

**The Royal Automobile Country Club (RAC) Old Barn Road Epsom
Surrey KT18 7EW**

Outline application (all matters reserved) for the re-working of access to the parking deck and re-working of the existing north car park to provide 204 permanent spaces with associated landscaping, ancillary storage and plant, and all associated engineering works and operations.

Ward:	Woodcote Ward;
Head of Service/Contact:	Viv Evans, Interim Head of Planning

1 Plans and Representations

- 1.1 The Council now holds this information electronically. Please click on the following link to access the plans and representations relating to this application via the Council's website, which is provided by way of background information to the report. Please note that the link is current at the time of publication, and will not be updated.

Link: <http://eplanning.epsom-ewell.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P6E6E3GYJK200>

2 Summary

- 2.1 Woodcote Park lies approximately one mile south of the town of Epsom, and is adjacent to Epsom Downs Racecourse, which lies to the East. Woodcote Park has been the Country Club of the Royal Automobile Club since 1913. The club has produced a Masterplan, which was granted consent in June 2015 under reference 14/01209/FUL.
- 2.2 One of the elements granted outline approval was the 're-working of the access to and expansion and re-working of the existing north car park to provide 204 permanent spaces'.
- 2.3 The previous Masterplan planning permission sought outline rather than full planning permission so that the club would have certainty over permission for the principle of re-working the north car park but would not be tied down to a specific design, since they wanted to take their time in considering what the most suitable layout and aesthetics would be.

- 2.4 This application seeks to secure a separate outline planning permission for the north car park to enable it to be brought forward in conformity with the long-term vision for the estate while retaining flexibility for the club to deliver this phase of development once a detailed design has been finalised.
- 2.5 The case is being submitted to committee at the discretion of the Head of Planning as it is a “departure” from the Development Plan.
- 2.6 The application is recommended for APPROVAL.

Site description

- 2.7 Woodcote Park clubhouse is a Grade II* listed building which offers clubhouse accommodation and dining facilities for members as well as administrative offices. There are also two 18-hole golf courses with associated clubhouse, driving range and health and fitness facilities.
- 2.8 The overall site, which falls within the Green Belt, is bounded by Wilmerhatch Lane and residential properties along The Ridge to the west, Crockingham Wood to the east, to the south by Langley Vale Road, and to the north, by The Durdans Estate. Day-to-day vehicular access is from Wilmerhatch Lane.
- 2.9 The existing north car park is located in the north east of the Woodcote Park Estate. It is a ground level open car park which is partially dug into the existing slope of the site, which falls away to the east. The eastern boundary facing the golf course is concealed by a large, high, mature *Leylandii* hedge, the other boundaries on the north, south and west are also concealed by mature landscaping. Access and egress from the car park is from a single location on the south end of the car park.

3 Proposal

- 3.1 This application seeks outline permission (all matters reserved) for the re-working of the access to and expansion and re-working of the existing north car park to provide 204 permanent spaces with associated landscaping, ancillary storage and plant, and all associated engineering works and operations.
- 3.2 The north car park presently accommodates 115 car parking spaces and it is proposed to increase its capacity by an additional 89 spaces. The additional spaces would be accommodated within a double deck parking structure, with the lower deck accommodated below ground level.
- 3.3 The access, appearance, layout, landscaping and scale of the development are reserved matters. This application seeks to establish the principle of the proposed parking deck, with the detailed design to be dealt with at a later date.

- 3.4 The proposed location, layout, and design of the parking deck are shown on indicative site, elevation and parameter plans, which although not submitted for formal permission, indicate how at reserved matters stage, a potential scheme could be prepared.

4 Comments from third parties

- 4.1 The application was advertised by means of letters of notification to 19 neighbouring properties, a site notice and press advert. To date (17.05.2018) 4 letters of objection have been received regarding:
- The potentially large proportionate increase in traffic and consequent noise and light pollution on the approach to the club's north exit which lies immediately over the wall behind houses in Baron's Hurst
 - Loss of trees

5 Consultations

- 5.1 Highways: has raised no objection subject to the imposition of conditions dealing with:
- Construction Transport Management Plan (Condition 6)
 - Travel Plan (Condition 14)
 - Car Park Management Plan (Condition 16)
- 5.2 Tree Officer: No objections
- 5.3 Environment Agency: No objections subject to the imposition of conditions 8, 9 to deal with protection of the aquifer from pollutants on the site.

