

## 5 JUNE 2018 PLANNING COMMITTEE

5a 18/0114 Reg'd: 07.02.18 Expires: 09.05.18 Ward: HO  
Nei. 08.03.18 BVPI Large Scale Number 17/13 On No  
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**LOCATION:** McLaren Technology Centre, Chertsey Road, Woking, Surrey,  
GU21 4YH

**PROPOSAL:** Section 73 application to vary Condition 4 (approved plans) to revise the parking configuration and to 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.

**TYPE:** S.73

**APPLICANT:** McLaren Technology Group Ltd.

**OFFICER:** Dan  
Freeland

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### **REASON FOR REFERRAL TO PLANNING COMMITTEE**

At the request of the Development Manager.

### **ENVIRONMENTAL IMPACT ASSESSMENT**

A Section 73 application is considered to be a new application for planning permission under the 2011 Environmental Impact Assessment Regulations. Where the development is listed under either schedule 1 or schedule 2 to the Regulations, and satisfies the criteria or thresholds set, a Local Planning Authority must carry out a new screening exercise and issue a screening opinion as to whether Environmental Impact Assessment is necessary.

The original application was screened as to whether it was EIA development. The Local Planning Authority concluded that the proposal is not considered to give rise to significant environmental effects by reason of its size, nature, location and the proposal is not, consequently, Environmental Impact Assessment development. The decision of the Local Planning Authority was to adopt a screening opinion that an Environmental Impact Assessment was not required.

On submission of this application, it was not considered that there had been any material change in circumstance, policy or the nature of the proposal which would justify deviating from that opinion. Therefore, on 19 March, the decision of the Local Planning Authority was again to adopt a screening opinion that an Environmental Impact Assessment was not required.

### **APPROPRIATE ASSESSMENT**

In accordance with the Habitats Directive and Habitats Regs, the Local Planning Authority concluded that the original application was unlikely to have a significant effect on the THB

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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 the proposal which would justify deviating from that opinion.

### **SUMMARY OF PROPOSED DEVELOPMENT**

This is an application made under Section 73 of the 1990 Planning Act to vary Condition 4 (approved plans) of Planning Permission PLAN/2014/1297 for the development of an “applied technology centre” as an extension to the McLaren Production Centre.

The intention of the application is to revise the previously-approved parking configuration and to enable the phasing of the implementation of the permission.

### **PLANNING STATUS**

- Green Belt
- Adjacent to SNCI
- Zone A of the Thames Basin Heaths Special Protection Area
- An element of the parkland is 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 under S.73 subject to revised conditions and a deed of variation tying the revised S.106 Legal undertaking associated with the original permission to the new permission.

### **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) and McLaren Production Centre (MPC).

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

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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.

The nearest residential dwellings are Bonsey's Cottages with properties also nearby at Anthony's to the south and Scotchers Farm, to the west.

### **PLANNING HISTORY**

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

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

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. (Granted 18.03.16)

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.

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### **PROPOSED DEVELOPMENT**

The application proposes to vary Condition 4 (approved plans) of Planning Permission PLAN/2014/1297 for the development of an “applied technology centre” of 57,000sq m 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.

The applicants are seeking to reconfigure the parking provision granted with the original permission and to carry out the development in 2 phases.

The primary change to the parking provision is the deletion of the approved parking area to the west of the MPC/MATC building and the decanting of these spaces around revised parking layouts in the existing MTC and MPC car parks, including within the decked areas approved under the original application.

The original permission allows an additional 860 parking spaces within the campus in the form of surface and decked parking as follows:

- 301 additional spaces at the MTC (comprising 11 at grade and 290 decked)
- 304 additional spaces at the MPC (comprising 84 at grade and 220 decked)
- 255 additional spaces within the new MATC car park (west of the MPC and MATC building)

Of these, 450 spaces would cater for the new applied technology centre, and 410 would cater for existing double parking at the site.

The S.73 application seeks to enable the development to be carried out in 2 distinct phases. Phase 1 would be the provision of 443 of the 860 spaces permitted, but not any of the built form (including already-approved car park decking) or the main landscaping. Phase 2 would involve the remainder of the parking involving the erection of the parking decks, the main built form of the MATC building and the main landscaping works.

Approval of this proposal would require the revision of the ‘triggers’ for compliance with some of the planning conditions and legal undertakings attached to the original permission. In short, the requirements related to phase 2 would not be required to be complied with until that phase commences. As currently drafted the requirements would generally be required to be complied with prior to the commencement of Phase 1 even if they related to Phase 2.

The revised conditions and obligations are set out under the recommendation below.

