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A carbon past with a sustainable future

WT Lamb have been operating at Lambs Business Park for over 100 years, originally purchasing the site in 1918 in order to produce high quality roof tiles and bricks capitalising on the private rail siding for quick and reliable transport to London.

It has been intensively used for a number of industrial and manufacturing processes and has supplied materials to locations all over the south east of England.

Over recent years, the demand for such uses has waned and the Park is in need of renewal and investment. It is now WT Lamb’s intention to move towards a new future for the site and to continue its legacy with modern and high technology uses that are appropriate for the 21st Century.

“We (WT Lamb) are committed to investing in the Park to deliver a modern, sustainable and exemplar Technology Park which improves its overall environmental quality and contributes towards economic growth in the District, as well as securing its long term future".
Fig 1: Illustrative layout
Introduction

1.1 Background

This document has been prepared by LRM Planning on behalf of WT Lamb and sets out proposals in respect of the future of Lambs Business Park at South Godstone.

WT Lamb have been operating at the site for over 100 years, using it for the purpose of manufacturing high quality roof tiles and bricks. The works used the privately owned rail siding to import coal and to export bricks and tiles manufactured on the site. Given the nature of these uses, the site has been heavily used for industrial and manufacturing processes, with the railway being at the heart of the site’s success.

More recently however, the demand for traditionally manufactured products has lessened and the uses of the buildings on the site have altered. The eastern area of the site has been redeveloped as an industrial estate, whilst the western area is used for aggregate recycling and inert waste recovery activities.

It is now WT Lamb’s aspiration to develop a modern and high-quality technology park on the site. Their development aspirations seek the site’s redevelopment to provide two data centres; a decentralised combined cycle energy centre (combined heat and power), incorporating a renewable biofuel production plant; and the intensification of the existing site to accommodate associated higher value, more productive employment uses.

Over the past 4 years, WT Lamb have been working with Tandridge District Council and Surrey County Council to form a future strategy for the redevelopment of Lambs Business Park, which has culminated in Policy SES03 of the draft Local Plan and the site’s identification within Policy 11a of the draft Surrey County Council Waste Plan, as an allocated waste site.
Fig 2: red line plan
The consultant team comprises:

- Planning - LRM Planning;
- Design - Place By Design;
- Landscape - Arup;
- Ecology - Arup;
- Heritage - Cotswold Archaeology on behalf of Arup;
- Transport - Miles White Transport;
- Air Quality - Sol Environment;
- Hydrology - Arup;
- Waste - Sol Environment; and
- Socio-economic - Hardisty Jones Associates.

Based on the work undertaken to date, this document sets out the following:

- an overview of the site, its history and existing activities;
- consideration of proposals; and
- analysis of the proposals.
The Site
2.1 Introduction

The total site (figure 2) area is 13.4ha in size, and comprises of a parcel of land located approximately 1km to the west of South Godstone. It is located wholly within the Metropolitan Green Belt and is divided into two distinct parcels as follows:

- the eastern land parcel (5.4ha) is identified as being a Strategic Employment Site within the Adopted Tandridge District Development Plan. There is a distinct difference in the age and quality of the commercial units within Park. Whilst units to the east and south are considered to be modern and meet the commercial demand for such space, units to the north and west are largely buildings associated with the former brickworks. As of April 2018 these units largely do not satisfy UK Building Regulations Energy Performance Certificate (EPC) standards, and are not suitable for modern business needs without significant investment, which is not viable. The site benefits from a live permission to manufacture facing bricks and thermally treat clay products. In addition, there is an extant permission for further B use buildings; and

- the western land parcel (8ha), which lies outside the employment designation, currently benefits from a planning consent for use as a spent railway ballast depot. The quarry benefits from permission for clay extraction, inert landfill and a depot for handling re-saleable railway ballast. WT Lamb have until 2047 to restore the quarry back to its original contours, or continue clay extraction and processing spent railway ballast.

A 300m railway siding is located to the north of the site, and is owned by WT Lamb. This siding is connected to the rail network via Network Rail live points and
signalling. In addition to this, the main railway track operated by Network Rail has a further siding of 300m in length which is directly connected to WT Lamb’s own siding.

The site significantly slopes from the northwest towards the south and is bounded by:

- the Redhill to Tonbridge Railway Line (including the Channel Tunnel Freight Line) to the north;
- open countryside, which is largely used for agricultural purposes and includes a live oil and gas installation close to the site, to the south;
- Maple Wood and open countryside which is largely used for agricultural purposes, to the west; and
- fields and residential premises located on Terracotta Road (all of which are in the ownership of WT Lamb) and Rushton Avenue to the east.

The subject site is well screened by substantial boundary hedges to the west and south, which support a significant number of trees. The boundaries to the north and northwest are formed and screened by Maple Wood and the heavily treed railway embankment and rising land behind. As indicated above, the remaining land in the surrounding environs is open countryside and in agricultural use. Agricultural field boundaries therefore screen views into and out of the site.

An Area of Great Landscape Value is located to the north of the site, whilst a Site of Nature Conservation is located to the north and west (Maple Wood). Birchen Coppice to the south is a Potential Site of Nature Conservation.

Areas of high archaeological potential are located to the south west. All are located outside of the Business Park.

Location

The site is located approximately 1km to the west of South Godstone which is the closest settlement to the site. Godstone is around 3km to the north with Central London about 40km further to the north.

The A22 runs to the east of the site. This runs through South Godstone and connects directly to the M25 at Junction 6 and to London beyond. It also provides further connections to the south east of England via the M23 and A23 including to Gatwick, Brighton and forms the main route to the South Coast.

Site access is provided to the east via Terracotta Road which is approximately 600 metres in length. This is a private road accessed from Tilburstow Hill Road. Tilburstow Hill Road runs adjacent to the A22, to Godstone where it meets the B2236 and A25.

Godstone train station is located to the south of South Godstone and the track runs directly adjacent to the north boundary of the site and includes a siding under the ownership of WT Lamb.
Fig 4: aerial view of the entire site
The heavy industrial history associated with Lambs Business Park dates to the formation of the South Eastern Brick and Terracotta Company, which was formed in 1896 by Thomas Alfred Williams, a builder from Chelsea. The brick making company was sold in 1918 to WT Lamb.

The scale of the operations can be seen from the various historic images of the site. Until recently hundreds of millions of bricks and tiles have been supplied from the Works with the exception of the First and Second World War years, at which times the site was requisitioned by the War Department.

Intensive brick manufacturing continued on site into the early 21st century, incorporating the development of the Industrial Estate which has grown in size and now occupies all areas of the site formerly used for brickmaking purposes, apart from the former clay workings.
Fig 7: historic view of the brick making buildings (1979)

Fig 8: historic plan of the site (1912)

Fig 9: aerial photo from 1959

Fig 10: historic plan of the site (1963)