6 Relevant planning history

Application number	Decision date	Application detail	Decision
14/01209/FUL	05.06.2015	<p>Redevelopment of Woodcote Park. Detail approval sought for :</p> <p>a) Demolition of secretariat and administration building and partial demolition of clubhouse with replacement new five-storey (basement, ground and 3 upper levels) motor heritage wing to provide overnight accommodation, offices, banqueting, events and club facilities.</p> <p>b) Demolition of rear ground floor kitchen extension of the clubhouse.</p> <p>c) Creation of new arrival reception to clubhouse, including landscaping and public realm works.</p> <p>d) Restoration of the wall to the Walled Garden.</p> <p>e) Restoration of the Gardener's Cottage including replacement roof, and demolition of single storey later additions.</p> <p>f) Provision of children's facilities within the Walled Garden, including a children's activity centre, indoor swimming pool, and associated areas.</p> <p>g) Use of existing Gardener's Cottage for activities associated with the Royal Automobile Club and/or for independent C3 use.</p> <p>h) Re-working of access and car parking at the seasonal car park</p> <p>to provide 95 permanent spaces.(Amended description 30.01.2015)</p> <p>i) Associated landscaping, ancillary storage and plant, and all associated engineering works and operations.</p> <p>Outline application for:</p>	GRANTED

		<p>a) Full or partial demolition and redevelopment of Cedars Sports to provide a replacement class D2 leisure facility, to be in accordance with the Cedar Sports Development Parameters, dated November 2014.</p> <p>b) Re-working of access and expansion and re-working of the existing north car park to provide 204 permanent spaces.(Amended description 30.01.2015)</p> <p>c) Associated landscaping, ancillary storage and plant, and all associated engineering works and operations. (Amended scheme drawings received 30.01.2015; Description amended 30.01.2015)</p>	
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14/01210/LBA	16.09.2016	<p>Redevelopment of Woodcote Park. Listed Building Consent application for:</p> <p>a) Demolition of the secretariat and administration building and partial demolition of clubhouse with replacement new five-storey (basement, ground and 3 upper levels) motor heritage wing to provide overnight accommodation, offices, banqueting, events and club facilities.</p> <p>b) Internal reconfiguration of clubhouse and demolition of rear ground floor kitchen extension of the clubhouse.</p> <p>c) Creation of new arrival reception to clubhouse, including landscaping and public realm works.</p> <p>d) Restoration of the wall to the Walled Garden.</p> <p>e) Restoration of the Gardener's Cottage including replacement roof, and demolition of single storey later additions.</p> <p>f) Provision of children's facilities within the Walled Garden, including a children's activity centre, indoor swimming pool, cafe and associated areas. (Amended design and layout of the children's activity centre, indoor swimming pool, cafe received 30.01.2015)</p>	GRANTED
17/00542/FUL	07.12.2017	<p>Provision of children's facilities within walled garden, including a children's activity centre, indoor swimming pool, cafe and associated areas, with associated landscaping, engineering works and operations</p>	GRANTED
17/01426/FUL	27.04.2018	<p>Extension to existing sports club, reconfiguration to existing tennis courts, demolition of existing plant room and associated landscaping, engineering works and operations.</p>	GRANTED

7 Planning Policy

National Policy Planning Framework (NPPF) 2012

Paragraph 17	Core Planning Principles
Chapter 7	Requiring Good Design
Chapter 9	Protecting Green Belt Land
Chapter 10	Meeting the Challenge of Climate Change, Flooding and Coastal Change
Chapter 11	Conserving and Enhancing the Natural Environment
Chapter 12	Conserving and Enhancing the Historic Environment

Core Strategy 2007

Policy CS1	Sustainable Development
Policy CS2	Green Belt
Policy CS3	Biodiversity
Policy CS5	Built environment
Policy CS16	Managing transport and travel

Development Management Policies Submission Document November 2014

Policy DM4	Biodiversity and new development
Policy DM8	Heritage assets
Policy DM5	Trees and landscape
Policy DM9	Townscape character and local distinctiveness
Policy DM10	Design requirements for new developments
Policy DM35	Transport and new development
Policy DM36	Sustainable Transport for new development
Policy DM37	Parking standards

8 Planning considerations

Previous Application

- 8.1 A Masterplan for the whole site was granted consent in June 2015 under reference 14/01209/FUL. One of the elements granted outline approval was the “Re-working of access and expansion and re-working of the existing north car park to provide 204 permanent spaces”, to be in accordance with an indicative drawing No: 9544.11 P (NP) 02.

