, including decked parking, 304x spaces in an extension to the existing MPC car park, including decked parking and a 255x terraced surface car park to the north-west of the MPC. 450x of these spaces were intended to serve the proposed MATC facility and 410x were intended to serve existing parking demand and alleviate existing parking issues. This development was intended to be in-lieu of the consented MATC to the east of the A320 discussed above and was essentially a revised MATC in a more consolidated form of development. PLAN/2014/1297 was granted on basis of a condition that it not be implemented in addition to the larger permitted MATC on the east side of the A320 (PLAN/2011/0823).
5. In 2019 a Section 73 application to vary the approved plans of PLAN/2014/1297 was permitted (PLAN/2018/0114). The intention of this application was to reconfigure the 860x parking spaces approved under PLAN/2014/1297 and to introduce a phased approach to parking provision. The approved surface car park to the north-west of the approved MATC and existing MPC was omitted, and the parking spaces were distributed around the existing MTC car park as surface parking. This was approved however this has not been implemented and has lapsed.
6. There is therefore no extant permission for additional parking or an MATC facility. The applicant has indicated that there is no longer a requirement for a MATC facility.
7. The current application is a Full application for the provision of 400x parking spaces in the form of a surface level car park to the north and north-west of the existing MPC building. The intention of the proposed parking is to address existing parking issues

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which exist on the site. As evidenced by the applicant in their submissions and the Officer's site visit, parking is oversubscribed with double and triple parking taking place whereby parking bays are blocked in by other cars. The applicant states that there is an urgent need to deliver additional parking as a result of intensification of existing operational activities which the applicant suggests is frustrating business and investment opportunities for McLaren.

8. Whilst these previous permissions are a material consideration, the application has been assessed on its own merits as set out below.

Impact on the Openness of the Green Belt:

9. The proposal site is in the Green Belt and as such Woking Core Strategy (2012) policy CS6 'Green Belt', Woking Development Management Policies DPD (2016) policy DM13 'Buildings Within and Adjoining the Green Belt' and Section 13 of the NPPF (2023) apply and these policies seek to preserve the openness of the Green Belt. The NPPF (2023) states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence. Paragraph 143 of the NPPF (2023) sets out the five purposes of the Green Belt:
 - a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
10. The NPPF (2023) establishes that the erection of new buildings in the Green Belt is 'inappropriate development' with a limited number of exceptions. The NPPF goes on to say that certain other forms of development, including engineering operations and local transport infrastructure, are also not inappropriate development, provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. The proposed development comprises an engineering operation and can only therefore be considered appropriate development in the Green Belt if it preserves the openness of the Green Belt and does not conflict with the purposes of the Green Belt.
11. The NPPF (2023) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'Very Special Circumstances'.
12. In Turner v SSCLG [2016] EWCA Civ 466 it was established that the concept of 'openness' is capable of having both a spatial and visual dimension and that the decision maker should consider how the visual effect of the development would bear on whether the development would preserve the openness of the Green Belt. Furthermore, current Planning Practice Guidance sets out what factors can be taken into account when considering the impact on openness and includes "*the degree of activity likely to be generated, such as traffic generation*" and states that "*openness is capable of having both spatial and visual aspects*" (Paragraph: 001 Reference ID: 64-001-20190722 Revision date: 22.07. 2019).
13. Whilst the additional parking and associated works would have no volume and therefore no spatial impact on the openness of the Green Belt, the visual impact on openness is a consideration. The proposal would result in a significant amount of additional hardstanding which would largely occupy what is currently undeveloped, landscaped

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land. Whilst this comprises parkland within the McLaren campus, it nonetheless comprises open space, grass and vegetation which contributes positively to the openness of the Green Belt. The car park would result in large new areas of hardstanding which would encroach into undeveloped Green Belt land. The proposal is therefore considered to conflict with one of the aims of the Green Belt, which is to safeguard the countryside from encroachment. The proposal is considered to result in a harmful loss of Green Belt openness and would constitute inappropriate development in the Green Belt. The additional lighting, cctv columns and barriers etc. would be in association with the additional parking and are themselves considered to have a negligible impact on Green Belt openness.

14. The proposal includes recontouring of the land around the proposed parking spaces to create landscaped bunds. These would assist in screening views of the car parking from public vantage points and from the nearby Public Right of Way and would effectively lower the parking into the landscape. Public views of the proposed development would therefore be limited by the proposed recontouring and landscaping. Whilst these factors assist in mitigating the Green Belt harm, the proposal nonetheless constitutes inappropriate development in the Green Belt which would result in a harmful loss of Green Belt openness.

