

**PLANNING AND REGULATORY COMMITTEE
NOTICE OF MEETING**

Date: Wednesday, 25 March 2015
Time 10.30 am
Place: Ashcombe Suite, County Hall, Kingston upon Thames, Surrey KT1 2DN

Contact: Cheryl Hardman or Rianna Hanford, Room 122, County Hall
Telephone: 020 8541 9075, 020 8213 2662
Email: cherylh@surreycc.gov.uk, rianna.hanford@surreycc.gov.uk
[For queries on the content of the agenda and requests for copies of related documents]

APPOINTED MEMBERS [12]

Keith Taylor (Chairman)	Shere;
Tim Hall (Vice-Chairman)	Leatherhead and Fetcham East;
Ian Beardsmore	Sunbury Common & Ashford Common;
Natalie Bramhall	Redhill West & Meadvale;
Carol Coleman	Ashford;
Jonathan Essex	Redhill East;
Margaret Hicks	Hersham;
George Johnson	Shalford;
Christian Mahne	Weybridge;
Ernest Mallett MBE	West Molesey;
Michael Sydney	Lingfield;
Richard Wilson	The Byfleets;

EX OFFICIO MEMBERS (NON-VOTING) [4]

Mr D Munro	Chairman of the County Council	Farnham South;
Sally Marks	Vice Chairman of the County Council	Caterham Valley;
David Hodge	Leader of the Council	Warlingham;
Mr P J Martin	Deputy Leader	Godalming South, Milford & Witley;

APPOINTED SUBSTITUTES [19]

Mike Bennison	Hinchley Wood, Claygate and Oxshott;
Stephen Cooksey	Dorking South and the Holmwoods;
Tim Evans	Lower Sunbury and Halliford;
Will Forster	Woking South;
Denis Fuller	Camberley West;
Nick Harrison	Nork & Tattenhams;
Peter Hickman	The Dittons;
David Ivison	Heatherside and Parkside;
Daniel Jenkins	Staines South and Ashford West;
Stella Lallement	Epsom West;
John Orrick	Caterham Hill;
Adrian Page	Lightwater, West End and Bisley;
Chris Pitt	Frimley Green and Mytchett;
Chris Townsend	Ashtead;
Fiona White	Guildford West;
Helena Windsor	Godstone;

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AGENDA

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To receive any apologies for absence and notices of substitutions under Standing Order 40.

2 MINUTES OF THE LAST MEETING

(Pages 1 - 6)

To confirm the minutes of the meeting held on 25 February 2015.

3 PETITIONS

To receive any petitions from members of the public in accordance with Standing Order 65 (please see note 7 below).

4 PUBLIC QUESTION TIME

To answer any questions received from local government electors within Surrey in accordance with Standing Order 66 (please see note 8 below).

5 MEMBERS' QUESTION TIME

To answer any questions received from Members of the Council in accordance with Standing Order 47.

6 DECLARATIONS OF INTERESTS

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

- 7 SURREY COUNTY COUNCIL PROPOSAL MO/2015/0091: LAND AT THE GREVILLE PRIMARY SCHOOL, STONNY CROFT, ASHTEAD, SURREY KT21 1SH** (Pages 7 - 38)

This proposal is for the retention of an existing modular classroom block containing 2 classrooms; installation of two linked modular classroom blocks containing a total of 7 classrooms and construction of extension to existing school hall; relocation of existing play equipment and ancillary external works.

The recommendation is APPROVE Subject to conditions.

- 8 REF: 2015/0006: WORPLESDON PRIMARY SCHOOL, ENVIS WAY, GUILDFORD, SURREY, GU3 3NL - PROPOSED EXPANSION** (Pages 39 - 80)

Construction of new 2 storey teaching block comprising 8 classrooms and extension to existing school hall following removal of two existing modular buildings; extension of playground onto existing parking area and provision of new car park.

- 9 WASTE WA/2014/0863: CHIDDINGFOLD STORAGE DEPOT, CHIDDINGFOLD ROAD, DUNSFOLD, GODALMING, SURREY, GU8 4PB** (Pages 81 - 100)

An application for the importation, deposit, storage and transfer of discarded automotive parts (class B8); importation, deposit, storage and processing of discarded catalytic converters; together with external alterations to the former boiler room, additional vehicle parking spaces and installation of passive infrared lighting without compliance with Condition 3 such that: with the exception of electrically powered forklifts, no machinery shall be operated and no process shall be carried out, outside 0800 to 1800 hours Mondays to Fridays, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays, Bank, National or Public Holidays. Between the hours of 1800 and 1900 hours Mondays to Fridays, the only machinery that may be operated shall be electrically powered forklifts. This condition shall not prevent the carrying out of emergency operations but these are to be notified to the County Planning Authority in writing within 5 working days; No deliveries shall be carried out, outside 0800 to 1900 hours Mondays to Fridays, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays, Bank, National or Public Holidays. This condition shall not prevent the carrying out of emergency operations but these are to be notified to the County Planning Authority in writing within 5 working days; and removal of condition 8 of planning permission Ref. WA/2013/1223 dated 17 October 2013.

The recommendation is to PERMIT application Ref. WA/2014/0863 subject to conditions.

**10 WASTE WA/2014/0939: CHIDDINGFOLD STORAGE DEPOT,
CHIDDINGFOLD ROAD, DUNSFOLD, GODALMING, SURREY,
GU8 4PB**

(Pages 101 -
138)

This application is for the retention of 4 containers for storage purposes in connection with existing waste facility.

The recommendation is that planning application Ref. WA/2014/0939 be PERMITTED subject to conditions.

11 DATE OF NEXT MEETING

The next meeting of the Planning & Regulatory Committee will be on 22 April 2015.

David McNulty
Chief Executive
Thursday, 12 March 2015

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. To support this, County Hall has wifi available for visitors – please ask at reception for details.

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

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It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

Note: *This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.*

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

If you have any queries regarding this, please contact the representative of Legal and Democratic Services at the meeting

NOTES:

1. The Chairman will adjourn the meeting for lunch from 12.45pm unless satisfied that the Committee's business can be completed by 1.15pm.
2. Members are requested to let the Regulatory Committee Manager have the wording of any motions and amendments not later than one hour before the start of the meeting.
3. Substitutions must be notified to the Regulatory Committee Manager by the absent Member or group representative at least half an hour in advance of the meeting.
4. Planning officers will introduce their report and be able to provide information or advice to Members during the meeting. They can also be contacted before the meeting if you require information or advice on any matter.
5. A record of any items handled under delegated powers since the last meeting of the Committee will be available for inspection at the meeting.
6. Members of the public can speak at the Committee meeting on any planning application that is being reported to the Committee for decision, provided they have made written representations on the application at least 14 days in advance of the meeting, and provided they have registered their wish to do so with the Regulatory Committee Manager in advance of the meeting. The number of public speakers is restricted to five objectors and five supporters in respect of each application.
7. Petitions from members of the public may be presented to the Committee provided that they contain 100 or more signatures and relate to a matter within the Committee's terms of reference. The presentation of petitions on the following matters is not allowed: (a) matters which are "confidential" or "exempt" under the Local Government Access to Information Act 1985; and (b) planning applications. Notice must be given in writing at least 14 days before the meeting. Please contact the Regulatory Committee Manager for further advice.
8. Notice of public questions must be given in writing at least 7 days before the meeting. Members of the public may ask one question relating to a matter within the Committee's terms of reference. Questions on "confidential" or "exempt" matters and planning applications are not allowed. Questions should relate to general policy and not detail. Please contact the Regulatory Committee Manager for further advice.
9. On 10 December 2013, the Council agreed amendments to the Scheme of Delegation so that:
 - All details pursuant (applications relating to a previously granted permission) and non-material amendments (minor issues that do not change the principles of an existing permission) will be delegated to officers (irrespective of the number of objections).
 - Any full application with fewer than 5 objections, which is in accordance with the development plan and national policies will be delegated to officers.
 - Any full application with fewer than 5 objections that is not in accordance with the development plan (i.e. waste development in Green Belt) and national policies will be delegated to officers in liaison with either the Chairman or Vice Chairman of the Planning & Regulatory Committee.
 - Any application can come before committee if requested by the local member or a member of the Planning & Regulatory Committee.