- 8.2 Whilst the size, shape and design of the double deck north car park is replicated in the current proposal, an additional “parameter” drawing has been included to allow for construction difficulties that might occur. Change to the ventilation at lower end of car park also.
- 8.3 The extant outline permission is therefore a material consideration in assessing this application.

Green Belt Policy

- 8.4 The site is within the Metropolitan Green Belt. In the Green Belt “inappropriate” development is considered harmful to the Green Belt, and should only be accepted in very special circumstances.
- 8.5 Whilst there is a general presumption against “inappropriate development” in the Green Belt, some development is acceptable in the Green Belt, and this is set out in paragraph 89 of the NPPF:
1. Buildings for agriculture and forestry;
 2. Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
 3. The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
 4. The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
 5. Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
 6. Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
- 8.6 All other development is considered “inappropriate” development and therefore planning permission should be refused unless “very special circumstances” exist.
- 8.7 Paragraph 88 states that 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, is clearly outweighed by other considerations”.

- 8.8 The redevelopment of the north car park, would comprise a double deck parking structure, with the lower deck accommodated below ground level. Whilst the upper deck would be screened by the existing mature tree-scape and a tall Leylandii hedge this is not relevant to assessing the impact on the openness of the Green Belt. However, the subterranean deck would not be visible and, although the proposal would amount to a 100% increase in floor area any actual impact on the openness of the green belt would be limited. It would however be technically inappropriate development but the harm would be limited. Nevertheless, the proposal would be subject to the very special circumstances test as outlined in the NPPF.

Very Special Circumstances

- 8.9 It is therefore considered that proposed scheme could only be justified if very special circumstances that outweigh the harm to the Green Belt can be clearly demonstrated.
- 8.10 The applicant previously put forward a forceful argument for very special circumstances, which was accepted by the Secretary of State. The current scheme would not be not be significantly different from the extant scheme "development envelope", and therefore whilst it represents inappropriate development having regard to the tests set out in the NPPF, the harm because of inappropriateness is, in this case, outweighed by the benefits of securing substantive heritage, economic and landscape benefits in the long term and this would be in the public interest.
- 8.11 In conclusion, on Green Belt policy, it is therefore considered that the submitted evidence to justify building within the Green Belt, in the current form now proposed outweighs the principle of inappropriateness and would therefore constitute very special circumstances. The application is therefore in accordance with Core Strategy Policy CS2.

Visual Amenity

- 8.12 The decked car park would be constructed of concrete, with the lower deck below ground level. The ground floor deck would be enclosed by a 300mm high concrete upstand surmounted by a steel balustrade.
- 8.13 The nearest listed building, the Grade II stable block, is set below the southern entrance into the car park and because of the existing retained tree cover and reinforced landscape proposals around its entrance it would have no effect on the setting or view from the stable block.
- 8.14 Samples of materials, details of the design, scale, and layout will all be required by condition as part of the reserved matters

Residential Amenity

- 8.15 A Noise Impact Assessment Report has been submitted in support of this application. It reassesses the potential noise impact at nearby residential buildings arising from the current scheme.
- 8.16 The nearest private residential properties to the proposed double decked parking area are the properties located on the entrance road to Woodcote Park, including The White House and properties located on Barons Hurst. Properties on the aforementioned roads are located approximately 110m from the nearest point of the car parking area.
- 8.17 The report concludes that whilst the capacity of the northern car park would be increased by 77%, the magnitude of existing vehicle flows on the surrounding entrance and exit road network would far outweigh the capacity of the car park and therefore it is expected that noise from these roads and other more local sources would dominate the noise climate.
- 8.18 The proposed scheme would result in a revised internal road layout, including the implementation of a one-way system which would result in around 67% of the vehicles parked on the site, exiting via the secondary Northern exit. Whilst this is a significant increase, the impact on the properties in Baron's Hurst will not be so great as to warrant refusal of the application.
- 8.19 The Noise Report states that although the traffic on the Northern Exit road would be more than quadrupled over the long term, it is noted that traffic flows on this road would be low compared with the traffic on Wilmerhatch Lane. The noise contributions from road traffic on Wilmerhatch Lane dominate the ambient noise climate in the vicinity of the area and therefore no significant impacts are expected. It concludes that no significant impacts are predicted as a result of change in road traffic flows arising from the proposed development. Officers concur with this view.