Very Special Circumstances (VSC):

15. The NPPF (2023) states that:

“Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances...When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations”

16. The original MTC and MPC were granted planning permission on the basis of ‘Very Special Circumstances’ (VSC). The MATC facility was also granted on the basis of VSC which were considered to outweigh the harm to the Green Belt. These can be summarised as follows:

- The unique nature of McLaren’s business activities and their national significance to the UK economy
- The essential needs of McLaren to consolidate operations and the need for a bespoke McLaren Wind Tunnel and McLaren Special Operations facilities in close physical proximity to the MTC
- The contribution of McLaren to the local, regional and national economy, and the additional significant benefits that will be delivered to the Woking and regional economy.

17. These have previously been accepted by the LPA as VSC. The applicant argues in their submission for the current application that the above VSC remain and justify a departure from normal green belt policy to permit the additional surface car parking. The applicant also argues that alleviating an ongoing existing operational problem caused by parking issues would be a significant benefit to the staff and company as a whole, and that the benefits of the McLaren Campus satisfy the requirement of the NPPF to demonstrate VSC. The applicant also argues that any potential harm to the Green Belt has been minimised through the proposed layout and landscape-led design approach.

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18. No other above ground development in the form of new buildings/structures is proposed with the exception of some minor additional lighting poles, CCTV, infrastructure etc. and the current contoured and landscaped land is to be re-contoured to effectively “sink” the majority of the new parking into the landscape.
19. Whilst the 400x additional parking spaces to alleviate existing parking issues has previously been considered acceptable by the LPA in Green Belt terms, this was in addition to the provision of a MATC facility and the benefits such a facility would bring. The current application must therefore be considered on its own merits.
20. The VSC outlined above are still considered applicable in terms of the valuable contribution McLaren make to the local, regional and national economy. The intention of the proposed parking is to address existing parking issues which exist on the site. As evidenced by the applicant in their submissions and the Officer’s site visit, parking is oversubscribed with double and triple parking taking place whereby parking bays are blocked in by other cars. The applicant states that there is an urgent need to deliver additional parking as a result of intensification of existing operational activities which the applicant suggests is frustrating business and investment opportunities for McLaren.
21. The applicant suggests that on a daily basis up to 450x cars are double or triple parked which causes major disruption to McLaren’s day-to-day operations. The applicant states that this leads to significant loss of working hours and productivity due to staff needing to regularly move their cars. The applicant also argues that during the daytime shift change this results in cars queuing back up to the A320 roundabout waiting for spaces to become available.
22. The chronic issues with parking have been corroborated on the Officer’s site visit and clearly present significant issues with operations on the site. The proposed parking would directly assist in alleviating significant parking issues which exist on the site. McLaren make a significant contribution to the local, regional and national economy and their continued operation and productivity is a very important consideration which should be given substantial weight.
23. As discussed above, the siting and design of the proposed development mitigates the visual harm to Green Belt openness and the car park would be viewed in association with the existing substantial development on the site. The harm to the openness of the Green Belt is still considered significant. However, as discussed above, the proposed would help alleviate a chronic parking issue which is frustrating business operations on the site. This is considered a significant benefit of the scheme which constitutes a Very Special Circumstance which clearly outweighs the harm to the Green Belt identified above.

Impact on Character:

24. The McLaren campus is a well-established two centred engineering facility and conference site set within landscaped grounds. The proposal site is well-hidden from the main road (A320) bar the main entrance and is screened by a combination of planting and design with bulk of facilities sunken into the landscape. The wider surrounding area is largely rural in nature and is sparsely populated with residential properties.
25. The proposal would result in 400x additional parking spaces and associated access roads and works. The additional parking and associated works would be viewed in the

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context of the existing large scale buildings and surface parking which exist on the site. The proposal includes recontouring of the land around the proposed parking spaces to create landscaped bunds. These would assist in screening views of the car parking from public vantage points and from the nearby Public Right of Way and would effectively sink the parking into the landscape. Public views of the proposed development would therefore be limited by the proposed recontouring and landscaping. The applicant has provided section drawings which demonstrate how views of the proposed parking would be restricted by the proposed earthworks and landscaping. The applicant has prepared a Landscape and Visual Impact Assessment at Appendix 2 of the Planning, Design and Access Statement which assesses the likely visual impact on the site, and surrounding areas. This concludes visual effects ranging from negligible to moderate.

26. The proposed development is considered consistent with the character of the McLaren site and the proposal is not considered to result in an unduly harmful impact on the character of the site or surrounding area.