The revised Scheme of Delegation came into effect as of the date of the Council decision.

HUMAN RIGHTS ACT 1998 – GUIDANCE FOR INTERPRETATION

This Guidance should be read in conjunction with the Human Rights section in the following Committee reports.

The Human Rights Act 1998 does not incorporate the European Convention on Human Rights in English law. It does, however, impose an obligation on public authorities not to act incompatibly with those Convention rights specified in Schedule 1 of that Act. As such, those persons directly affected by the adverse effects of decisions of public authorities may be able to claim a breach of their human rights. Decision makers are required to weigh the adverse impact of the development against the benefits to the public at large.

The most commonly relied upon articles of the European Convention are Articles 6, 8 and Article 1 of Protocol 1. These are specified in Schedule 1 of the Act.

Article 6 provides the right to a fair and public hearing. Officers must be satisfied that the application has been subject to proper public consultation and that the public have had an opportunity to make representations in the normal way and that any representations received have been properly covered in the report. Members of the public wishing to make oral representations may do so at Committee, having given the requisite advance notice, and this satisfies the requirements of Article 6.

Article 8 covers the right to respect for a private and family life. This has been interpreted as the right to live one's personal life without unjustified interference. Officers must judge whether the development proposed would constitute such an interference and thus engage Article 8.

Article 1 of Protocol 1 provides that a person is entitled to the peaceful enjoyment of his possessions and that no-one shall be deprived of his possessions except in the public interest. Possessions will include material possessions, such as property, and also planning permissions and possibly other rights. Officers will wish to consider whether the impact of the proposed development will affect the peaceful enjoyment of such possessions.

These are qualified rights, which means that interference with them may be justified if deemed necessary in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.

Any interference with a Convention right must be proportionate to the intended objective. This means that such an interference should be carefully designed to meet the objective in question and not be arbitrary, unfair or overly severe.

European case law suggests that interference with the human rights described above will only be considered to engage those Articles and thereby cause a breach of human rights where that interference is significant. Officers will therefore consider the impacts of all applications for planning permission and will express a view as to whether an Article of the Convention may be engaged.

MINUTES of the meeting of the **PLANNING AND REGULATORY COMMITTEE** held at 10.30 am on 25 February 2015 at Ashcombe Suite, County Hall, Kingston upon Thames, Surrey KT1 2DN.

These minutes are subject to confirmation by the Committee at its meeting.

Members Present:

Mr Keith Taylor (Chairman)
Mr Tim Hall (Vice-Chairman)
Mr Ian Beardsmore
Mrs Natalie Bramhall
Mrs Carol Coleman
Mr Jonathan Essex
Mrs Margaret Hicks
Mr George Johnson
Mr Christian Mahne
Mr Ernest Mallett MBE
Mr Michael Sydney
Mr Richard Wilson

Apologies:

12/15 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

No apologies were received; it was informed Michael Sydney would be late due to traffic.

13/15 MINUTES OF THE LAST MEETING [Item 2]

Minutes of the previous meeting were agreed as a true and accurate record of the meeting.

14/15 PETITIONS [Item 3]

No petitions were received.

15/15 PUBLIC QUESTION TIME [Item 4]

No public questions were received.

16/15 MEMBERS' QUESTION TIME [Item 5]

No Member questions were received.

17/15 DECLARATIONS OF INTERESTS [Item 6]

No declarations of interest were received.

18/15 MINERALS AND WASTE APPLICATION SP12/00487: LAND AT HITHERMOOR QUARRY, LEYLANDS LANE, STANWELL MOOR, SURREY [Item 8]

It was agreed item 7 would be held until the local Member arrived.

Stephen Jenkins presented the reports for item 8 and item 9 together and the Committee discussed both items under item 8.

Declarations of interest:

None.

Officers:

Alan Stones, Planning Development Control Team Manager

Nancy El-Shatoury, Principle Lawyer

Caroline Smith, Transport Development Planning Team Manager

Stephen Jenkins, Deputy Planning Development Manager

Speakers:

None.

Key points raised during the discussion:

1. The Deputy Planning Development Manager introduced the reports for item 8 and item 9 and informed the Committee that access to the site was located off junction 14. The Committee was informed the final restoration date was 2023. It was noted that there were no objections from Spelthorne Borough Council or other consultees on the restoration but objections had been received from the local residents. The key issue highlighted in the objections was the use of the highway by HGV's.
2. Officers explained that the Environment Agency were responsible for setting the regulations for acceptability of clay, this was in response to a query on the quality of clay used. It was noted that the majority of the clay cap had been completed however a 1.5m protective layer would be established above the clay cap made of specific material.
3. The Committee questioned whether HGV movements could be increased to allow a finish date before 2023. Officers responded that there was a cap of 300 movements per day and all materials used were required to go through the re cycling operation, this meant it would not be possible to finish earlier.
4. Officers informed the Committee that the temporary road works were implemented to accommodate the heavy goods vehicles and would cease once the project was completed.

Actions/further information to be provided:

- Officers to review consultee list for future applications in this area, to include Colne Valley Regional Park.

RESOLVED:

- The Committee resolved that subject to competition of a deed of variation of the s278 Highway Agreement dated 21 October 2009 prior to the grant of planning permission to PERMIT subject to conditions.

19/15 MINERALS AND WASTE APPLICATION SP12/00471: HITHERMOOR QUARRY, LEYLANDS LANE, STANWELL MOOR, SURREY [Item 9]**Declarations of interest:**

None.

Officers:

Alan Stones, Planning Development Control Team Manager
 Nancy El-Shatoury, Principle Lawyer
 Caroline Smith, Transport Development Planning Team Manager
 Stephen Jenkins, Deputy Planning Development Manager

Speakers:

None.

This item was considered at the same time as item 8, please refer to the above item.

Actions/further information to be provided:

None.

RESOLVED:

- The Committee resolved that subject to condition the completion of a deed of variation of the Section 106 legal agreement dated 27 November 2008 and s278 Highway Agreement dated 21 October 2009 prior to the grant of planning permission to PERMIT subject to conditions.

20/15 SURREY COUNTY COUNCIL PROPOSAL RU.14/1481: LAND AT SAYES COURT PRIMARY SCHOOL, SAYES COURT FARM DRIVE, ADDLESTONE, SURREY KT15 1NB [Item 10]**Declarations of interest:**

None.

Officers:

Alan Stones, Planning Development Control Team Manager
 Nancy El-Shatoury, Principle Lawyer
 Caroline Smith, Transport Development Planning Team Manager
 Stephen Jenkins, Deputy Planning Development Manager

Speakers:

None.

Key points raised during the discussion:

1. The Planning Development Control Team Manager introduced the report and informed the Committee that the main issue with the school expansion is a 15% loss of the school playing field. Another issue highlighted was the extra traffic during pick up and drop off times; however the transportation plan details an unofficial one way system to the school which had proved successful in other areas. The officer added however that the advantages would out way the losses.
2. The Committee raised specific concern regarding the loss of playing field and supported this by stating the playing field would be even less fit for purpose with an extra 200 pupils attending the school. It was suggested to officers that an extra storey should be considered for the expansion as this would not affect the playing field, the Planning Development Control Team Manager stated that this option was considered but a two storey building would require more significant building works. He added the playing field could still offer the same facilities to the school after losing 15% of the grounds, something which the school accepted.
3. The Committee questioned the legality of the one way system and was informed that as this is unofficial it cannot be legally constituted. It was added that unofficial one way systems at other schools in other areas had proved to be successful.
4. Staff parking was raised as a concern as the report details that 12 new staff would need to be employed but only two further parking spaces could be made available. Officers commented that only two spaces could be offered without disturbing any trees; however there was spare capacity for parking in a local car park approximately 450m away from the school.
5. A Member commented that he was not opposed to the principle of the expansion but was opposed to the loss of playing field. The Committee agreed with this view and requested the item be referred back. It was also requested that information on energy standards be brought to Committee.
6. The Committee agreed to arrange a site visit to the school to look at the space of the playing field.

Actions/further information to be provided:

- The Committee to attend a site visit to the school.
- The applicant to provide information on energy standards.