Parking and Access

- 8.20 A Transport Assessment and Travel Plan have been submitted in support of the application. The Travel Plan has prioritised sustainable travel, which is achieved through: a shuttle bus service from Epsom Train Station to the Woodcote site, encouragement of cycling through increased number of on-site cycle spaces, car sharing, provision of a Guaranteed Ride Home, changing facilities and showers for staff and a Cycle to Work scheme. Surrey County Council has made various comments about the Travel Plan and it is recommended that a condition is imposed requiring the submission of a Travel Plan which takes into account these comments and best practice generally (Condition no. 14).

- 8.21 The Highways Officer has commented that the emerging design of two separate access points would be confusing for people arriving and departing, with these two entry points being less than 10m apart. It is recommended that this arrangement is discussed with the applicant to improve the access to a single point of entry and exit serving both decks as part of the reserved matters process. Should the applicant choose to maintain the emerging access arrangement, then for the benefit of safe and efficient site operations, the submission of a Car Park Management Plan (Condition 16) is recommended, in order to reduce confusion and potential conflicts.
- 8.22 The Transport Assessment concludes that the impact of the proposed development would not be significant in terms of transport and parking.

Officers and the Highways Officer concur with the conclusion.

Trees and Landscaping

- 8.23 The application is supported by a Landscape and Biodiversity Management Strategy, which is accompanied by a Landscape Management Plan. The strategy would provide a long term landscape management and maintenance approach for the implementation and long term after care relating to landscape aspects of the proposed development. A condition should be imposed (Condition no 17) to secure the implementation of the strategy.

Flood Risk, Groundwater and Contaminated Land

- 8.24 The site is located within Flood Zone 1. The submitted Flood Risk Assessment states that flood risk from sewer or groundwater on the Woodcote Park Estate is low, but the most significant source of flooding at the site would be from surface water. The drainage strategy proposed uses SUDS techniques for drainage of all surface water from the site. The Environment Agency require a condition ensuring that the development is carried out in accordance with the submitted Flood Risk Assessment and Drainage Strategy.
- 8.25 The Environment Agency also requires a number of conditions (Condition nos 8 - 13) with regard to groundwater and contaminated land as the site is located over a Secondary Aquifer and there are underground fuel tanks present. The area is therefore very sensitive in terms of groundwater protection. The aquifer may be vulnerable to pollution from any contaminants present at the site unless the proposed conditions are adhered to.

Ecology /Biodiversity

- 8.26 An Ecological Appraisal (including a desk study and an extended Phase 1 habitat survey) was previously carried out in relation to the proposed additions/alterations to the clubhouse, gardener's cottage, the spa, and the subject of the current application, the new decked car park.

8.27 Since this time additional survey work has been undertaken to update the baseline and inform the discharging of conditions, as well as future development proposals. The applicant's consultants conclude that it is not anticipated that the development of the North Car Park would have any significant adverse impacts upon ecology, provided standard mitigation measures are employed during construction (e.g. pollution control) and a sensitive lighting strategy is adopted to minimise light spill on foraging and commuting bats utilising habitats adjacent to the car park.

8.28 Mitigation measures would be required by Condition 18

9 Conclusion

9.1 This application seeks to secure a separate outline planning permission for the north car park to enable it to be brought forward in conformity with the long-term vision for the estate while retaining flexibility for the Club to deliver this phase of development once a detailed design has been finalised.

9.2 The car parking scheme forms part of a proposed investment that would set Woodcote Park on a sound financial footing with the prospect of continued re-investment and better maintenance of the heritage assets. This is in the public interest and represents a significant benefit to the Borough in terms of maintaining and enhancing its heritage assets, improving the parkland and creating employment.

9.3 There is harm to the Green Belt but the degree of harm and the visual impact of the proposals is limited and Officers are satisfied that the harm is outweighed by the benefits.

9.4 The increase in traffic can be assimilated into this large site without undue harm and any adverse impacts can be mitigated through the use of appropriate conditions.