Impact on Trees and Landscaping:

27. The proposal site is interspersed with groups of trees and individual trees, many of which were planted when the site was first developed. None of the trees on the proposal site are protected by a Tree Preservation Order. The application is accompanied by an Arboricultural Impact Assessment including a Tree Survey Schedule and Tree Protection Plan. The tree schedule assesses 226x individual trees and groups of trees. The quality of trees is graded in accordance with BS5837:2012 (Grade A, B, C and U) with 'A' grade trees being the best quality and 'U' being the worst. The vast majority of trees which have been assessed have been graded as Grade 'B' and 'C'.
28. 118x trees and groups of trees are identified as being removed, most of which would be relatively young trees planted when the site was developed. Most of these would be Grade 'B' and 'C' trees however two 'A' category trees would be removed (T179; a Norway Maple and T213; an Oak). Whilst the loss of 2 'A' category tree is undesirable, overall the proposal would retain a high proportion of existing trees. A detailed landscaping scheme has been provided which includes the planting of a minimum 129x trees.
29. The Council's Tree Officer has been consulted and raises no objection on arboricultural grounds subject to conditions. The Tree Officer has raised a concern about the lack of tree planting in the western part of the proposed car park. The applicant has responded to this by stating that native hedging has been consciously proposed in the western part of the car park in order to achieve a more restrained and 'low key appearance'.
30. Whilst the main body of the car park would not include tree planting within the areas of hardstanding, the native hedging is considered to soften the appearance of the hardstanding and the car park would be surrounded by tree planting and native scrub planting. The proposed landscaping scheme is considered comprehensive and includes native hedging, wildflower rich grass seeded areas, mixed native scrub planting and tree planting.
31. Overall, the proposal is considered acceptable on arboricultural grounds and the proposed landscaping is considered acceptable subject to conditions.

Traffic and Highways Implications

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32. The McLaren Campus currently has a total of 1,083 parking spaces. The proposal would add an additional 400x parking spaces, resulting in a total of 1,483x spaces.
33. The original permission for the MTC included a condition which requires a parking ratio of no more than 62.5% (i.e. the number of employees per parking space). The applicant indicates that the number of employees has increased from 2,450 people in 2014 to 3,604 people in 2023, which has resulted in a corresponding increase in demand for parking. The applicant indicates that there are regularly more than 2,000 people on the campus before midday with the highest number of employees on-site since May 2022 being 2,303 people. With the additional proposed parking, the proposal would result in a parking ratio of 41.1% which is in-line with the additional condition.
34. As discussed above, the proposed parking is intended to address an existing chronic parking issue to accommodate double and triple parking which is already taking place on site. The proposal does not involve an extension to the existing commercial facilities as with previous applications but rather is intended to accommodate existing parking which takes place on the site. The proposal is not therefore considered to result in an increase in vehicle movements to and from the site.

Travel Plan and Sustainable Transport Measures:

35. The McLaren Campus is located approximately 2.5km north of Woking Town Centre. The A320 links the site with Woking which provides a pedestrian and cycle link to Woking. The nearest bus stop is served by two bus services which link the site to Woking.
36. The application is accompanied by a Travel Plan which examines the modal share of different modes of transport used by employees. The Travel Plan compares the modal share of 2014 with 2023 and identifies that in 2014 the majority of trips (84.3%) were taken by car (single occupancy), with 5% by train, 4% by car share and 3.3% by bus/McLaren bus. By 2023 the modal share of single occupancy cars had reduced to 82% and bus/McLaren bus had increased to 10.5% (this encapsulates journeys made by train due to the way the figures are recorded).
37. The Travel Plan seeks to achieve an overall reduction in the number of private car journeys and to promote sustainable modes of travel. The Travel Plan makes provision for the appointment of a Travel Plan Coordinator to implement, manage and monitor the Travel Plan. The Travel Plan sets a target to reduce the modal share of single occupancy car journeys by five percentage points to 77% within five years and to increase the modal share of cycling, bus/McLaren bus and car sharing. This is to be achieved through the provision of information to staff, the provision of additional cycle parking and the provision of a car-sharing scheme. The principles of the Travel Plan are considered acceptable however a final Travel Plan can be secured by condition.

EV Charging Points:

38. The Climate Change (2023) states (at paragraph 6.2.3) that “*Policy CS22 of the Core Strategy states that new development in Woking Borough will be expected to contribute to charging infrastructure. This SPD sets out the minimum requirements for the provision of EV charge points in accordance with the current Building Regulations Part S as summarised in Table 6.2*”. Table 6.2 of the SPD provides a summary of the installation and charge point requirements in Part S to the Building Regulations which applies, inter alia, to new residential and non-residential buildings. There is no requirement for EV charging points in this case as the proposal does not involve the erection of residential or non-residential buildings. Nevertheless, 20x EV charging

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points providing 40x EV charging bays, along with cabling for a further 40x passive EV charging bays in the future. The proposal is considered to achieve an acceptable number of EV charging points to meet the sustainability aims of the Development Plan.