RESOLVED:

- The Committee agreed to refer the application back to Estates Planning and Management to reconsider the application on the grounds of:
 - (i) A significant loss of playing field area
 - (ii) Insufficient car parking provision

The Committee adjourned at 11.35am for a comfort break and reconvened at 11.45am.

21/15 MINERALS/WASTE TA/2013/252/COND1: THE GAS HOLDING STATION, GODSTONE ROAD, WHYTELEAFE, SURREY, CR3 0EG [Item 7]

It was agreed to now consider this application although the Local Member had not arrived.

Declarations of Interest:

None.

Officers:

Alan Stones, Planning Development Control Team Manager
 Nancy El-Shatoury, Principle Lawyer
 Caroline Smith, Transport Development Planning Team Manager
 Stephen Jenkins, Deputy Planning Development Manager

Speakers:

None.

It was noted that this item was a details pursuant application and planning permission had been granted.

Key points raised during the discussion:

1. The Planning Development Control Team Manager introduced the report and informed the Committee that planning permission for ref: TA/2013/252 had been granted in December 2013. It was noted that the local Member was concerned over the use of HGV's.
2. The Committee was informed and shown pictures of water running offsite onto the road, officers said this would need to be controlled.
3. The Committee discussed the criteria for deciding to take enforcement action.

Actions/further information to be provided:

None.

RESOLVED:

- The Committee resolved subject to conditions to approve planning application TA/2013/252/COND1.

22/15 DATE OF NEXT MEETING [Item 11]

The next meeting of the Planning & Regulatory Committee will be on 25 March 2015.

Meeting closed at 12.05 pm

Chairman

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TO: PLANNING & REGULATORY COMMITTEE **DATE:** 25 March 2015
BY: PLANNING DEVELOPMENT TEAM MANAGER
DISTRICT(S) MOLE VALLEY DISTRICT COUNCIL **ELECTORAL DIVISION(S):**
Ashtead
Mr Townsend

PURPOSE: FOR DECISION **GRID REF:** 518955 158597

TITLE: SURREY COUNTY COUNCIL PROPOSAL MO/2015/0091

SUMMARY REPORT

Land at The Greville Primary School, Stonny Croft, Ashtead, Surrey KT21 1SH.

Retention of an existing modular classroom block containing 2 classrooms; installation of two linked modular classroom blocks containing a total of 7 classrooms and construction of extension to existing school hall; relocation of existing play equipment and ancillary external works.

This application is for additional classrooms and extensions to The Greville School. The proposed changes will enable the school to expand by 1FE across the two key stages which would result in a new split being infants at 2FE and juniors at 4FE which would mean a roll of 660 pupils comprising 180 key stage 1 and 480 key stage 2, effective from September 2015.

A total of 80 owner/occupiers of neighbouring properties were directly notified by letter and the proposal was advertised in the press as a Departure to the Development Plan. Five representations were received as a result of this publicity with comments made predominantly on the increase in traffic. Sport England has raised an objection to the proposal whereas the other consultees, including Transportation Development Control have either not commented or raise no objection.

The main issues for consideration are the impact that the proposed building and associated works would have on the design and visual amenity of the existing site and the surrounding area, impact upon residential amenity and trees, impact on the existing playing provision at the site, archaeological implications and highways implications. Each of these is addressed in turn in the report and officers consider that the requirements of the relevant Development Plan policies are met in each case with the exception of the impact on existing playing fields. There is a reduction in the total area of land available for playing pitches on the site but there is no reduction in the number of pitches which the site can accommodate to meet the needs of the school. On this matter officers have considered the objection to the proposal from Sport England but conclude that there are other issues which outweigh the limited loss of playing field area and which justify a

decision being taken contrary to Development Plan (and other) policy. The Sports England objection means the application will have to be referred to the Secretary of State.

In conclusion officers consider that there is a defined need for the proposed expansion at this school and that as the school lies within the urban area close to the population it serves the proposed development is acceptable in principle. Officers consider that the detailed layout and design of the proposed buildings are appropriate and maintain the visual amenity of the school and the area and would not have any adverse impact on residential amenity. The trees which will be removed to facilitate the development are part of a larger group which will be retained and the integrity of that group of trees is maintained, in addition to replacement trees being provided to mitigate for those lost. Officers consider that though the proposal will give rise to the loss of some land forming part of an area which includes an existing playing field there are sound reasons why this objection alone does not render the application unacceptable. The need for the school places and the fact that there will remain a significant amount of playing field land at the site, in excess of what the school requires, balance in favour of approving the application. In addition whilst the proposal will give rise to an increase in vehicle movements to and from the site the surrounding highways network is capable of absorbing this increase without any significant adverse impact and some of the effects will be mitigated with off-site highways improvements and the implementation of a Travel Plan such that the proposal is acceptable in this regard.

The recommendation is that subject to referral to the Secretary of State, the application be PERMITTED subject to conditions.

APPLICATION DETAILS

Applicant

Estates Planning and Management

Date application valid

19 January 2015

Period for Determination

16 March 2015

Amending/Amplifying Documents

Amended Construction Management Plan received 3rd March 2015

Fig FS/0001 (Rev C) received 27th February 2015

14-1-1035 A205 A - Proposed External Works Block 2 dated March 15 received 10th March 2015

SUMMARY OF PLANNING ISSUES

This section identifies and summarises the main planning issues in the report. The full text should be considered before the meeting.

	Is this aspect of the proposal in accordance with the development plan?	Paragraphs in the report where this has been discussed
PRINCIPLE OF DEVELOPMENT/EDUCATIONAL NEED	YES	21-25
DESIGN AND VISUAL AMENITY	YES	26-30
IMPACT ON RESIDENTIAL AMENITY	YES	31-36
DEVELOPMENT ON PLAYING FIELD	NO	37-44
HIGHWAYS CONSIDERATIONS	YES	45-60
TREES	YES	60-63
ARCHAEOLOGICAL IMPLICATIONS	YES	64-66

ILLUSTRATIVE MATERIAL

Site Plan

Plan

Aerial Photographs

Aerial

Site Photographs

Figure 1 Site of new proposed block 2 looking south

Figure 2 Rear of existing hall to be extended

Figure 3 Existing Playing Fields looking south east

Figure 4 Block 1 to be permanently retained as part of this application

BACKGROUND

1. The Greville Primary School is located in the north-eastern corner of the urban area of Ashted approximately 1km west of Ashted Station. The surrounding land use is mainly residential units located along the north, south and western boundaries of the site. The school playing fields are located at the rear (east) of the site. The school adjoins the A24 Epsom Road on its eastern boundary. On the opposite side of the A24 is Ashted Park, which is located within the Metropolitan Green Belt and has been designated as a Site of Nature Conservation Importance (SNCI). Access to the school is from Stonny Croft, a road within the residential area that adjoins the school.
2. The school currently has a single form of entry (FE) at infant age (30 pupils) and three forms of entry (90 pupils) at junior age. In addition over the last two academic years the school has accommodated a bulge class within its existing building. The original main school building is mainly of single storey units, with fairfaced brickwork and a pitched tiled roof. In 2013 a two classroom demountable building was installed within the school site under 'Permitted Development Rights' to enable the decanting of children during refurbishment works. This classroom remains on site though those refurbishment works have finished and part of this application seeks to retain this unit permanently (and for it to be enhanced externally).

Planning History

3. In July 2013 planning permission was granted for the construction of a single storey front and side extension to provide food technology classroom (Ref MO/2013/0804/SCC). In December 2013 approval was given for a non-material amendment to that planning permission (comprising a reduction in width of the extension and alterations to the side access and ramp) (Ref: MO2013/1490)
4. Permission was granted in 2005 (Ref: MO05/0793) for the erection of a canopied outdoor learning area and covered way.
5. In February 2004 planning permission (Ref: MO04/0011) was granted for construction of two extensions to form a single storey four classroom block and new school hall; covered play area for reception class and extension to existing hard play area (500m²). A further application (Ref: MO04/0378) was received by the County Council and approved in May 2004 for the details of external materials submitted pursuant to Condition 7 of planning permission ref: MO04/0011.
6. In April 1995 permission was granted for the removal of five demountable classrooms and their replacement with a five-classroom single storey extension to the school (Ref:

MO95/0141). This has been constructed. In August 2002 permission was granted for the installation of a single demountable classroom for a limited period of 4 years (Ref: MO02/1000).