9.5 The proposal is recommended for approval on this basis.

10 Recommendation

10.1 Refer to the Secretary of State with a recommendation to grant outline planning permission subject to relevant conditions as follows:-

Condition(s):

- (1) **The development hereby permitted shall be begun either before the expiration of three years from the date of approval of the last reserved matters to be approved, whichever is the later.**

Reason: To comply with Section 91(1) of the Town and County Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2005

- (2) Prior to the commencement of any development, approval of the details of the access, appearance, layout, scale and landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing. Plans and particulars of the reserved matters referred to above, shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2005.

- (3) Prior to the commencement of the development (other than ground works and access construction), a landscaping scheme shall be submitted to and approved in writing by the local planning authority, details to include the planting of trees, shrubs, herbaceous plants and areas to be grassed. The landscaping scheme shall include the schedule of species, sizes, and planting densities along with the specification for aftercare maintenance. The landscaping shall take place in strict accordance with a phased programme to be agreed as part of the approved details and the planting in each phase shall be maintained for a period of five years, such maintenance to include the replacement of any plants that die.

Reason: To ensure the provisions and maintenance of soft landscaping, in the interest of visual amenity as required by Policies CS1, CS2, CS5 of the Core Strategy 2007) and Policy DM5 of the Development Management Policies Document 2015

- (4) Prior to the commencement of the development (other than ground works and access construction, a Tree Protection Method Statement and a Tree Protection Plan in accordance with British Standard 5837:2012 (or later revision) shall be submitted to and approved in writing by the local planning authority. The methodologies should expand on the approved arboricultural protection documents and include more specific details on tree protection from earthworks, hardscape construction, underground service installation and construction traffic encroachment within the root protection zones of retained trees on site.

The development shall be carried out in accordance with the agreed details and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until fencing has been erected in accordance with the Tree Protection Plan. Within any area fenced in accordance with this condition, nothing shall be stored, placed or disposed of above or below ground, the ground level shall not be altered, no excavations shall be made, nor shall any fires be lit, without the prior written consent of the local planning authority. The fencing shall be maintained in accordance with the approved details, until all equipment, machinery and surplus materials have been moved from the site

Reason: To protect the trees on site which are to be retained in the interests of the visual amenities of the locality in accordance with Policy CS5 of the Core Strategy (2007) and Policies DM5 and DM9 of the Development Management Policies 2015

- (5) Prior to the commencement of the development (other than ground works and access construction), details and samples of the materials to be used for the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.**

Reason: To enable the Local Planning Authority to exercise control over the type and colour of the materials so as to secure a satisfactory appearance in the interests of the visual amenities and character of the locality as required by Policy CS5 of the Core Strategy (2007) and Policy DM10 of the Development Management Policies Document – 2015

- (6) No development shall commence until a Construction Transport Management Plan, to include details of:**
- a. parking for vehicles of site personnel, operatives and visitors**
 - b. loading and unloading of plant and materials**
 - c. storage of plant and materials**
 - d. programme of works (including measures for traffic management)**
 - e. provision of boundary hoarding behind any visibility zones**
 - f. HGV deliveries and hours of operation**
 - g. on-site turning for construction vehicles**
 - h. measures to prevent the deposit of materials on the highway**
 - i. before and after construction condition surveys of the highway and a**
 - j. commitment to fund the repair of any damage caused**
 - k. details of all temporary accommodation works including temporary roads, car**
 - l. park, offices**
 - m. Details of waste minimisation strategy- arisings**
- have been submitted to and approved in writing by the Local Planning Authority.**

Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the provisions of policy CS16 of the Core Strategy 2007

- (7) 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 the developer has submitted and obtained written approval from the local planning authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.**

Reason: Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DM17 of the Development Management Policies Document 2015.

- (8) Prior to the commencement of the development (other than ground works and access construction) the applicant shall submit details of details of how surface water and any associated pollution risk will be dealt with during the construction of the development and how any Sustainable Drainage System will be protected and maintained. The development shall thereafter be carried out in strict accordance with those approved details unless otherwise agreed in writing with the Local Planning Authority.**

Reason: Reason: To ensure suitable drainage of the development to reduce risk of flooding in accordance with Policy CS6 of the Epsom and Ewell Core Strategy 2007.

- (9) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.**

Reason: Reason: To ensure the development does not impact on local underground infrastructure or harm the future occupants of the site in accordance with Policy CS6 of the Core Strategy 2007 and Policy DM17 of the Development Management Policies Document 2015.