Disabled Parking Spaces:

39. 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 business premises is 6x bays plus 2% of the total capacity of the car park. In this instance this would equate to a minimum standard of 14x spaces (6+8). The proposed car park would provide a total of 14x disabled parking spaces in accordance with the SPD. The proposal would therefore meet this requirement and is considered acceptable in this regard.

Cycle Parking:

40. The proposal also includes the provision of 34x 'Sheffield' stands providing cycle parking for 68x bicycles. Shower, changing and storage facilities are already provided within the existing campus buildings. Further details of facilities for cyclists can be secured by condition.

Summary:

41. The proposed additional parking is intended to address an existing chronic issue with parking on the McLaren Campus and is not considered to result in additional vehicle movements to and from the site. The proposed parking provision would go hand-in-hand with a Travel Plan which seeks to promote more sustainable modes of transport and reduce single-occupancy private vehicle use, as well as provision of additional cycle storage and EV charging points. The County Highway Authority has reviewed the proposal and raises no objection subject to conditions.
42. The proposal is considered to have an acceptable transportation impact and appropriate opportunities have been taken to promote more sustainable modes of transport.

Impact on Ecology:

43. The Wildlife and Countryside Act (1981) (as amended) affords statutory protection to various UK flora and fauna species, including wild birds and their nests and reptiles. The Conservation of Habitats and Species Regulations (2017) (as amended) transpose the Habitats Directive into national law and establishes further protection for certain species, including all species of bats and their roosts and Great Crested Newts, which are all therefore European Protected Species. The Protection of Badgers Act (1992) protects badgers and their setts. Circular 06/05 'Biodiversity and Geological Conservation' provides guidance on the application of the law relating to planning and nature conservation as it applies in England and complements the national planning policy in the NPPF and the Planning Practice Guidance.
44. The NPPF (2023) states that the planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. This approach is supported by Woking Core Strategy (2012) policy CS7 'Biodiversity and Nature Conservation'. Policy CS7 states that "*Within locally designated sites development will not be permitted unless it is necessary for appropriate on-site management measures and can demonstrate no adverse impacts to the integrity of the nature conservation interest. Development adjacent to locally designated sites*

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will not be permitted where it has an adverse impact on the integrity of the nature conservation interest that cannot be mitigated’.

45. The application is accompanied by an Ecological Impact Assessment which assesses the ecological value of the site and the presence of different habitats and species, the likely impact on these species and habitats resulting from the proposed development and proposed enhancement and mitigation measures.
46. The habitats on the proposal site comprise:
 - Modified grassland
 - Other neutral grassland
 - Developed sealed surface
 - Artificial sealed surface
 - Ornamental planting
 - Line of Trees
 - Other mixed woodland
47. The Ecological Impact Assessment concludes that with the described mitigation measures and enhancements in the report, there will be no adverse impact from the proposal. Surrey Wildlife Trust raises no objection subject to several conditions.
48. The Environment Act (2021) sets out a statutory requirement for biodiversity net gain to be a condition of planning permissions in England. This came into effect on 12th February 2024 and ‘major’ planning applications submitted after this date will need to demonstrate a 10% Biodiversity Net Gain. It must be noted that whilst the relevant provisions in The Environment Act (2021) came into force on 12th February 2024, the requirement for BNG only applies to new planning applications submitted on or after that relevant date (for clarity this planning application was submitted to the Council on 28.11.2023).
49. Whilst there is no current mandatory requirement for BNG in adopted policies or legislation, Policy CS7 and the NPPF do call for developments to contribute to the enhancement of biodiversity. The applicant has provided a BNG Assessment which concludes that there will be a +15.59% net gain in habitat units based on the remodelling and habitat enhancements proposed. The proposal is therefore considered to achieve an appropriate biodiversity net gain on the proposal site.
50. Overall, the proposal is therefore considered to result in an acceptable impact on biodiversity and protected species and would result in Biodiversity Net Gain on the site.

Flooding & Drainage:

51. The application is supported by a Flood Risk Assessment including drainage proposals produced by Hydrock based on flood level models from the Environment Agency. The majority of the site is within Flood Zone 1 (low risk) with parts of the north of the site within Zone 3 (high risk) and parts within Zone 2 (medium risk) but these areas are not part of this proposal. All proposed development and re-contouring will remain within Zone 1. The area of proposal is not in any Surface Water risk area but mitigation is included.
52. The Lead Local Flood Authority raises no objections subject to conditions securing compliance with documents submitted and a Verification Report. The proposal is considered to have an acceptable impact on drainage and flood risk and the proposal

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accords with the NPPF, Core Strategy (2012) Policy CS9 and SuDS requirements in respect of flooding and drainage.

