

14 JANUARY 2020 PLANNING COMMITTEE

6H

PLAN/2019/1166

WARD: HO

LOCATION: McLaren Technology Centre, Chertsey Road, Woking

PROPOSAL: Proposed installation of a canopy over the McLaren Shuttlebus waiting area adjacent to the McLaren Technology Centre, and all other necessary on-site works.

APPLICANT: McLaren Services Ltd

OFFICER: Joanne Hollingdale

REASON FOR REFERRAL TO COMMITTEE

The proposal is of a development type which falls outside the Management Arrangements and Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

The application seeks planning permission for the installation of a canopy over the McLaren Shuttlebus waiting area adjacent to the McLaren Technology Centre, and all other necessary on-site works.

PLANNING STATUS

- Green Belt
- Thames Basin Heaths SPA Zone A (within 400m)
- Flood Zone 2 (medium risk).

RECOMMENDATION

Grant planning permission subject to conditions.

SITE DESCRIPTION

The McLaren Campus is situated approximately 3km north of Woking Town Centre and comprises the McLaren Technology Centre (MTC) and the McLaren Production Centre (MPC). The campus is accessed via the A320 (Paragon roundabout). The application site is located within the existing MTC car park directly adjacent to the F/G entrance rotunda.

PLANNING HISTORY

There is a relatively extensive planning history for the wider McLaren campus which is available on file. The most recent planning history (excluding non-material amendment applications) is given below:

PLAN/2019/0709 - Section 73 application for variation of conditions 02 (approved plans), 03 (hard surfaces), 04 (planting scheme), 05 (drainage strategy) and 06 (drainage drawings and method statement) of PLAN/2019/0139 dated 24.05.2019 (Development of a noise, vibration and harshness assessment area and area for the temporary storage of production line vehicles directly adjacent to the McLaren Production Centre, and all other necessary on-site works and infrastructure) to revise approved surface water drainage system design and landscaping. Permitted 30.08.19

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PLAN/2019/0226 - Application made under Section 106A of The Town and Country Planning Act 1990 (as amended) and The Town and Country Planning (Modification and Discharge of Planning Obligations) Regulations 1992 (as amended) to modify the wording of Schedule 1, Paragraph 14 of the Section 106 Agreement dated 7 March 1997 (planning permission reference PLAN/1995/0641) - relating to the development of the McLaren Technology Centre - in order to refer expressly to the proposed noise, vibration and harshness (NVH) assessment area as a permitted activity (related planning application reference PLAN/2019/0139). Permitted 01.08.19

PLAN/2019/0139 - Development of a noise, vibration and harshness assessment area and area for the temporary storage of production line vehicles directly adjacent to the McLaren Production Centre, and all other necessary on-site works and infrastructure. Permitted 24.05.19

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 S106 Agreement 08.01.2019

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 (amended description and amendment to drawing PL/222 to remove superfluous annotation). Permitted subject to S106 Agreement 18.03.2016

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. Permitted subject to conditions 01.09.2009

PROPOSED DEVELOPMENT

The application seeks planning permission for the installation of a canopy over the McLaren Shuttlebus waiting area adjacent to the McLaren Technology Centre, and all other necessary on-site works.

The proposed canopy would measure 11.4 metres in width by 3 metres in depth with a maximum height of 2.8 metres. The rear elevation of the canopy would be formed by glass panels with the roof faced with box profile sheeting. The canopy shelter would have a satin finished in colour RAL 9006 (White Aluminium) i.e. light grey/silver colour.

CONSULTATIONS

WBC Contaminated Land Officer: No comments to make.

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WBC Drainage and Flood Risk Engineer: Any comments received will be verbally reported.

REPRESENTATIONS

0 letters of representation have been received.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019)

Woking Core Strategy (2012)

CS1 - A spatial strategy for Woking Borough

CS6 – Green Belt

CS9 – Flooding and Water Management

CS18 - Transport and accessibility

CS21 - Design

CS24 - Woking's landscape and townscape

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

DM2 - Trees and Landscaping

DM13 – Buildings in and adjacent to the Green Belt.

Draft Site Allocations DPD (Regulation 19 Submission version) July 2019

GB13 – McLaren Campus – Major Developed Site within the Green Belt.

Supplementary Planning Documents (SPD's)

Design (2015)

Parking Standards (2018)

PLANNING ISSUES

Impact on Green Belt

1. The proposal site is located in the Green Belt and as such Policy CS6 of the Woking Core Strategy, Policy DM13 of the DM Policies DPD and Section 9 of the NPPF apply. These policies seek to preserve the openness of the Green Belt; the essential characteristics of the Green Belt are its openness and permanence. The erection of new buildings in the Green Belt is inappropriate development unless it complies with one of the exceptions listed in Paragraph 145 of the NPPF. Exceptions to this include:

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or

- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting and identified affordable housing need within the area of the local planning authority.