THE PROPOSAL

- 7 This application relates to a permanent expansion of this school. The school currently has a single form of entry (FE) at infant age (30 pupils) and three forms of entry (90 pupils) at junior age. In addition over the last two academic years the school has accommodated a bulge class within its existing building. The school therefore has a current capacity of 510 pupils with the number of pupils on the roll being presently 501.
- 8 The proposed changes will enable the school to expand by 1FE across the two key stages which would result in a new split being infants at 2FE and juniors at 4FE which would mean a roll of 660 pupils comprising 180 key stage 1 and 480 key stage 2, effective from September 2015.
- 9 To facilitate this increase the following is proposed:
1. The permanent retention of an existing modular block containing two classrooms which was installed on the site in July 2014 as '*permitted development*' (for which planning permission was not required) for a temporary period during refurbishment works within the school building. The existing buildings on the site will be the subject of external improvements including the addition of brick slips on the external walls and a pitched and tiled roof. The floor area of this building is approximately 157 sqm.
 2. A further new modular classroom building comprising a total of 7 additional classrooms and a learning resource room to the south of the main school building. This building has been designed as two separate elements with a central external covered link and would comprise 553 sqm. It would be brick built under a pitched tiled roof (surrounding a flat roofed central element). This block would require the removal of four trees.
 3. An extension to the existing school hall comprising 56.8 sqm. This would be lower in height than the existing hall (approx 5.6m to the ridge of the pitched roof) and would be clad externally with brick and tiles
 4. Additional areas of porous tarmac surface around and between the two blocks would be provided and existing sheds and play equipment in the vicinity of the 7 classroom block would be relocated on the site.
- 10 The applicants have submitted the following documents in support of the application:
1. A supporting statement which sets out the Educational need for the expansion at this school
 2. A Design and Access Statement
 3. A Transportation Assessment and School Travel Plan

- 7
4. A Heritage Statement – the school site lies within an area of good archaeological potential
 5. A Construction Phase Plan
 6. An Arboricultural Impacts Assessment and Arboricultural Method Statement in relation to the removal of four trees on the site

CONSULTATIONS AND PUBLICITY

11	Mole Valley District Council	Raise concerns on lack of parking and loss of open space
12	Arboriculturalist	No comments received
13	Transportation Development Control	No objection subject to conditions
14	Archaeological Officer	No objection
15	Sport England	Raise objection – the location of the buildings will result in the loss of playing field land and the proposed development does not meet any of the exceptions

Summary of publicity undertaken and key issues raised by public

- 16 The application was publicised by the posting of two site notices and an advert was placed in the local newspaper. A total of 80 owner/occupiers of neighbouring properties were directly notified by letter. A total of five representations have been received as a result of this publicity. These make the following points:
1. Clarification is sought over where the school play equipment will be relocated (Officer comment: this has been clarified with the resident concerned)
 2. The existing building which was constructed over the summer caused noise disturbance as work started between 6 and 7 in the morning and carried on until 8 to 9pm in the evening (Officer comment: the building was erected as Permitted development and was not therefore subject to any planning controls whereas the proposal here will be)
 3. The parents who park in adjacent roads do so inconsiderately making it difficult for residents to access their houses or emergency vehicles to pass through if required
 4. Existing trees will be removed which act as a noise and privacy barrier
 5. The roads surrounding the school cannot cope with an increase in traffic
 6. Some of the playing fields should be used for parking and accessed from the main road (see paragraph 55)
 7. A one way system should be introduced (Officer comment: an informal one way route will be examined as part of the Travel Plan initiatives but TDC have advised that it is not considered appropriate or necessary to introduce a formal one way system in this location)

8. A raised pedestrian crossing table proposed at the entrance to the site would prejudice the owner of a residential dwelling in that area from having on or off site parking (Officer comment: an amended plan has been secured to address this point and the location of the raised table moved)

PLANNING CONSIDERATIONS

- 17 The County Council as County Planning Authority has a duty under Section 38 (6) of the Planning and Compulsory Purchase Act 2004 to determine this application in accordance with the Development Plan unless material considerations indicate otherwise. Section 70(2) of the Town and Country Planning Act 1990 (as amended) (1990 Act) requires local planning authorities when determining planning applications to “have regard to (a) the provisions of the development plan, so far as material to the application, (b) any local finance considerations, so far as material to the application, and (c) any other material considerations”. At present in relation to this application the Development Plan consists of the Mole Valley Local Development Framework Core Strategy 2009 and the Mole Valley Local Plan 2000.
- 18 The National Planning Policy Framework (NPPF) was adopted in March 2012. This document provides guidance to local planning authorities in producing local plans and in making decisions on planning applications. The NPPF is intended to make the planning system less complex and more accessible by summarising national guidance which replaces numerous planning policy statements and guidance notes, circulars and various letters to Chief Planning Officers. The document is based on the principle of the planning system making an important contribution to sustainable development, which is seen as achieving positive growth that strikes a balance between economic, social and environmental factors. The Development Plan remains the cornerstone of the planning system. Planning applications which comply with an up to date Development Plan should be approved. Refusal should only be on the basis of conflict with the Development Plan and other material considerations.
- 19 The NPPF states that policies in Local Plans should not be considered out of date simply because they were adopted prior to publication of the framework. However, the policies in the NPPF are material considerations which planning authorities should take into account. Due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies are to the policies in the Framework, the greater the weight they may be given).
- 20 In this case the main issues are the impact that the proposed building and associated works would have on the design and visual amenity of the existing site and the surrounding area, impact upon residential amenity and trees, impact on the existing playing field land at the site, archaeological implications and highways implications.

PRINCIPLE OF DEVELOPMENT/EDUCATIONAL NEED

Mole Valley Local Development Framework Core Strategy 2009

Mole Valley Local Plan 2000

Policy CF2 – Provision of New Community Facilities

- 21 Local Plan Policy CF2 encourages the provision of new community facilities within the urban area provided that the proposal does not, inter alia, detract from the character and appearance of the property and surrounding area, is required to meet the needs of the locality which cannot be met through the use of existing community premises, is accessible to the population being served including by public transport, would not have an adverse impact on the amenities of neighbouring properties and subject to the parking and access requirements being satisfactorily accommodated and the amount of traffic generated not adversely affecting highway safety or the residential amenities of the locality.
- 22 This school lies within the urban area close to the population it serves. The applicants have submitted information which shows that numbers of children starting school in the Ashted/Leatherhead area has been increasing for some years which is due to an increase in births, families moving in to occupy existing housing and new family housing being provided. Numbers of children requiring a school place has been projected to continue to increase. There is a shortage of school places in the area when compared to the current and projected demand and as a result additional school places have been provided in temporary classrooms from 2012 at The Greville School and also at West Ashted Primary School. This temporary approach is not sustainable in the long term and more permanent solutions are therefore being sought.
- 23 The Greville school lies within the Ashted school Planning Area but immediately abuts the Leatherhead Planning Area and in looking at future provision the schools in both of these areas have been considered. The following schools have all been considered for possible additional place provision:
- St Giles Infant School**
This school is an operational 40 place infant school (120 places in total) with a net capacity of 118 places and is operating slightly above capacity. The school does not offer junior provision
- West Ashted Primary School**
This school is an operational primary school offering 90 infant spaces and 240 junior spaces with a net capacity of 330 and a total potential pupil capacity of 330. The school is therefore also operating at capacity
- Barnett Wood Infant School**
The school is an operational Infant school offering 52 Infant places per year (156 places in total) and a net capacity of 156 pupils and there are 156 pupils on the roll - the school is therefore again operating at capacity
- Leatherhead Trinity Primary School**
This school is a rebuilt 420 place (2 form entry) primary school with a net capacity of 420 and a total pupil potential of 420. The school is therefore operating at capacity
- 24 The preferred option is therefore to permanently expand The Greville as proposed in this application, in addition to the permanent expansion of St Peter's Catholic Primary from 2015 (as approved in October 2014 under planning reference MO/2014/0778/SCC).