Impact on Thames Basin Heath Special Protection Area (TBH SPA):

53. The proposal site is not within the SPA but is within 400m of the Horsell Common SPA (Zone A). The proposal is not considered to impact detrimentally on the integrity of the SPA and is not considered to result in additional vehicle movements. In accordance with the Habitats Directive and Habitats Regs, the Local Planning Authority concluded that the previous unimplemented application was unlikely to have a significant effect on the TBH SPA, either alone or in combination, and therefore that an Appropriate Assessment is not required. It is not considered that there has been any material change in circumstance, policy or the nature of this proposal which would justify deviating from that opinion.

Site Waste Management:

54. The application is accompanied by a Site Waste Management Plan which details how waste arising from the proposed development would be managed. This specifies that excavated earthworks would be reused on site for land reprofiling. The Surrey Minerals and Waste Team has reviewed the submission and raises no objection subject to compliance with the submitted information.

Archaeology:

55. The proposal site is not within an area of High Archaeological Potential however given the size of the site, the application is accompanied by a desk-based archaeological assessment which assesses the archaeological potential of the proposal site. The assessment concludes that the site has low to negligible archaeological potential and therefore no mitigation measures are recommended. The Surrey County Council Archaeologist has reviewed the assessment and raises no objection; the proposal is therefore considered acceptable in this regard.

Contamination:

56. Parts of the surrounding site are identified as being potentially contaminated. The Council's Scientific Officer has been consulted and raises no objection. The proposal is therefore considered acceptable in this regard.

Local Finance Considerations:

57. The proposals would not attract a levy under the Community Infrastructure Levy Regulations because they are for commercial, non-retail uses and are consequently nil rated on the charging schedule.

CONCLUSION and PLANNING BALANCE

58. The proposal constitutes inappropriate development in the Green Belt, which would result in a significantly harmful loss of Green Belt openness, which should be given substantial weight. The proposed development would help alleviate a chronic existing parking issue which results in double and triple parking which disrupts the business operations on the site. The McLaren Campus makes a significant contribution to the local, regional and national economy and is a major local employer their continued operation and productivity is a very important consideration which should be given substantial weight. This is considered a substantial benefit which would clearly outweigh

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the harm caused to the Green Belt by reason of the proposal's inappropriateness. The harm to the Green Belt would be mitigated by the landscape-led design of the proposed development and the resulting screening of the development. The proposed additional parking would go hand-in-hand with a Travel Plan to promote more sustainable modest of transport along with EV charging points and cycle storage.

59. The proposal would result in a biodiversity net gain and is considered to have an acceptable impact on ecology, trees, drainage and flood risk, contamination and on the integrity of the SPA. Overall, the proposal is considered an acceptable form of development and is recommended for approval subject to conditions.

RECOMMENDATION

It is recommended that the application be referred to the Secretary of State with the recommendation that the Local Planning Authority be minded to:

Grant Planning Permission subject to the following conditions:

01. The development hereby permitted shall be commenced not later than three years from 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).

02. Unless otherwise agreed in writing by the Local Planning Authority, the development hereby permitted shall be carried out in accordance with the approved plans and documents listed:

- McLaren Campus Additional Parking Electrical Equipment Manufacturer List Ref: 2804-HYD-XX-XX-SH-E-0001
- McLaren Campus Additional Parking Electrical Services and Lighting Layout 28044-HYD-XX-00-DR-E-2001 Rev P06
- McLaren Campus Additional Parking Electrical Underground Layout 28044-HYD-XX-00-DR-E-2002 Rev P06
- McLaren Campus Additional Parking Lighting Direction 28044-HYD-XX-00-DR-E-2005 Rev P01
- TOR-XX-DR-L-P-002 Rev C Existing site plan dated 04/2023
- TOR-XX-DR-L-P-001 Rev L Proposed site plan dated 06/2023
- TOR-XX-DR-L-P-003 Rev C Existing Contours dated 06/2023
- TOR-XX-DR-L-P-004 Rev J Proposed Contours dated 07/2023
- TOR-XX-DR-L-P-007 Rev E Vegetation retained and removed dated 07/2023
- TOR-XX-DR-L-P-008 Rev D Proposed hard works 1 of 3 dated 07/2023
- TOR-XX-DR-L-P-009 Rev C Proposed hard works 2 of 3 dated 07/2023
- TOR-XX-DR-L-P-010 Rev C Proposed hard works 3 of 3 dated 07/2023
- TOR-XX-DR-L-P-011 Rev C Proposed soft works 1 of 3 dated 07/2023
- TOR-XX-DR-L-P-012 Rev D Proposed soft works 2 of 3 dated 07/2023
- TOR-XX-DR-L-P-013 Rev E Proposed soft works 3 of 3 dated 07/2023
- TOR-XX-DR-L-P-014 Rev C Section A-A dated 07/2023
- TOR-XX-DR-L-P-015 Rev C Sections B-B, C-C, D-D and E-E dated 07/2023
- TOR-XX-DR-L-P-016 Rev D Seeding plan dated 07/2023
- TOR-XX-DR-L-P-017 Rev D Management plan dated 07/2023
- TOR-XX-DR-L-P-100 Rev A Location plan dated 16 November 2023