### **SUMMARY INFORMATION**

Site Area	55.17ha
Previous land use(s) and floorspace(s)	Parkland setting for MTC/MPC
Proposed floorspace of each use(s)	52,650 sq.m.
Change in floorspace (+/-)	+52,650 sq.m.
Number of jobs created/lost	+250 (Net direct)
Existing parking spaces	1120
Proposed parking spaces	1980

### **CONSULTATIONS**

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Consultee	Summary of Response
Natural England	No objections.
Surrey County Highways	See below under 'Planning Issues'
Environment Agency SE	Do not wish to be consulted on application of this nature.
Drainage and Flood Risk Engineer	No objection subject to conditions.
Thames Water Utilities Ltd	Observations made – to be appended as informative
WBC Arboriculture	No objections
WBC Environmental Health (Noise & Air Quality)	No objections
WBC Scientific Officer	No objection subject to re-attaching standard contamination condition.
Surrey County Archaeology	No objections subject to re-attaching previous condition.
Surrey Heath BC	No objections.
Surrey Wildlife Trust	Involves minimal additional impact to habitats on site and consequently the risk of adverse effect to legally protected species is less likely to be an issue. Consideration to be given to whether proposed alterations would result in a net loss of biodiversity value on the site.
Runnymede BC	No objection subject to appropriate conditions including revised Travel Plan.
WBC Planning Policy	The policy context with regard to very special circumstances has not changed since the April 2015 approval (PLAN/2014/1297). The NPPF (March 2012) still applies. In addition, and noting that it is not yet adopted by the Government, there is no change to the relevant policy wording in the recently published NPPF Draft text for consultation (March 2018) regarding inappropriate development in the Green Belt and Very Special Circumstances.

### **REPRESENTATIONS**

4 representations have been received raising the following comments:

1. McLaren have already built on Green Belt land under instruction that there should be no further building on Green Belt land (Officer note: this application is not for new development, it is for amendments to the extant permission)
2. McLaren own land opposite which they could build on rather than taking on additional land used by the public. Loss of public amenity during construction, re-seeding phase. (Officer note: this application is not for new development, it is for amendments to the extant permission)
3. Impact on public access land will be devastating for wildlife, public access to this amenity will be disrupted. Proximity to SPA, SSSI.
4. Pollution and noise. Proximity to homes
5. A320 road is already under strain, further development will make matters worse (Officer note: the application does not propose further development above that already approved).

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6. Less of an objection to additional car parking so long as it does not impinge on public access land west of the footpath (Officer note: no part of the proposal either extant or proposed is west of the public access footpath).

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

### **APPLICANT'S POINTS**

The applicant has submitted the following documents in support of the application:

- Planning Supporting Statement
- Landscape and Visual Impact Appraisal
- Transport Statement and Updated Travel Plan
- Updated Flood Risk Assessment
- Updated Utilities Statement
- Arboricultural Assessment and Method Statement
- Manual for Managing Trees on Development Sites
- Updated Lighting Assessment.

These should be read in conjunction with the following documents which supported the original application:

- Planning Statement
- Planning Application Summary Document
- Design and Access Statement
- Transport Assessment & Travel Plan
- Flood Risk Assessment including Drainage Proposals
- Ground Investigation Report
- Ground Conditions Desk Study
- Phase 1 Habitat Survey
- Archaeology Impact Assessment
- Utilities Statement
- Air Quality Statement
- Lighting Assessment
- Noise Statement
- Sustainability Statement (Incorporating Ventilation & Extraction)
- Energy Statement
- Landscape and Visual Impact Appraisal
- Tree Survey & Arboricultural Impact Assessment
- 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:

- 1 – Building a strong competitive economy
- 4 – Promoting sustainable transport
- 7 - Requiring good design
- 9 – Protecting Green Belt land
- 10 – Meeting the challenge of climate change, flooding, coastal change
- 11 – Conserving and enhancing the natural environment

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National Planning Practice Guidance:  
“Flexible options for planning permissions”

‘Saved’ Policy of the South East Plan 2009:  
NRM6 - Thames Basin Heaths SPA

Woking Core Strategy:

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  
CS19 – Social and community infrastructure  
CS21 – Design  
CS22 – Sustainable construction  
CS23 – Renewable and low carbon energy generation  
CS24 – Woking’s landscape and townscape  
CS25 – Presumption in favour of sustainable development

Development Management Policies DPD:

DM2 – Trees and Landscaping  
DM5 – Environmental Pollution  
DM6 – Air and Water Quality  
DM7 – Noise and Light Pollution  
DM13 – Buildings in and Adjacent to the Green Belt

Supplementary Planning Documents

Outlook, Amenity, Privacy and Daylight  
Parking Standards (adopted April 2018)  
Climate Change  
Design

Other Relevant Guidance:

Conservation of Habitats and Species Regulations 2010  
Circular 06/05 – Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the Planning System

### **PLANNING ISSUES**

#### Section 73 Applications

1. Applications made under S.73 of the 1990 Planning Act are a tool to make revisions to planning permissions as this section allows applications to be made to develop without complying with conditions previously imposed on a planning permission. The LPA can grant such permission unconditionally or subject to different conditions, or it can refuse the application if it decides that the original condition(s) should remain in place. The original planning permission will continue to subsist whatever the outcome of the application under S. 73. Where an application under S. 73 is granted, the effect is the issue of a new planning permission, sitting alongside the original permission, which remains intact and unamended.