- (10) Prior to the commencement of the development (other than ground works and access construction) details of maintenance regimes and responsibilities of the drainage and suds elements during the operation and lifetime of the systems shall be submitted. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure suitable drainage of the development to reduce risk of flooding in accordance with Policy CS6 of the Epsom and Ewell Core Strategy 2007

- (11) Prior to the commencement of the development (other than ground works and access construction) the applicant shall submit details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite.

Reason: To ensure suitable drainage of the development to reduce risk of flooding in accordance with Policy CS6 of the Epsom and Ewell Core Strategy 2007

- (12) Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.

Reason: Reason: To ensure suitable drainage of the development to reduce risk of flooding in accordance with Policy CS6 of the Epsom and Ewell Core Strategy 2007.

- (13) The development permitted by this planning permission shall only be carried out in accordance with the approved FRN Drainage Strategy produced by Atkins dated November 2014 reference no. 5127703_200/072/DG/007 and Drainage Statement produced by MLM dated 28 March 2018 reference SH/TJH/1620/NCP

Reason: To ensure suitable drainage of the development to reduce risk of flooding in accordance with Policy CS6 of the Epsom and Ewell Core Strategy (2007).

- (14) Prior to the first occupation of the development hereby approved, a revised Travel Plan shall be submitted for the written approval of the local planning authority in accordance 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 'Heads of Travel Plan' document. The approved Travel Plan shall be implemented on first occupation of the new development and for each and every subsequent occupation of the development, and the Travel Plan

should thereafter have maintained and developed to the satisfaction of the local planning authority.

Reason: To promote sustainable means of travel and ensure that the development does not prejudice the free flow of traffic and conditions of safety on the highway or cause inconvenience to other highway users as required by Policy CS16 of the Core Strategy 2007.

- (15) The developers shall give at least two weeks' notice to Surrey County Council's Principal Archaeologist of their intention to start work on the site and shall afford access at all reasonable times to any qualified person nominated by the Local Planning Authority, so that they shall have the opportunity to observe any works involving disturbance of the ground, and record any items of archaeological interest.

Reason: Reason: It is possible that minor items or features of archaeological interest will be disturbed in the course of the development, and these should be rescued or recorded before they are lost, as required Policy DM8 of the Development Management Policies Document 2015.

- (16) Prior to the commencement of the development a Car Park Management Plan shall be submitted for the written approval of the County Planning Authority. The submitted details shall include measures to detail how the two entrances to the single car park are to be managed, monitored and reviewed for the safe operation and reduced conflict of these two access points being so close together. The development shall thereafter be carried in all respects in accordance with the approved details.

Reason: To ensure that the development does not prejudice the free flow of traffic and conditions of safety on the highway or cause inconvenience to other highway users as required by Policy CS16 of the Core Strategy 2007.

- (17) Strategic landscape management and maintenance shall be undertaken in accordance with the Landscape and Biodiversity Management Strategy Masterplan document produced by Barton Willmore LLP dated November 2014.

Reason: To ensure the provisions of sound future landscape management and maintenance, in the interest of visual amenity as required by Policies CS1, CS2, CS5 of the Local Development Framework Core Strategy 2007; DM3, DM5 and DM8 of the Development Management Policies Document 2015

- (18) The development hereby approved shall be carried out in accordance with the protection, mitigation and enhancement measures detailed in the ecological assessment [Ecological

Management Plan (EMP) (ref: C_EDP1297_15b and Ecological Update 2016 (ref: C_EDP1297_14)) prior to the first occupation of the development and in accordance with the approved timetable detailed in the ecological assessment and plan. The approved measures shall thereafter be maintained.

Reason: To preserve and enhance biodiversity and habitats in accordance with Policy CS3 of the Core Strategy (2007) and Policy DM4 of the Development Management Policies 2015.

- (19) The development hereby permitted shall be carried out in accordance with the following approved parameter plans:**

9758 S 01 - Location Plan 1

9758 S 02 - Location Plan 2

9758 P04 – Parameter Plans

9758 P05 – Parameter Sections and Elevation

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans to comply with Policy CS5 of the Core Strategy (2007).

Informative:

- (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 paragraph 186-187 of the National Planning Policy Framework 2012.**