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- McLaren Campus Additional Parking Planning Statement Inc. Design and Access Statement
- McLaren Campus Additional Parking Archaeological Impact Assessment
- McLaren Campus Additional Parking Lighting Assessment 28044-HYD-XX-XX-RP-E-0001
- McLaren Campus Additional Parking Contamination Assessment 28044-HYD-XX-XX-RP-GE-1000 Segment 1
- McLaren Campus Additional Parking Contamination Assessment 28044-HYD-XX-XX-RP-GE-1000 Segment 2
- McLaren Campus Additional Parking Contamination Assessment 28044-HYD-XX-XX-RP-GE-1000 Segment 3
- McLaren Campus Additional Parking Contamination Assessment 28044-HYD-XX-XX-RP-GE-1000 Segment 4
- McLaren Campus Additional Parking Drainage Strategy and Maintenance Schedule 28044-HYD-00-XX-RP-C-1000 Updated Fed 2024
- McLaren Campus Additional Parking Flood Risk Assessment 28044-HYD-XX-XX-RP-WENV-0001
- Site Waste Management Plan (updated) by Edburton Contractors Ltd Ref: T4623 ECL dated 08.02.2024
- McLaren Services Ltd Transport Statement dated Nov 2023 by Vectos
- McLaren Services Ltd Travel Plan dated Nov 2023 by Vectos
- McLaren Services Ltd Car Park Proposals and Management Plan dated Nov 2023 by Vectos
- Biodiversity Net Gain Report by LC Ecological Services dated Oct 2023
- Ecological Impact Assessment by LC Ecological Services dated Oct 2023
- Manual for Managing Trees on Development Sites – Barrell Tree Consultancy
- Biodiversity Matrix Tool and Great Crested Newt Report
- Utilities Statement

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

03. The development shall be carried out wholly in accordance with the Arboricultural information provided by Barrell Tree Consultancy Ref. 23050-AIA2-CA dated 28.09.2023 and Tree Survey Plan Barrell Ref: 23050-2 A0-LS R, including the plans below or any additional information already contained within approved plans, including the convening of a pre-commencement meeting unless otherwise agreed in writing.

Reason: To ensure an appropriate landscaping scheme in accordance with Policy CS7 of the Woking Core Strategy 2012.

04. The soft landscaping scheme specified shall be carried out and thereafter retained in accordance with drawings numbered TOR-XX-DR-L-P-011 Rev C Proposed soft works 1 of 3, TOR-XX-DR-L-P-012 Rev D Proposed soft works 2 of 3 and TOR-XX-DR-L-P-013 Rev E Proposed soft works 3 of 3 dated 07/2023 and received by the LPA unless otherwise first agreed in writing by the Local Planning Authority on 28.11.2023. The soft landscaping scheme shall be carried out in accordance with the approved details in the first planting season (November-March) following the first beneficial use of the development hereby permitted or the completion of the development, whichever is the sooner, and shall be 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

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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 area.

05. The development hereby permitted shall be constructed in the materials shown on the approved plans including drainage, Design and Access Statement and Lighting Assessment.

Reason: To protect the visual amenities of the area and in accordance with Policy CS6 and Policy CS21 of the Woking Core Strategy 2012.

06. ++Prior to the first beneficial use of the additional parking spaces hereby permitted, a Staff Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall accord with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the updated Travel Plan received by the Local Planning Authority on 6 March 2024. Thereafter, the approved Travel Plan shall be implemented prior to the first beneficial use of the additional parking spaces hereby permitted and monitored for each relevant target year up to 5 years and thereafter maintained and developed in agreement with the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to promote sustainable modes of transport in accordance with the National Planning Policy Framework and Policy CS18 of the Woking Core Strategy 2012.

07. ++Prior to the first beneficial use of the additional parking spaces hereby permitted, details of the following facilities shall be submitted to and approved in writing by the Local Planning Authority:

- (a) The secure parking of e-bicycles within the development site,
- (b) Changing and shower facilities within the development site for cyclists
- (c) Facilities within the development site for cyclists to store cyclist equipment
- (d) Information to be provided to staff and visitors regarding the availability of and whereabouts of cycling storage and facilities and local public transport, walking, cycling and car sharing clubs

The approved details shall thereafter be implemented prior to the first beneficial use of the additional parking spaces hereby permitted and thereafter shall be permanently retained and maintained in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to promote sustainable modes of transport in accordance with the National Planning Policy Framework and Policy CS18 of the Woking Core Strategy 2012.