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2. A decision notice describing the new permission should be issued, setting out all of the conditions related to it. Decision notices for the grant of planning permission under S. 73 should also repeat the relevant conditions from the original planning permission, unless they have already been discharged.
3. As with conventional applications, such applications should be considered against the Development Plan and material considerations as well as the conditions attached to the existing permission. However, **LPAs should, in making their decisions, focus their attention on national and development plan policies, and other material considerations which may have changed significantly since the original grant of permission** (see the National Planning Practice Guidance - "Flexible options for planning permissions")
4. This report therefore focuses on whether Development Plan policies or other material circumstances have significantly changed since the original permission was issued to the extent that the LPA may come to a different conclusion and whether the proposed amendments to the scheme which would be enabled by revising the conditions are acceptable.

### Principle of the Development

5. Planning permission PLAN/2014/1297 was approved on the basis that the unique nature of the business activities of McLaren ATC, their national significance and their reliance on synergies derived from the proximity of the MTC and MPC were in themselves considered to be very special circumstances which justify setting aside the Green Belt presumption. In addition, it was considered that it had been demonstrated that no other alternative site was available. Generally, the proposal was considered to be better in terms of impact on the Green Belt and its openness than the 2011 alternative, the ability of which to be delivered there were also question marks over. That permission would effectively be extinguished by a legal agreement. Whilst compliance with, or general conformity with, national, regional and local economic and employment policy is not in itself considered to be a unique circumstance which justifies departure from Green Belt policy, the proposals would bring such benefits in terms of employment creation and economic impact that are unlikely to be replicated that this also represents a unique circumstance justifying setting aside Green Belt policy.
6. It was considered that it was demonstrated that the proposals can be built whilst minimising impact on the open character of the Green Belt and consequently the applicant had put forward a strong argument that the normal presumption against this form of development in the Green Belt should be set aside in this instance.
7. Subject to agreeing a suitable Unilateral Undertaking to secure improvements to the Six Cross Roads Roundabout, to provide trip monitoring to record the increase in vehicular traffic attributed to the development and the provision of mitigation that will be implemented in the event that the agreed threshold is exceeded and the continued development and implementation of a Travel Plan which seeks to secure increases in sustainable travel, it was considered that the proposal met the requirements of the NPPF and Core Strategy in highways terms.
8. The proposal was considered to be acceptable in terms of flood risk and sustainable land drainage and its ecological implications are considered to be acceptable, with no significant effect on the SPA. The proposal was considered to be acceptable in sustainability and energy terms.

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9. The proposal was considered to be acceptable in terms of impact on amenity, archaeology implications for publicly accessible land and contamination requirements.
10. The Secretary of State endorsed the LPA's position, by not requiring the application to be 'called in.'
11. It is not considered that there have been any substantive changes to the Development Plan or other circumstances since the decision was issued in March 2016 that would lead the LPA to reach a different conclusion on the acceptability of the scheme in principle.

### Openness of the Green Belt and Visual Acceptability

12. The original application was supported by a Landscape and Visual Impact Appraisal (LVIA) which demonstrated that the scale, design, layout and landscape proposals had minimised the potential impact of the development on landscape character and visual intrusion.
13. Although the proposed building and additional parking to the west of it would have been largely screened by re-contouring of the land immediately adjacent to it, it is considered that the deletion of the parking area to the west of the buildings would be a significant benefit in terms of impact on openness in comparison to the extant scheme.
14. The spaces will be decanted around the existing parking areas which will nonetheless retain appropriate landscaping. As such, the revised parking will help to consolidate built development in the existing envelope of development. The small extension to the rear (east) of the MTC parking area would be screened by the existing slopes and planting which already screen the MTC and its environs from the A320.
15. The updated Landscape and Visual Impact Assessment submitted with the application concludes that the proposals are an improvement in landscape and visual terms. The MPC deck has reduced in size from providing 220 spaces to only 147 spaces. The MPC access bund is no longer being cut into and therefore the deck location is further west and the existing screen planting remains intact. The overall quality of the parkland has been improved with the removal of 225 space MATC car park. While existing internal car park planting is being removed with the creation of new 'at grade' parking spaces, especially within the MTC car park, this will not affect the landscape and visual assessment. While the proposals will see the removal of some areas of existing planting they also provide proposals that will see new planting to the four pedestrian radial paths within the MTC car park. It also notes that, over the past decade the existing planting within the radials has become tired and is now showing signs of coming to the natural end of its life. The Section 73 proposals offer an opportunity to have the areas rejuvenated.
16. On this basis, it is considered that the S.73 proposals have a beneficial impact on the openness of the Green Belt and the visual quality of the proposals in comparison to the extant 2014 application.