- 25 Officers consider that it has been demonstrated that there is a need for additional school places in this area and that the expansion of The Greville School will meet the needs of the locality which cannot be met through using existing facilities. The impact of the proposal having regard to the other aspects of policy CF2 are considered in the following paragraphs and it is concluded that these are also acceptable. As such the proposal complies with the Development Plan Policy in this regard.

DESIGN AND VISUAL AMENITY

Mole Valley Local Development Framework Core Strategy 2009

Policy CS14 – Townscape, Urban Design and the Historic Environment

Mole Valley Local Plan 2000

Policy ENV22 – General Development Control Criteria

Policy ENV23 – Respect for Setting

Policy CF2 – Provision of New Community Facilities

- 26 Core Strategy Policy CS14 resists development of a poor quality of design and requires all new development to respect and enhance local character. Local Plan Policy ENV22 requires the design and layout of development to satisfy several criteria including being appropriate to the site in terms of its scale, form and appearance and external building materials; and respecting the character and appearance of the locality. Respect for the setting of development is also expressed in Local Plan Policy ENV23, which requires that development proposals consider the scale, character, bulk, proportions and materials of the surrounding built environment. Local Plan Policy CF2 requires that proposals for community facilities should not detract from the character and appearance of the property and surrounding area.
- 27 The existing temporary classroom block was erected on the site as permitted development to enable the decanting of pupils during internal refurbishment works at the school. It is a demountable building and is set to the south east of the main school buildings. It is currently a flat roofed building but as part of this application a pitched roof would be added and the external walls would be clad with brickwork to match the existing school. It is considered that this building is appropriate to the site in terms of scale and that with the proposed external changes it will also be appropriate to the site in terms form and appearance.
- 28 The proposed new classroom block to be sited close to the southern boundary of the site comprises two separate buildings linked by an open canopy. This block as been designed with a similar external appearance as the modified classroom set out in the preceding paragraph. It would be single storey with brick external walls under a tiled pitched roof. Again it is considered that the scale, form and appearance of this building respects the existing site and school buildings and would not detract from the appearance of the site or the surrounding area.
- 29 The final element of this proposal is the extension to the existing hall on the main school building. The extension would be lower in height than the existing hall but would have a pitched roof and external brickwork matching the existing hall. Again this element is considered to be acceptable in respect of design, scale and appearance.

- 30 In conclusion officers consider that the proposals respect the character and appearance of the existing site and surrounding area and therefore comply with the provisions of the development plan in this regard.

IMPACT ON RESIDENTIAL AMENITY

Mole Valley Local Plan 2000

Policy ENV22 – General Development Control Criteria

Policy CF2 – Provision of New Community Facilities

- 31 Local Plan Policy ENV22 requires development not to significantly harm the amenities of the occupiers of neighbouring properties by reason of overlooking or its overpowering effect, noise, traffic or other adverse environmental impact. Local Plan Policy CF2 requires that development for community facilities satisfies a number of criteria including not detracting from the character and appearance of the property and the surrounding area; it has no adverse impact on the amenities of the locality, especially those of neighbouring properties; and traffic generated by such development has no adverse effect on local residential amenity.
- 32 The main issues for consideration on this application are the proposed new classroom block which will be sited in close proximity to the southern boundary of the site which abuts the gardens of residential dwellings in Berry Meade Close, and the extension to the hall which is similarly in close proximity to the site boundary. In addition the impact from the additional traffic generated by the proposal in respect of impact on residential amenity will also have to be considered. The existing classroom block to be retained is centrally located within the site away from the site boundaries and raises no issues in respect of impact on residential amenity.
- 33 The proposed new classroom block is single storey rising to a height of approximately 6m to the ridge of the proposed pitched roof which slopes up in a direction away from the boundary. It would be sited some 9m from the site boundary and there are existing mature trees which would be retained along that boundary. Given the design of the building and the distances involved there will be no unacceptable impact on the adjacent residential dwellings by virtue of overlooking, loss of light or loss of outlook.
- 34 Similarly the proposed extension to the hall is single storey and has a maximum height of 6.7m to the top of its pitched roof but it lies some 9m from the school boundary. Again given the design of the building and the distances involved there will be no unacceptable impact on the adjacent residential dwellings by virtue of overlooking, loss of light or loss of outlook.
- 35 The impact on residential amenity of the highways aspects of this proposal are considered under 'Highways Considerations' below.
- 36 In view of the above officers consider that the proposal meets the provisions of the development plan and is acceptable in this regard

DEVELOPMENT ON PLAYING FIELD

National Planning Policy Framework 2012

Paragraph 74 on existing open space

Mole Valley Core Strategy 2009

Policy CS16 – Open Space, Sports and Recreation Facilities

- 37 Paragraph 74 of the National Planning Policy Framework states that existing open space, sports and recreational space and land, including playing fields, should not be built on unless an assessment has been undertaken which shows the open space to be surplus to requirements, the loss would result in the formation of a better provision or the development is for alternative sports and recreation provision the need for which clearly outweighs the loss. Policy CS16 of the Core Strategy states that open space, sports and recreation facilities will be safeguarded from development. This reflects the Policy stance of Sport England in their document entitled 'A Sporting Future for the Playing Fields of England' which resists the loss of existing playing fields.
- 38 The proposed classroom block in this case is to be located on an existing grassed area at this school which is used for outdoor recreation purposes including playing pitches, though the site of this application is located the edge of that land and is partly covered with trees. The proposal will not have any impact on the overall playing pitch provision at the school as this will remain the same as at present.
- 39 Sport England has been consulted on this application and has raised objection on grounds that the proposal will give rise to the loss of playing field land and the proposal does not meet any of the exceptions to their policy, which are –
- E1** An assessment has demonstrated that there is an excess of playing fields in the catchment and the site has no special significance for sport*
- E2** The Development is ancillary to the principal use of the playing field and does not affect the quantity/quality of pitches*
- E3** The Development only affects land incapable of forming part of a playing pitch and would lead to no loss of ability to use/size of playing pitch*
- E4** Playing field lost would be replaced, equivalent or better in terms of quantity, quality and accessibility*
- E5** The proposed development is for an indoor/outdoor sports facility of sufficient benefit to sport to outweigh the detriment caused by the loss of playing field*
- 40 Sport England's definition of a playing field relates to the whole of a site which contains at least one playing pitch. Therefore although the part of the grassed area which will be used for the new classroom block is not currently part of the school playing pitch (though has been previously used as such but was moved in anticipation of this proposal) the proposal is contrary to a strict interpretation of Sport England's adopted policy advice.
- 41 As it has been established in this case that there is a defined need to provide additional school places at this site and that this need cannot be appropriately provided for elsewhere officers have had to balance this against the objection of Sport England. The guidance in the NPPF is also balanced in this regard as whilst paragraph 74 states that existing open space, sports and recreational space and land, including playing fields, should not be built on, paragraph 72 states that the Government attaches great importance to ensuring that a

sufficient choice of school places exists to meet existing and future needs, and, *give great weight to the need to create, expand or alter schools.*

42 Following the objection from Sport England the applicant was requested to demonstrate that there was no other location on this site where the classrooms could be located which would avoid the need to build on the existing grassed area and that the playing pitch provision at the school remains unaltered. They have responded as follows:

- existing sports pitches were noted and an exercise undertaken to ensure they could be re-provided. One of the two existing pitches was compromised by the development, but a pitch of the same size can be achieved without impacting on the second pitch. This is demonstrated on drawing 14-1-1035 A205 A Proposed External Works Block2. The second pitch is smaller than the first, but this could be increased in size (although not required for a primary school) to match the first if necessary. It can be shown that, if necessary (although over and above the requirements of a primary school), a third pitch of similar size could still be introduced.
- the school has a number of cricket practice nets which will be impacted by the proposal; these will be retained and relocated.
- due to the expansion, there is a requirement for extra hard play space and this will be laid out with a netball court, thus increasing the current sports provision.
- there is a culvert running across and down the site, which has a restricted covenant that does not allow construction within 3 metres at any point along its length. This is a constraint on the location of the buildings
- the location of the new buildings has been agreed with the school to fit in with grouping of year groups and to maintain the optimum layout for the education of the children.
- a double storey extension has been considered but this would not necessarily result in a greatly reduced footprint, due to the need for circulation zones, stair wells and lift shafts. There is also the need to relocate the existing trim trail and playground equipment as well as the storage sheds, which are all impacted by the development.
- a double storey extension was considered in the final location but was perceived to be overbearing on neighbouring properties.
- the existing school building is single storey and, introducing a two-storey building would be out of character with the existing school and provide the school with management and organisational difficulties.
- locating the new build on existing hard play areas would result in the requirement for the re-provision of that hard play area on the playing field and have the same overall effect on the playing pitches
- the school car parking area is not a suitable location for the development as it is not past the secure line of the school buildings and would result in the need for re-provision of the parking facilities on the playing field.
- there are no other areas on the site that are possible locations for the proposed extension.