08. The parking spaces shown on the plans hereby approved shall only be used for the parking of vehicles ancillary to the use of the site and shall be retained thereafter solely for that purpose and made available to the occupiers of the site at all times for parking purposes unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and the Green Belt to ensure a satisfactory form of development in accordance with Policies CS6, CS18 and CS21 of the Woking Core Strategy 2012.

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09. The Electric Vehicle charging points specified on the approved plans listed in this notice shall be provided in accordance with the approved plans prior to first beneficial use of the development hereby permitted and thereafter shall be retained in accordance with the approved details unless the Local Planning Authority subsequently agrees in writing to their replacement with more advanced technology serving the same objective.

Reason: In the interests of achieving a high standard of sustainability with regards to electric vehicle charging infrastructure requirements.

10. The proposal shall be carried out wholly in accordance with the recommendations of and proposed mitigation works set out in Biodiversity Net Gain and Ecological Impact Reports by LC Ecological Services dated Oct 2023 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure protection of protected species and to enhance the biodiversity of the site in accordance with Policies CS6, CS7 and CS8 of the Woking Core Strategy 2012.

11. ++No development shall take place in connection with the additional car parking spaces hereby permitted until a Construction Environmental Management Plan (CEMP), has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include measures to minimise the risk of disturbance to wildlife, including the Woodham Common Site of Nature Conservation Importance (SNCI), Horsell Common Site of Special Scientific Interest (SSSI) and Thames Basin Heaths Special Protection Area (SPA) from development related works and shall include details of the following:
- Storage of construction materials/chemicals and equipment
 - Dust suppression and management measures
 - Measures to prevent chemical and/or fuel run-off from construction into nearby watercourse(s)
 - Measures to control noise and vibration during demolition and construction
 - Measures to ensure no materials, machinery, vehicles or works will encroach onto the SNCI, SSSI or SPA.

Development shall thereafter be carried out only in accordance with the approved CEMP.

Reason: To protect the environmental interests and the amenity of the area and to comply with Policies CS7, CS8 and CS21 of the Woking Core Strategy.

12. ++Prior to the first beneficial use of the development hereby permitted, details of the measures for the enhancement of biodiversity on the site, a timetable for their provision on the site and a Landscape Ecological Management Plan, shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in full accordance with the agreed details prior to the first occupation of the development hereby permitted and thereafter shall be permanently retained and maintained in accordance with the agreed details.

Reason: To ensure protection of protected species and to enhance the biodiversity of the site in accordance with Policies CS6, CS7 and CS8 of the Woking Core Strategy 2012.

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13. All external lighting shall be installed in accordance with the Lighting Assessment ref: 28044-HYD-XX-XX-RP-E-0001 prepared by Hydrock dated 27.10.23 received by the LPA on 28.11.2023 and thereafter permanently retained and maintained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. Prior to the installation of any additional external lighting, including floodlighting, details of the lighting (demonstrating compliance with the recommendations of the Bat Conservation Trusts' "Bats and Lighting in the UK - Bats and The Built Environment Series" guidance) shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme shall be installed and maintained in accordance with the agreed details thereafter.

Reason: In the interests of visual amenity and biodiversity.

14. The development shall be carried out wholly in accordance with the drainage information and plans listed below:

- Soakaway testing technical note ref: 2804-HYD-XX-XX-TN-GE-1001
- McLaren Campus Additional Parking Ground Investigation Report 28044-HYD-XX-XX-RP-GE-1001 Section 1
- McLaren Campus Additional Parking Ground Investigation Report 28044-HYD-XX-XX-RP-GE-1001 Section 2
- McLaren Campus Additional Parking Ground Investigation Report 28044-HYD-XX-XX-RP-GE-1001 Section 3
- McLaren Campus Additional Parking Ground Investigation Report 28044-HYD-XX-XX-RP-GE-1001 Section 4
- McLaren Campus Additional Parking Ground Investigation Report 28044-HYD-XX-XX-RP-GE-1001 Section 5
- McLaren Campus Additional Parking Ground Investigation Report 28044-HYD-XX-XX-RP-GE-1001 Section 6
- McLaren Campus Additional Parking Proposed Drainage Overview 28044-HYD-XX-XX-DR-C-70000 Rev P06
- McLaren Campus Additional Parking Proposed Drainage Sheet 1 28044-HYD-XX-XX-DR-C-70001 Rev P06
- McLaren Campus Additional Parking Proposed Drainage Sheet 2 28044-HYD-XX-XX-DR-C-70002 Rev P06
- McLaren Campus Additional Parking Proposed Drainage Sheet 3 28044-HYD-XX-XX-DR-C-70003 Rev P06
- McLaren Campus Additional Parking Proposed Drainage Sheet 4 28044-HYD-XX-XX-DR-C-7000 Rev P06
- McLaren Campus Additional Parking Existing Drainage Area Plans 28044-HYD-XX-XX-DR-C-70500 Rev P03
- McLaren Campus Additional Parking Proposed Drainage Area Plans 28044-HYD-XX-XX-DR-C-70501 Rev P03
- McLaren Campus Additional Parking Proposed Drainage Details Sheet 1 28044-HYD-XX-XX-DR-C-71000 Rev P01
- McLaren Campus Additional Parking Proposed Drainage Details Sheet 2 28044-HYD-XX-XX-DR-C-71001 Rev P02
- McLaren Campus Additional Parking External Finishes 28044-HYD-XX-XX-DR-C-72000 Rev P02
- McLaren Campus Additional Parking External Works Levels Sheet 1 28044-HYD-XX-XX-DR-C-72001 Rev P02
- McLaren Campus Additional Parking External Works Levels Sheet 2 28044-HYD-XX-XX-DR-C-72002 Rev P02