### Flooding & Drainage

17. The original application was 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

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parts of the north of the site within Zone 3 (high risk) and parts within Zone 2 (medium risk). All proposed development and re-contouring will remain within Zone 1. In addition, the assessment concluded that the proposal is at low risk from surface water and groundwater flooding.

18. The Local Lead Flood Authority raised no objections subject to conditions as recommended by the Council's own Drainage and Flood Risk Engineer. Following detailed discussions with the applicants, the Council's own specialist Drainage and Flood Risk Engineer raised no objection to the proposals but recommended conditions to secure the agreed details accordingly.
19. It is considered that the revised scheme does not represent a significant departure in this respect and, subject conditions, the proposal will remain in accordance with the NPPF, Core Strategy Policy CS9 and SuDS requirements in respect of flooding and drainage.

### Traffic and Highways Implications

20. Para. 32 of the NPPF requires that all development that generates significant amounts of movement should be supported by a Transport Statement or Assessment. Decisions should take account of whether the opportunities for sustainable transport modes have been taken up (depending on the nature of the site) to reduce the need for major transport infrastructure, safe, suitable access can be achieved for all people and improvements can be undertaken within the network that cost effectively limit the significant impacts of development. Development should only be prevented or refused where the residual cumulative impacts are severe.
21. Policy CS18 of the Core Strategy says that the Council will ensure proposals provide appropriate infrastructure measures to mitigate adverse impacts of development traffic and other environmental and safety impacts. Assessments will identify appropriate mitigation measures and contributions will be secured to implement mitigation. Proposals which generate significant traffic or have a significant impact on the strategic network should be accompanied by a Travel Plan setting out how the travel needs of occupiers and visitors will be managed in a sustainable manner.
22. The original application was supported by a Transport Assessment which concluded that the proposal would not have a significant impact on the highways network. Notwithstanding this, following considerable discussions with the County Highways Authority (CHA) permission was granted subject to a Legal undertaking requiring;
  - The applicants to enter into a Section 278 Agreement pursuant to the Highways Act 1980 in respect of improvements to the Six Crossroads roundabout (or equivalent works if not deliverable) prior to commencement of the development. **Note:** as part of the revised proposal, the applicants intend to carry out these works prior to the commencement of Phase 2.
  - Submission of a revised and detailed Travel Plan prior to commencement. The plan is to include the review of existing transport operations on the site and appropriate mitigation measures. **Note:** it remains the applicant's intention to do this prior to the commencement of Phase 1 with Implementation on completion Phase 1 works.
  - Prior to occupation, install an automated electronic system to monitor vehicle movements to and from the site. In the event that movements exceed the cap, examine with the Council and Highway Authority the provision of

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reasonable and proportionate mitigation offsetting the additional vehicles generated by the Development. **Note:** it remains the applicant's intention to do this prior to the occupation of the new building (i.e. prior to occupation of phase 2).

23. The CHA has advised that they would ideally wish for the Highways works to be completed prior to commencement of Phase 1, the Travel Plan to be approved before works start (which it will be) and the trip monitoring to be done from Phase 1. Nevertheless, Phase 1 is to make the parking provision for the existing on-site demand and does not cater for the additional demand that would be generated by the completion of the MATC floorspace. On this basis, it is not considered reasonable to require the applicant to carry out highway works and trip monitoring which are designed to mitigate additional demand created by the MATC extension until that extension is complete and generating traffic. In respect of the trip monitoring, the requirement in the original legal undertaking is that it would be carried out 'on occupation' and clearly it would not be reasonable to now make the requirement more onerous by requiring it from phase 1 which simply caters for the existing double-parking at the site.
24. In addition, it is noted that SCC's Local Highways Services Area Engineer has advised the LPA that there have recently been regular enquiries/complaints to him about problems being caused at shift changeover times. At these times (albeit which don't coincide with peak times) traffic is backed onto the A320 carriageway from the site because the double-parking problem on the site means that staff arriving at work cannot enter the site through the security point until an equivalent number have left the site. However, staff are habitually delayed in leaving because the double-parking issue means they will be blocked in parking spaces. The implementation of Phase 1 should assist in alleviating this problem by removing the double- and triple-parking currently occurring within the site. The alleviation of this and the knock-on impact on the A320 is clearly a significant benefit.
25. Consequently, it is considered that the proposal remains acceptable on highways grounds, subject to the revisions to the legal undertaking and conditions set out below.