43 Officers have therefore considered the objection made by Sport England against (a) the actual impact of the proposal on playing provision at this school and (b) the need for the development to provide additional school places. Officers conclude that:

- (a) Although the proposal will give rise to the loss of a very small portion of land on this school site which could potentially be used to provide a playing pitch, this area of land is proportionally very small given the degree of provision on the site and the site will still have the capacity to provide three playing pitches if required (though only two are necessary to serve the expanded pupil numbers). As the playing pitches on this site are solely used for the school this very small loss does not prejudice either the pupils at the school or any other interests.
- (b) In the light of the limited practical significance of the slight loss of playing field land on this site as above, the defined need for additional school places in this area, which cannot be provided satisfactorily elsewhere, overrides this and renders the proposal acceptable.

44 In conclusion on this issues officers are satisfied that although the proposal does give rise to a small amount of land which could be used as part of a playing field, there is no identifiable need to retain this land when weighed against the need to provide additional school places in this area and as such a departure to the Development Plan Policy is justified in this case and the proposal is acceptable.

HIGHWAYS CONSIDERATIONS

National Planning Policy Framework (NPPF) 2012

Chapter 4 – Promoting Sustainable Transport

Mole Valley Local Plan 2000

Policy MOV2 – The Movement Implications of Development

Policy MOV5 – Parking Standards

PolicyCF2 – Provision of New Community Facilities

- 45 Paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment; safe and suitable access to the site can be achieved for all people. Paragraph 35 states that development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians. Paragraph 36 states that a key tool to facilitate sustainable transport modes will be a Travel Plan and all development which generate significant amounts of movement should be required to provide a Travel Plan.
- 46 Local Plan Policy MOV2 states that development will only be permitted where it can be made compatible with the transport infrastructure and the environmental character in the area and where appropriate developers will be required to contribute to transportation initiatives and highways improvements. Policy MOV5 applies the County Council's parking standards as maxima, having regard to the developer's own requirements and subject to road safety or traffic management implications. The specific criteria applied to development of community facilities under Policy CF2 include that parking and access requirements can be satisfactorily accommodated and that the amount of traffic generated would not adversely affect highway or safety of residential amenities in the locality.

- 47 The applicants have submitted a Transportation Assessment in support of this application. This examines the existing highways conditions in the area and arising from the school and identifies the additional implications arising from this proposed development. In order to examine the existing position a pupil travel survey was undertaken by staff in each class looking at modes of travel to school both existing and preferred for both pupils and staff at the school. A total of 478 pupil responses were received, which is a response rate of 95%. The Assessment also identified the catchment area of the school of all 512 pupils (by mapping pupil postcodes) to look at how far people travel. A review of the existing footway and cycleway networks was undertaken, as well as the frequency of bus provision. In addition a parking survey was undertaken to assess the existing demands for parking at school drop off and pick up times and the road network was examined in terms of the volume and speed of existing traffic.
- 48 The school currently has a split PAN; one form of entry (1FE) with a PAN of 30 at infant age and 3 FE with a PAN of 90 at junior age. The school was also asked to take a bulge class in each of the last two academic years, which was accommodated within the existing building. There is current capacity on site for 510 pupils with a current number of roll of 501.
- 49 The proposal will increase the school by 1FE across the two key stages, which would result in the new split being 2FE Infants and 4FE Juniors. The total number of permanent places at this school will therefore be increased by 210 to 660 (though the school has already admitted 2 additional classes as bulges comprising 60 places and this proposal will provide for a further 5 classes (150 places)).
- 50 Based on the existing modal share information which indicates that 66% of pupils/staff at this school travel there by car (private and car sharing), 309 vehicle-related pupil and staff trips are being generated by the school in the AM and PM periods. The majority of the drop off and pick up occurs in Berry Meade (32% AM drop off and 31% PM pick up) and Stonny Croft (where the greatest numbers occur – 49% of AM drop offs and 42% of PM pick ups), with other locations being Bramley Way (5% AM drop off and 7% PM pick up), Darcy Place (3% AM drop off and 4% PM pick up), Darcy Road (10% AM drop off and 11% PM pick up), Hillside Road (4% PM pick up) and Langwood Close (1% AM drop off). The roads surrounding the school therefore are already very congested during the morning and afternoon peak periods and observations made as part of the transport assessment and by officers when assessing this application reveal that parking does occur along the roads in the vicinity of the school often inconsiderately (blocking driveways). This has resulted in the Police receiving ongoing complaints of dangerous parking in the vicinity of this school. An issue which has also been identified by parents comments made to the school is the lack of safe crossing points in the vicinity of the school.
- 51 The proposed expansion will provide for a phased increase in the number of children at the site of 30 per year culminating in 660 in 2018. Using existing mode shares (which is a worst case scenario in the event that initiatives to promote other modes are invoked and prove to be successful) this expansion will result in 80 additional pupil trips and 9 additional staff trips by car.
- 52 As part of the assessment of the impact that this increase would have on the area, the Transport Assessment has looked at the availability of on-street parking in the vicinity of the site, and its current and likely proposed occupancy. This has concluded that Stonny

Croft, Darcy Place and Darcy Road already all reach their calculated theoretical capacity for a short period during the morning peak, and at 15.30 overall the parked vehicle occupancy across all of the roads within 400m of the school peaks at 86%. With the expansion the roads within 400m are predicted to almost reach their capacity with 97% of available theoretical capacity utilised at 15.15 hours. Therefore it is predicted that as there exists spare capacity within a wider area of the school for additional parking either parents will be required to park further from the school or the peak 15 minute arrival/departure will become spread over more of the hour as parents determine the best time to arrive and depart. In addition the Assessment also acknowledges that if measures promoted in the School Travel Plan are successful in securing a reduction in the number of journeys made by car this will also reduce the impact.

53 The Transportation assessment therefore concludes that an analysis of the existing situation has indicated that the future additional trips generated by this expansion are likely to increase the level of traffic volume and parking on roads within the vicinity of the school, but not, overall to exceed capacity. The main travel issues regarding the existing and future situation at the school is at the start and end of the school day resulting in the local roads being temporarily stressed which causes a short-term reduction in the effective carriageway width to single lane operation and queuing. Mitigation measures are therefore proposed to seek to minimise local queuing and accessibility problems. These are a;; located within the highway and can be secured by (Grampian) conditions and comprise:

- Improvements at the uncontrolled pedestrian crossing on Stonny Croft immediately to the west of Darcy Road to provide widening, raised table, and bollards and associated road markings.
- Improvements to uncontrolled pedestrian crossing points at the junction of Stonny Croft with Berry Meade to provide dropped crossings and tactile paving
- Provision of an uncontrolled pedestrian crossing at the junction of Stonny Croft and Bramley Way.
- Provision of replacement raised kerbs along Stonny Croft
- Provision of additional bollards on Stonny Croft and at its junctions with Berry Meade, Darcy Road and Bramley Way
- Widening of the footway along Stonny Croft and resurfacing in accordance with highway specification
- Provision of guard railing in the vicinity of the Junior School pedestrian access

54 In addition the existing School Travel Plan for this school will be updated and new future targets will be put in place with measures to achieve these. The main thrust of those targets are set out in an Interim School Travel Plan which has been submitted and which will be to secure in the reduction in the number of children and staff travelling to school by car and the measures proposed include encouraging cycling and walking via participation in the Golden Boot Challenge and cycling proficiency training, informing and educating parents of good practice in parking and dropping off as well as looking at the introduction of a one way system through the local roads. In addition to relieve pressure at peak times the school will commit to retaining pre and after school clubs so that arrival times are staggered. The Travel Plan will be monitored and reviewed.