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- McLaren Campus Additional Parking External Works Levels Sheet 2 28044-HYD-XX-XX-DR-C-72003 Rev P01
- McLaren Campus Additional Parking Proposed External Details 28044-HYD-XX-XX-DR-C-72200 Rev P02

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.

15. The proposal shall be carried out in accordance with the Site Waste Management Plan (updated) by Edburton Contractors Ltd Ref: T4623 ECL dated 08.02.2024 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development satisfies the objectives of Surrey Waste Plan Policies CW1 and Minerals Plan Core Strategy Policies MC4 and MC5 and Policy CS22 of the Woking Core Strategy 2012.

16. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall then be implemented as approved.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from, or adversely affected by unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 180 of the National Planning Policy Framework.

17. A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local Planning Authority prior to the boreholes being installed. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected, and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 180 of the National Planning Policy Framework.

Informatives

1. The applicant is advised that under the Control of Pollution Act 1974, construction work 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

2. 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.

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

5. All species of Bat and their roost sites are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Schedule 2 of the Conservation of Habitats and Species Regulations 2017. All Bats are therefore European Protected species. Offences under this legislation include any activities that may kill, injure or disturb an individual or damages or destroys a breeding site or resting place of that individual. Destruction of a Bat roost is therefore an offence, even if the bat is not present at the time of roost removal. An EPS Mitigation Licence will be required from Natural England before any actions which may affect bats are undertaken.
6. The applicant is advised that all birds, their nest and eggs are protected by the Wildlife & Countryside Act 1981 and is thus an offence to damage or destroy and active nest or prevent parent birds access to their nests. Any clearance of nesting habitat should take place outside of the nesting season (outside of March to August).
7. All native UK reptile species are legally protected under Schedule 5 of the Wildlife and Countryside Act (1981) (as amended) and as such are protected from killing or injuring. Great Crested Newts are protected under Schedule 2 of the Conservation of Habitats and Species Regulations 2017. Great Crested Newts are therefore European Protected species. Offences under this legislation include any activities that may kill, injure or disturb an individual or damages or destroys a breeding site or resting place of that individual.
8. The proposal site is in the vicinity of a Public Right of Way and the applicant is advised of the following:
 - Safe public access must be maintained at all times and no access should be made via the footpath at any time.
 - Should the applicant feel they are unable to ensure public safety while work is underway, a temporary closure may be necessary. A minimum of 3 weeks' notice must be given and there is a charge. Please contact the Countryside Access Officer if this is required.
 - Any down pipes or soakaways associated with the development should either discharge into a drainage system or away from the surface of the right of way.
 - There must be no obstructions on the public right of way at any time, this is to include vehicles, plant, scaffolding or the temporary storage of materials and/or chemicals.

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- Any alteration to, or replacement of, the existing boundary with the public right of way, or erection of new fence lines, must be done in consultation with the Countryside Access Officer. Please give at least 3 weeks notice.
- Any alteration or replacement of the existing surface or level of the Public Right of Way must first be agreed in writing with The Countryside Access Officer
- Contractor's vehicles, plant or deliveries may only access along a right of way if the applicant can prove that they have a vehicular right. Surrey County Councils' Rights of Way Group will expect the applicant to make good any damage caused to the surface of the right of way connected to the development. If the applicant is unsure of the correct line and width of the right of way, Countryside Access will mark out the route on the ground. Applicants are reminded that the granting of planning permission does not authorise obstructing or interfering in any way with a public right of way. This can only be done with the prior permission of the Highway Authority (Surrey County Council, Countryside Access Group).