### Other Matters

26. It is not considered that the S.73 proposals have any implications for ecology and ecological designations, sustainability and energy, the amenity of neighbours, archaeology, contamination, the impact on housing supply, utilities or the Public Access Land in comparison to the extant permission.
27. Surrey Wildlife Trust's comments regarding the removal of trees within the parking areas are noted. However, as the applicants have noted, the majority of removed trees are ornamental, non-native species selected for visual rather than bio-diversity reasons. The loss of 0.3ha of native structure planting is off-set by provision of 1.14ha of new native woodland structure planting. The car park to the west of the MATC was intended to be cut into the landscape in a series of terraces, surrounded by earth modelling, native structure planting and retaining walls, in order to assist screening from the footpath and remaining McLaren Parkland. In the new Section 73 proposals the entire car park and its associated hard standing, lighting and ornamental tree and shrub planting has been removed. In its place is a simplified landform of gentle embankments and swathes of new structure planting and new semi mature parkland groups. The MPC access bund is no longer being cut into and therefore the deck location is further west and the existing screen planting remains intact. The overall quality and biodiversity value of the parkland will be therefore be improved.

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### Conditions and Unilateral Undertaking

27. The phasing of the proposal and re-organisation of the parking has consequential implications for the conditions attached to the original permission (in addition the amendment to the 'approved plans' condition, no. 4). These are highlighted in bold in the "Recommendation" section below.
28. The consequential revisions that would be required to the Unilateral Undertaking associated with the original application are also tabulated under the recommendation below. Their implications for highways matters have been noted above. The undertaking would prevent the implementation of the 'eastern' permission PLAN/2011/0823 once Phase 2 is commenced.

### Local Finance Considerations

29. 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**

There has been no material change in policy context or site conditions which would lead the LPA to reach a different conclusion on the planning merits of the proposal, including the Green Belt 'very special circumstances' since the original decision was taken.

The proposal has a lesser impact on the openness of the Green Belt in comparison to the original permission by the reason of the omission of the western car park. The revised scheme also has the consequential benefit of bringing forward a solution to the double-parking on site which has impacts on the A320 at shift changeover times

It is therefore recommended that the revised application be referred to the Secretary of State with a recommendation that permission be granted subject to the revised conditions and legal obligations set out below.

### **BACKGROUND PAPERS**

1. Application submissions
2. Background papers to PLAN/2014/1297
3. Representations
4. Correspondence with applicant and attachments
5. Consultee responses

### **PLANNING OBLIGATIONS**

<b><u>Existing Obligation</u></b>	<b><u>Existing Status</u></b>	<b><u>Proposed Amendment</u></b>
Personal Permission	Compliance	No change
Highway works – Six Crossroads improvements or equivalent if not deliverable	Pre-commencement	Pre-commencement of Phase 2
No development of a test track	Compliance	No change
Travel Plan to be approved by LPA and CHA	Pre-commencement – implementation on occupation.	No change - implementation on completion

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		Phase 1 works
Trip Monitoring with further highways mitigation measures should movement caps be exceeded.	Pre-occupation	No change
No works to be undertaken pursuant to the 'eastern' permission PLAN/2011/0823	Post-commencement	Post-commencement of Phase 2.

### 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 provisions of the above Unilateral Undertaking and the following conditions:

1. The development hereby permitted shall be commenced not later **than 18 March 2019**.  
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 not be implemented in addition to or in association with the development permitted under planning permissions PLAN/2011/0823 or PLAN/2013/1299 granted on 29 July 2013 and 20 May 2014.  
Reason: In order to ensure the satisfactory level of development on the site within the Green Belt and to safeguard the visual amenities of the area in accordance with Policy CS6 and Policy CS21 of the Woking Core Strategy 2012.
3. This permission shall be carried out only by the Company which includes McLaren Applied Technologies Ltd, McLaren Racing Ltd, McLaren Automotive Ltd and other companies within the McLaren Technology Group and by no other person, persons or organisation and shall not enure for the benefit of the land. Upon the cessation of occupation by the Company which includes McLaren Applied Technologies Ltd, McLaren Racing Ltd, McLaren Automotive Ltd and other companies within the McLaren Technology Group the use hereby permitted shall cease.  
Reason: This permission is granted exceptionally and only in view of the personal circumstances of the applicant.
4. 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:

  - 135732/001 Rev A & 002 Rev B
  - 135732B/LA/PL/300 to 329 inclusive
  - 135732B/AL/P100 to P103 (incls.) & P110-P113 (incls.)
  - 17346-BT2
  - C-07949-C-GL-7000 Rev P04, 7001 Rev P04, 7002 Rev P04, 7003 Rev p04, 7004 Rev P04, 7005 Rev P05, 7006 Rev P02, 7007 Rev P02, 7008 Rev P02 & 7009 Rev P01
  - C14464/E/702 Rev P7 & 703 Rev P9
  - Planning Supporting Statement
  - Landscape and Visual Impact Appraisal

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- Transport Assessment & Updated Travel Plan
- Updated Flood Risk Assessment
- Updated Utilities Statement
- Arboricultural Assessment & Method Statement
- Manual for Managing Trees on Development Sites
- Updated Lighting Assessment

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

5. The development hereby permitted shall be carried out only in accordance with the proposed finished floor levels and ground levels as shown on the approved plans unless otherwise agreed in writing with the Local Planning Authority.  
Reason: In the interests of the openness of the Green Belt in accordance with Policy CS6 and Policy CS21 of the Woking Core Strategy 2012.
6. The development hereby permitted shall be constructed in the materials shown on the approved plans, 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
7. ++ The commencement of **each phase** shall not occur until a Landscape Management Plan, generally in accordance with Seeding Plan 135726B/LA/PL/220 and Management Plan 135726B/LA/PL/221, including a programme of works, long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas, including publicly-accessible land, **for each phase** has been submitted to and approved in writing by the Local Planning Authority. The Landscape Management Plans should encompass all areas of open space and green infrastructure on the site. The proposals shall be carried out and maintained in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.  
Reason: In the interests of biodiversity and to protect the general amenity and character and appearance of the locality in accordance with Policies CS6, CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.
8. 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.
9. ++ No additional floors, including mezzanine floors, shall be erected in the development hereby approved without the prior written approval of the Local Planning Authority.  
Reason: To avoid the over-intensification of use of the property and to comply with Policies CS6, CS18, CS21 and CS25 of the Woking Core Strategy 2012.
10. ++ The development **of each phase** hereby permitted shall not commence until details of foul drainage and sewerage **for that phase** have been submitted to and approved in writing by the Local Planning Authority. The development shall not be

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occupied until the works have been completed in accordance with the approved details.

Reason: To ensure provision of the infrastructure required to make the development acceptable in accordance with Policy CS16 of the Woking Core Strategy 2012.

11. ++ Prior to the commencement **of phase 2** of the development hereby permitted, a scheme for the installation of equipment to control emissions from the premises shall be submitted to, and approved in writing by, the Local Planning Authority. These measures shall be implemented fully in accordance with the approved scheme prior to the occupation of the development (or commencement of the use hereby approved). All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the approved details and retained as such thereafter.

Reason: To protect the environment and amenities of the occupants of neighbouring properties and prevent nuisance arising from noise, fumes, smell, smoke, ash, grit or other emissions in accordance with Policies CS7, CS8 and CS21 of the Woking Core Strategy 2012.

12. ++ Prior to the commencement **of phase 2** of the development hereby permitted, details of the measures to be undertaken to acoustically insulate and ventilate the building for the containment of internally-generated noise shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out fully in accordance with such details as may be agreed and retained as such thereafter.

Reason: To protect the environment and amenities of the occupants of neighbouring properties in accordance with Policy CS21 of the Woking Core Strategy 2012

13. ++ 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.

Reason: To protect the environment and amenities of the occupants of neighbouring properties in accordance with Policy CS21 of the Woking Core Strategy 2012.

14. ++ The development **of each phase** hereby permitted shall not commence until a scheme to deal with contamination **insofar as is appropriate to that phase** has been submitted to and approved in writing by the Local Planning Authority.

The above scheme shall include :-

- (a) a contaminated land desk study and suggested site assessment methodology;
- (b) a site investigation report based upon (a);
- (c) a remediation action plan based upon (a) and (b);
- (d) a "discovery strategy" dealing with unforeseen contamination
- (e) discovered during construction;
- (f) and (e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d)
- (g) a verification report appended with substantiating evidence demonstrating the agreed remediation has been carried out

Unless otherwise agreed in writing by the Local Planning Authority, the development shall be carried out and completed wholly in accordance with such details and timescales as may be agreed.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policies CS9 and CS21 of the Woking Core Strategy 2012.