2. The second bullet point is not relevant to this case but the proposed canopy bus shelter could be considered to comprise limited infilling on the site and thus could fall within this exemption to inappropriate development in the Green Belt providing it does not have a greater impact on the openness of the Green Belt than the existing development.
3. There is no further definition of 'limited infilling' in the NPPF or local planning policies to provide assistance. Nonetheless in this case the proposed canopy bus shelter would be

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positioned between the large building comprising the MTC and the large car park that serves the building. The canopy bus shelter would over-sail an existing footpath/waiting area within the site and would not extend the built development beyond the extent of the existing car park. Given the layout of the site and the undulating nature of the topography the proposed canopy bus shelter would have a limited impact and would only be viewed within this part of the site. On this basis it is considered to comprise 'limited infilling' on the site. It is therefore considered that exception g) could be engaged by the proposal.

4. The second part of the exception requires a proposal to not have a greater impact on openness than the existing development. In this regard the proposed canopy bus shelter would be small in scale and height and would have three open sides (as it will over-sail a footpath/waiting area) and a glazed rear elevation. The proposal would represent a very minor addition to the site and would not result in any greater impact on openness than the existing development on the site. The proposal is also not considered to result in any conflict with the purposes of the Green Belt.
5. Mindful of the above comments it is considered that the proposed development would fall within exception g) of the NPPF, would not be inappropriate development within the Green Belt and would not have any greater impact on openness than the existing development on the site. The proposal is therefore considered to comply with Policy CS6 of the Woking Core Strategy, Policy DM13 of the DM Policies DPD, emerging Policy GB13 of the Draft Site Allocations DPD and the NPPF.

Visual Impact

6. Policy CS21 of the Woking Core Strategy (2012) requires development proposals to "*respect and make a positive contribution to the street scene and the character of the area in which they are situated...*" and Policy CS24 seeks to maintain the landscape character of the area.
7. The proposed canopy bus shelter is located at the northern end of the car park close to the F/G entrance rotunda to the MTC. The canopy bus shelter would have an open front and sides and a glazed rear elevation, enabling views through the structure. The roof would be faced with box profile sheeting. The proposed canopy bus shelter would be located immediately adjacent to the large car park and would appear as a conventional addition to a large car park on an employment site. Overall the proposals would not therefore be detrimental to the character and appearance of the site and surrounding area. The proposal is therefore considered to comply with Policies CS21 and CS24 of the Core Strategy and the NPPF.

Impact on Neighbours

8. Policy CS21 of the Woking Core Strategy advises that proposals for new development should achieve a satisfactory relationship to adjoining properties. There are no neighbouring dwellings in close proximity to the proposed position of the canopy bus shelter and no adverse impacts to the amenities of any neighbouring occupiers would therefore occur. The proposal is therefore considered to comply with Policy CS21 of the Woking Core Strategy and the NPPF.

Impact on Trees

9. There are some mature trees located near to the proposed position of the canopy bus shelter but none are so close as to be adversely affected by the proposed development. It is also understood that the foundations for the canopy bus shelter have already been installed and this has not resulted in any detriment to the landscaping or the tree coverage

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on the site. The proposal is therefore considered to comply with Policy CS21 of the Core Strategy, Policy DM2 of the DM Policies DPD and the NPPF.

Transportation Impacts

10. The proposal would not result in any change to the access or parking arrangements for the site. McLaren operates a staff shuttle bus service that runs between the campus, Woking town centre and Woking Business Park. The main waiting area for staff based within the MTC is directly opposite the F/G entrance rotunda. The applicant advises that this area is currently exposed to inclement weather conditions and there are limited sheltered locations for staff when waiting for the shuttle bus. The proposal would therefore resolve this situation and could further encourage the take up of the shuttle bus service by staff. The proposal would therefore promote sustainable travel choices further by providing additional facilities and is therefore considered to comply with Policy CS18 of the Core Strategy and the NPPF.

Community Infrastructure Levy (CIL):

11. The proposal relates to a non-residential and non-retail use and as such the CIL rate is £0.

CONCLUSION

12. Mindful of the above comments the proposal would be not inappropriate development in the Green Belt, would maintain openness and would not result in any harm to the visual amenity of the area, neighbouring amenity and trees and would have a positive transportation impact. The proposal therefore accords with Policies CS6, CS18, CS21 and CS24 of the Woking Core Strategy 2012, Policies DM2, DM3 and DM13 of the DM Policies DPD 2016, and the NPPF and is recommended for approval subject to conditions.

BACKGROUND PAPERS

1. Planning file PLAN/2019/1166

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.

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:

Site Location Plan (135742/P01) received 02.12.19
Block Plan (MTC-LAND-E01part) received 02.12.19
Plans and elevations (Shelter main build-up M199-5001-4F) received 02.12.19
Construction details (Typical post detail M199-0002-6F) received 02.12.19

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

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3. The development hereby approved shall be constructed/faced in materials as indicated on the approved plans and application unless otherwise first approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to comply with Policies CS6, CS21 and CS24 of the Woking Core Strategy 2012 and the NPPF.

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 2019.
2. You are 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.
3. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-
08.00 – 18.00 Monday to Friday
08.00 – 13.00 Saturday
and not at all on Sundays and Bank/Public Holidays.