- 55 A representation has been received questioning whether access to the school site could be gained direct from the A24 and part of the school playing field used for parking. Notwithstanding that this would give rise to the further (and more significant) loss of existing playing field provision generating a policy objection in that regard, Transportation Development Planning has investigated this suggestion, including seeking the views of South East Surrey Highways and Surrey Police. TDPs advice on this is that the A24 is a Principal Road and is part of the Strategic Road Network. The primary function of the Strategic Road Network is to provide access to major centres of population and industrial areas (including ports and airports) and to cater for longer-distance movements that occur between those areas, including through traffic. Any development proposals therefore have to be considered in this context. The A24 specifically at this point is one of the main accesses to the motorway network and already suffers from congestion and delay in and around Ashted, particularly at peak times. It carries in the region of 2000 vehicles per hour during both school pick up and drop off times. Any additional accesses that would result in additional conflict, queuing, congestion or delay on this route is highly undesirable.
- 56 Leatherhead Trinity is the closest state primary school that provides for parent parking to pick-up and drop-off within the site. This is a two-form entry primary school and there are 66 parking spaces for parents and carers. Surveys conducted in conjunction with an application for planning permission in 2013 showed that during the peak of the morning drop-off there were only 8 spaces free and in the peak of the afternoon pick up, the car park reached capacity and parents had to park elsewhere. In order to prevent drivers queuing back onto the A24 waiting for a parking space, which would be highly undesirable, any car park/pick-up and drop-off area would need to have sufficient capacity. On the same basis, the expanded Greville would require 113 parking spaces. This is in addition to a new access to meet visibility and geometric design requirements, circulation and manoeuvring space within the car park etc. The amount of land required would be significant and would impact directly on playing fields/amenity space within the schools. Additionally, as there is no footway along the A24 adjacent to The Greville, the provision of an acceptable visibility splay could prove problematic and is likely to require the removal of most of the existing hedge. It is acknowledged that there are congestion problems related to the access roads to both schools. These roads are, however, lightly trafficked D-class residential roads and the impact is generally on amenity and inconvenience for local residents. The provision of facilities for parents to access directly to and from the A24 has the potential to impact upon much greater numbers of people. From a transportation planning perspective, the existing arrangements are therefore preferable.
- 57 Turning to the impact on residential amenity of the highways aspects of this proposal the Transportation Assessment submitted with the application concludes that an expected increase in vehicle trips associated with the expansion would be approximately 80 in the morning peak and 60 in the afternoon peak on the roads which provide access to the school. This school is sited such that there are several routes which can be used to access it by car comprising predominantly Hillside Road, Meadow Road, Darcy Road, Berry Meade and Stonny Croft. The figures therefore point to a worst case scenario 15 minute increase of approximately 40 vehicles spread across these various routes during the morning peak. The existing level of traffic on the roads surrounding the school is generally low as they are all residential roads. The roads are, in places, reduced in width due to the presence of on street parking but this serves to slow traffic down. The existing roads are clearly acceptable in respect of catering for this increased capacity and whilst the additional traffic during peak times will have some impact it is not considered given its

short timescale and degree of increase that this will give rise to any sustainable loss of residential amenity to the occupiers of residential dwellings in those roads.

- 58 Similar considerations apply in respect of the increased amount of on-street parking which would occur at peak times. It is acknowledged that this causes inconvenience to local residents but again the impact is confined to short periods in the morning and evening and officers do not consider that there is any sustainable loss of residential amenity to the occupiers of these roads in this regard.
- 59 Transportation Development Control therefore has no objections to the proposal subject to a number of conditions to secure the off-site works and travel plan and to control the Construction Traffic at the site. Officers consider that subject to those conditions the application is acceptable and meets the development plan policies in this regard.

TREES

Mole Valley Local Plan 2000

Policy ENV22 – General Development Control Criteria

- 60 Local Plan Policy ENV22 requires the design and layout of development to satisfy several criteria including having regard to attractive features such as trees that contribute to the amenity of the area.
- 61 The proposed development will require the removal of four trees on the school site. These are located in the area of the proposed new classroom block close to the southern boundary and comprise 2no Norway maples (both category C), an English oak (category B) and a Field Maple (category B). In addition pruning and crown lifting works will be required to four other trees to facilitate development.
- 62 The arboricultural impact assessment which has been submitted with the application acknowledges that the four trees to be removed form part of a group (G25) which is a key arboricultural feature of the site. However it also notes that none of the trees to be removed are taller than 9m and all are early-mature specimens and set further into the site than the other trees within the G25 group. It concludes that despite the removal of the four trees, the existing visual screen along the southern boundary will be maintained with the retained trees, and that new replacement tree planting will mitigate the impact.
- 63 Officers concur with this and consider that the loss of these trees and their subsequent replacement is acceptable and will not give rise to any significant impact on the visual amenity of the area. Conditions are recommended to secure the replacement trees and also to ensure that the recommendations made in the Method Statement are adhered to which will ensure that the development does not have a detrimental impact on those trees to be retained. Subject to those conditions it is considered that the proposal is acceptable in this regard.

ARCHAEOLOGICAL IMPLICATIONS

National Planning Policy Framework 2012

Chapter 12 – Conserving and enhancing the natural environment

Mole Valley Local Development Framework Core Strategy 2009

Policy CS14 – Townscape, Urban Design and the Historic Environment

Mole Valley Local Plan 2000

Policy ENV 49 – Sites of Historical or Archaeological Importance

Policy ENV 50 – Unidentified Archaeological Sites

- 64 The National Planning Policy Framework requires applicants on planning applications to describe the significance of any heritage assets affected by proposals and include proportional measures to deal with any impact. Core Strategy Policy ENV 49 states that areas and sites of historic or architectural importance will be protected and, where appropriate enhanced in accordance with the legislation, national and regional guidance. Policy ENV 50 of the Local Plan requires that desk based assessments of any likely archaeological implications be submitted with proposals on sites of over 0.4 acres.
- 65 The school site in this case does extend to more than 0.4 acres and as such a Heritage Statement has been submitted with the application in accordance with Local Plan Policy ENV 50. This was based on examination of existing sources of archaeological information given that the proposals would affect a very small part of the site, together with a walkover survey. No new heritage assets were identified as part of this assessment and the Heritage Statement concludes that the area has a moderate archaeological potential and given the relatively small footprint of the proposed works no further works in this regard are required. The County Archaeologist has confirmed that he agrees that no further works are required.
- 66 Officers consider that the requirements of the various policy documents have been complied with and the proposal is acceptable in this regard.

HUMAN RIGHTS IMPLICATIONS

- 67 The Human Rights Act Guidance for Interpretation, contained in the Preamble to the Agenda is expressly incorporated into this report and must be read in conjunction with the following paragraph.
- 68 In this case, the Officers' view is that while impacts on amenity caused by traffic movements at the start and end of the school day are acknowledged, the scale of such impact is not considered sufficient to engage Article 8 or Article 1 of Protocol 1. Their impact can be mitigated by conditions. As such, this proposal is not considered to interfere with any Convention right.

CONCLUSION

- 69 Officers consider that there is a defined need for the proposed expansion at this school and that as the school lies within the urban area close to the population it serves the proposed development is acceptable in principle. Officers consider that the detailed layout and design of the proposed buildings are appropriate and maintain the visual amenity of the school and the area and would not have any adverse impact on residential amenity. The trees which will be removed to facilitate the development are part of a larger group

which will be retained and the integrity of that group of trees is maintained, in addition to replacement trees being provided to mitigate for those lost. Officers are satisfied that although the proposal does give rise to a small amount of land which could be used as part of a playing field, there is no identifiable need to retain this land when weighed against the need to provide additional school places in this area and as such a departure to the Development Plan Policy this is justified in this case. Officers consider that though the proposal will give rise to an increase in vehicle movements to and from the site the surrounding highways network is capable of absorbing this increase without any significant adverse impact and some of the effects will be mitigated with off-site highways improvements and the implementation of a Travel Plan such that the proposal is acceptable in this regard.