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15. Unless otherwise agreed in writing by the Local Planning Authority, no building shall be occupied until a final Certificate has been received and acknowledged by the Local Planning Authority certifying that BREEAM rating "Very Good" has been achieved for this development (or such equivalent national measure of sustainable building which replaces that scheme).  
Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with Policies CS21 and CS22 of the Woking Core Strategy 2012
16. ++ **Phase 2 of** the development hereby approved shall not commence until a programme of archaeological work setting out a full archaeological survey of the site has been submitted to and approved in writing by the Local Planning Authority. The programme of archaeological work shall be implemented fully in accordance with the agreed scheme.  
Reason: To ensure a programme of archaeological work is agreed and implemented before development commences and a full archaeological survey of the site is undertaken in accordance with the National Planning Policy Framework (paragraphs 17 and 128) and Policy CS20 of the Woking Core Strategy 2012.
17. No display or storage of goods, materials, plant or equipment shall take place within the site curtilage other than within the buildings.  
Reason: To avoid the loss of car parking and vehicle circulation space and in the interests of visual amenity in accordance with Policy CS6 and CS21 of the Woking Core Strategy 2012.
18. The development shall be carried out wholly in accordance with the Arboricultural information provided by Barrell Tree Consultancy Ref. 14299-AIA-CA 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.
19. The proposal shall be carried out wholly in accordance with the recommendations of and proposed mitigation works set out in the Phase 1 and Protected Species Survey by Lindsay Carrington Ecological Services Ltd dated November 2014 unless otherwise agreed in writing by the Local Planning Authority.  
Reason: To ensure protection of protected species, enhance the biodiversity of the site and maintain the openness of the Green Belt in accordance with Policies CS6, CS7 and CS8 of the Woking Core Strategy 2012.
20. **Each phase of** the proposal shall be carried out in accordance with the outline Construction Method Statement by Terence O'Rourke Ltd dated November 2014 unless otherwise agreed in writing by the Local Planning Authority.  
Reason: To minimise the amenity, tree, environmental and highways impacts of the Construction Phase in accordance with Policies CS6, CS7, CS8, CS9, CS18, CS21 and CS22 of the Woking Core Strategy 2012.
21. **Each phase of** the proposal shall be carried out in accordance with the constructional and operational Site Waste Management Plan by Hydrock Consultants Ltd., dated November 2014 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.

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22. The proposal shall be carried out in accordance with the 'recommended' and 'desirable' measures for mitigation included in the Air Quality Statement by Hydrock Consultants Ltd dated November 2014.  
Reason: To ensure the development complies with Policy CS21 of the Woking Core Strategy 2012.
23. The means of access to the development shall be from the existing McLaren's access road served from the western side of the A320/Martyrs Road roundabout only. There shall be no means of direct vehicular access from A320.  
Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies CS18 and CS20 of the Woking Core Strategy 2012.
24. The development of **each phase** shall not start until a Method of Construction Statement, to include details of:  
(a) parking for vehicles of site personnel, operatives and visitors  
(b) loading and unloading of plant and materials  
(c) storage of plant and materials  
(d) programme of works (including measures for traffic management at Six Cross Roundabout)  
**so far as it relates to that phase** has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.  
Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies CS18 and CS20 of the Woking Core Strategy 2012.
25. No part of the application site shall be opened to or made available for use by the general public as a visitor destination without the prior approval of the Local Planning Authority.  
Reason: In view of the exceptional circumstances which justify granting of Planning Permission in the Green Belt and to ensure an appropriate relationship with the highways network in accordance with Policies CS6 and CS18 of the Woking Core Strategy 2012.
26. Prior to the commencement of **each phase of** the development hereby permitted, details of a scheme for disposing of surface water (**so far as it relates to that phase**) by means of a Sustainable Drainage System (SuDS) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in full accordance with the approved details prior to occupation/**first beneficial use of that phase**. The submitted details shall provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters. Surface Water discharge rates shall be limited to **predevelopment Greenfield Runoff rates for the development phase**.  
Reason: to ensure appropriate sustainable drainage systems in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015, the National Planning Policy Framework and Policies CS9 and CS16 of the Woking Core Strategy 2012.
27. Prior to the commencement of **each phase** of the development hereby permitted, full method statements for the construction of the Sustainable Drainage System (SuDS) works, including temporary works, **for that phase** shall be submitted to the Local Planning Authority for their written agreement in consultation with the Lead

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Local Flooding Authority before the commencement of the works. The method statement shall include but is not limited to:

- A schedule of works
- Information provided for Construction Design and Management (CDM) regulations
- Details of construction of all SuDS components
- Management of any temporary works that will affect the approved system
- Mitigation for:-
  - pollution/sediment loading
  - potential damage to SuDS during construction,
  - flooding and damage.
  - increased discharge to downstream systems
- Landscape considerations/planting
- Protective measures and/or stabilisation methods
- Areas needing protection against compaction

The developer shall confirm the final drainage layout and key components which could lead to flooding due to failure or lack of maintenance to the Local Planning Authority. Such components will then be designated by the Lead Local Flooding Authority in accordance with Schedule 1 of Flood and Water Management Act 2010. Such details as may be approved shall be implemented and maintained as approved unless otherwise agreed in writing by the Local Planning Authority.

During construction, no solid matter, mud or slurry, fuel or lubricants shall be stored within 8.0 metres of the banks of any watercourse or Sustainable Drainage System (SuDS), without written approval from the Local Planning Authority and thereafter no storage of materials shall be permitted in this area.

Site construction run-off should be adequately treated to ensure that no sediments or pollutants are passed on to any downstream receiving water bodies, SuDS or sewer. Evidence of the testing of the system by an independent competent person/company, where appropriate, once fully constructed should be provided in writing to the Local Planning Authority and all costs be covered by the developer. The tests will demonstrate that the SuDS have been constructed as per the approved plan and functions as specified – such testing may include testing of pipes, culverts, access chambers and manholes, and other key component features, and the test certificate will be signed by a competent person, of recognised professional status.

The developer shall submit a copy of the test certificate and report to the Local Planning Authority and a copy will be held by the maintenance company/organisation that will thereafter look after the SuDS systems constructed.

The drainage system must be maintained by the developer prior to any adoption to ensure it functions as designed and in accordance with the Policy Aim in the Written Ministerial Statement and supporting guidance. Prior to construction the maintenance requirements set out below must be submitted to and accepted by the LPA. Thereafter, those requirements should be implemented as approved for the life time of the development.

Reason: to ensure that drainage systems are constructed in a manner such that the system is functional; operates as approved and that the SuDS and local environment are protected from damage throughout construction in accordance with .the Town and Country Planning (Development Management Procedure) (England) Order 2015, the National Planning Policy Framework and Policies CS9 and CS16 of the Woking Core Strategy 2012.

28. Prior to the commencement of **each phase** of the development hereby permitted, details of the implementation, maintenance and management of the Sustainable Drainage System (SuDS) scheme shall be submitted to and approved

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by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include a timetable for its implementation, and 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 and to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012

29. **Prior to occupation/first beneficial use of each phase, 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), has been 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. The developer shall submit “as built” details of the SuDS to facilitate the designation of key drainage assets/components.**

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

30. Notwithstanding any indication on the plans hereby approved, a small ‘landing’ of 1200x1500mm should be installed approximately every 20 metres on the section of the footpath that will be 1:20 (over a distance of 70 metres) unless otherwise agreed in writing by the Local Planning Authority.

Reason: in order to maintain adequate access and unfettered use of the public right of way through the site in accordance with Policy CS18 of the Woking Core Strategy 2012.

### **Informatives**

1. 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).
2. For the avoidance of doubt, the following definitions apply to the above condition (No: 14) relating to contaminated land:

Desk study- This will include: -

(i) a detailed assessment of the history of the site and its uses based upon all available information including the historic Ordnance Survey and any ownership records associated with the deeds.

(ii) a detailed methodology for assessing and investigating the site for the existence of any form of contamination which is considered likely to be present on or under the land based upon the desk study.

Site Investigation Report: This will include: -

(i) a relevant site investigation including the results of all sub-surface soil, gas and groundwater sampling taken at such points and to such depth as the Local Planning Authority may stipulate.

(ii) a risk assessment based upon any contamination discovered and any receptors.

Remediation action plan: This plan shall include details of: -

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- (i) all contamination on the site which might impact upon construction workers, future occupiers and the surrounding environment;
- (ii) appropriate works to neutralise and make harmless any risk from contamination identified in (i)

Discovery strategy: Care should be taken during excavation or working of the site to investigate any soils which appear by eye or odour to be contaminated or of different character to those analysed. The strategy shall include details of: -

- (i) supervision and documentation of the remediation and construction works to ensure that they are carried out in accordance with the agreed details;
- (ii) a procedure for identifying, assessing and neutralising any unforeseen contamination discovered during the course of construction
- (iii) a procedure for reporting to the Local Planning Authority any unforeseen contamination discovered during the course of construction

Validation strategy: This shall include : -

- (i) documentary evidence that all investigation, sampling and remediation has been carried out to a standard suitable for the purpose; and
- (ii) confirmation that the works have been executed to a standard to satisfy the planning condition (closure report).

All of the above documents, investigations and operations should be carried out by a qualified, accredited consultant/contractor in accordance with a quality assured sampling, analysis and recording methodology

3. 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.
4. Highways informative - 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).
5. The applicant's attention is drawn to the comments of the Countryside Access Officer in respect of the original application who notes that the granting of planning permission does not permit the alteration/obstruction of a public right of way in any form. They note that the applicant should provide a new 2.7m wide hard surface for Footpath 1, as far as it is affected by the development, and that the specification for the resurfacing shall be to the satisfaction of the area Countryside Access Officer. They also require that the line of Footpath 1 is pegged out as it is covered, so that the route of Footpath 1 is reinstated on the correct line.