RECOMMENDATION

- 70 That pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, that application MO2015/0091 be PERMITTED subject to the following conditions:

Conditions:

1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.
2. The development hereby approved shall be carried out in all respects strictly in accordance with the following plans/drawings:

A-110 Site Location Plan dated 23/05/14

A-111 Existing Block Plan dated Dec 14

A-112 Proposed Block Plan dated Dec 14

A-114 Proposed Roof Plan dated Dec 14

A-115 Hall Extension, Proposed Plan Elevations and Section dated Dec 14

DWG-MCA-SK051214-A-01 rev PL01 Proposed General Arrangement dated 05/12/14

DWG-MCA-SK051214-A-02 rev PL01 Proposed Elevations dated 05/12/14

YK 00 GF DR A 04 Floor Plan Block 1 dated 04/12/14

YK 00 GF DR A 02 rev A Block 1 Option A dated 04/02/14

PK 00 GF DR A 01 Module Installation Plan dated 19/05/14

14-1-1035 A205 A - Proposed External Works Block 2 dated March 15 received 10th March 2015

- 3 (a) Before any equipment, machinery or materials are brought onto the site for the purposes of carrying out the development hereby permitted, protective fencing in accordance with the details shown on drawing number TPP-01 contained in the Arboricultural Method Statement dated 5th December 2014 submitted with the application shall be installed and shall thereafter be maintained until all equipment, machinery and surplus materials have been removed from the site. For the duration of works on the site no materials, plant or equipment shall be placed or stored within the protected area.
- b) The development shall be carried out in all respects in full accordance with all other measures to protect trees during construction set out in the above Arboricultural Method Statement

4. Within 6 months of the first occupation of the new classroom block the existing modular building being retained as part of this application shall be modified externally in accordance with approved drawing YK 00 GF DR A 02 rev A Block 1 Option A dated 04/02/14
5. No later than six months after the commencement of the development hereby permitted a scheme to provide replacement trees for those trees to be removed shall be submitted to and approved in writing by the County Planning Authority and the replacement planting carried out within the first planting season following the completion of the development. Such scheme shall include the size, location and species of the proposed replacement trees and measures for the landscaping to be maintained for a period of five years. Such maintenance shall include the replacement of any tree or shrub which is removed, uprooted or destroyed or dies or becomes in the opinion of the County Planning Authority seriously damaged or defective. The replacement of destroyed or damaged trees shall be of the same species and size and in the same location as that originally planted.
6. Prior to the full occupation of the development the applicant shall implement the Interim School Travel Plan dated August 2014 (appended with the School Travel Plan dated November 2014) and, thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.
7. The development hereby permitted shall not be occupied until the proposed off site highways works have been implemented generally in accordance with plan numbers FS/0001 Rev C and FS/0002 Rev B, submitted with the application.
 - Improvements at the uncontrolled pedestrian crossing on Stonny Croft immediately to the west of Darcy Road to provide widening, raised table, and bollards and associated road markings.
 - Improvements to uncontrolled pedestrian crossing points at the junction of Stonny Croft with Berry Meade to provide dropped crossings and tactile paving
 - Provision of an uncontrolled pedestrian crossing at the junction of Stonny Croft and Bramley Way.
 - Provision of replacement raised kerbs along Stonny Croft
 - Provision of additional bollards on Stonny Croft and at its junctions with Berry Meade, Darcy Road and Bramley Way
 - Widening of the footway along Stonny Croft and resurfacing in accordance with highway specification
 - provision of guard railing in the vicinity of the Junior School pedestrian access
8. The development shall be implemented strictly in accordance with the 'Construction Management Plan' received 3rd March 2015
9. In carrying out the development hereby permitted, no HGV movements to or from the site shall take place between the hours of 8.15 and 9.15 am and 2.45 and 3.30 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Stonny Croft, Darcy Road, Berry Meade or Hillside Road during these times.
10. (a) Prior to the full occupation of the development space shall be laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning

Authority for an additional 20 staff cycle parking spaces to be provided. The cycle parking area shall be used and retained exclusively for its designated purpose.

(b) The existing cycle parking and car parking and turning area at the premises shall be permanently maintained for that purpose.

11. In carrying out the development hereby permitted, no construction activities shall take place except between the hours of 8.00 and 18.00 between Mondays and Fridays and between 8.00 and 13.00 on Saturdays. There shall be no working on Sundays or bank and public/national holidays.

Reasons:

1. To comply with Section 91 (1)(a) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt and in the interests of proper planning.
3. In the interest of the visual amenity of the site and the area in accordance with policy ENV22 of the Mole Valley Local Plan 2000
4. In the interest of the visual amenity of the area in accordance with policy ENV22 of the Mole Valley Local Plan 2000
5. In the interest of the visual amenity of the area in accordance with policy ENV22 of the Mole Valley Local Plan 2000
6. To manage and mitigate the highways implications of the development hereby permitted in accordance with Policies MOV2, MOV5 and ENV22 of the Mole Valley Local Plan 2000
7. To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies MOV2, MOV5 and CF2 of the Mole Valley Local Plan 2000
8. To manage and mitigate the highways implications of the development hereby permitted in accordance with Policies MOV2, MOV5 and ENV22 of the Mole Valley Local Plan 2000
9. In the interests of the amenity of the residential dwellings in the vicinity of the site in accordance with Policy ENV22 of the Mole Valley Local Plan 2000
10. To manage and mitigate the highways implications of the development hereby permitted in accordance with Policies MOV2, MOV5 and ENV22 of the Mole Valley Local Plan 2000
11. In the interests of the amenity of the residential dwellings in the vicinity of the site in accordance with Policy ENV22 of the Mole Valley Local Plan 2000

Informatives:

1. The County Planning Authority 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.

2. The attention of the applicant is drawn to the requirements of Sections 7 and 8 of the Chronically Sick and Disabled Persons Act 1970 and to Building Bulletin 102 'Designing for disabled children and children with Special Educational Needs' published in 2008 on behalf of the Secretary of State for Children, Schools and Families, or any prescribed document replacing that note.
3. This approval relates only to the provisions of the Town and Country Planning Act 1990 and must not be taken to imply or be construed as an approval under the Building Regulations 2000 or for the purposes of any other statutory provision whatsoever.
4. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damages 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).

CONTACT

Dawn Horton-Baker

TEL. NO.

020 8541 9435

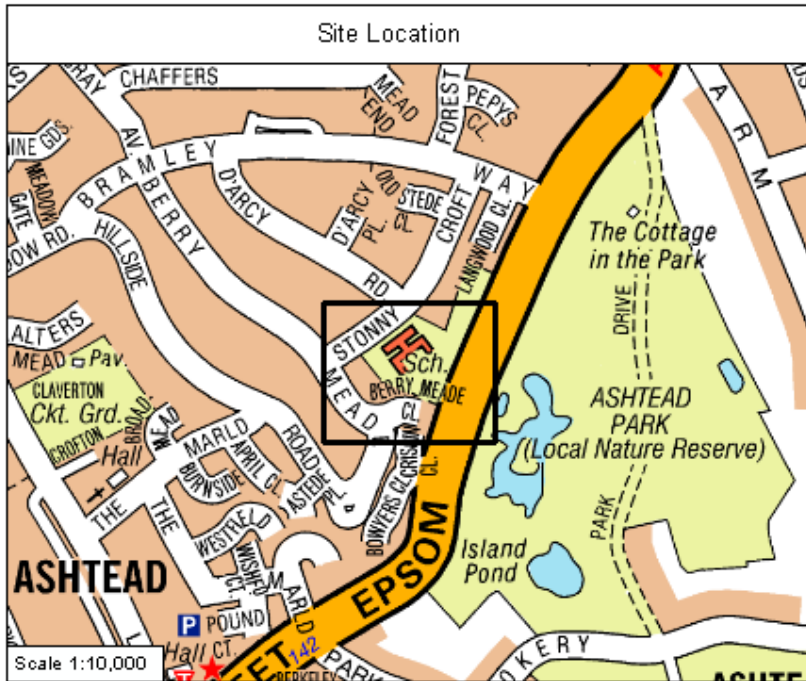
BACKGROUND PAPERS

The deposited application documents and plans, including those amending or clarifying the proposal, responses to consultations and representations received as referred to in the report and included in the application file and the following:

Government Guidance

National Planning Policy Framework 2012

The Development Plan



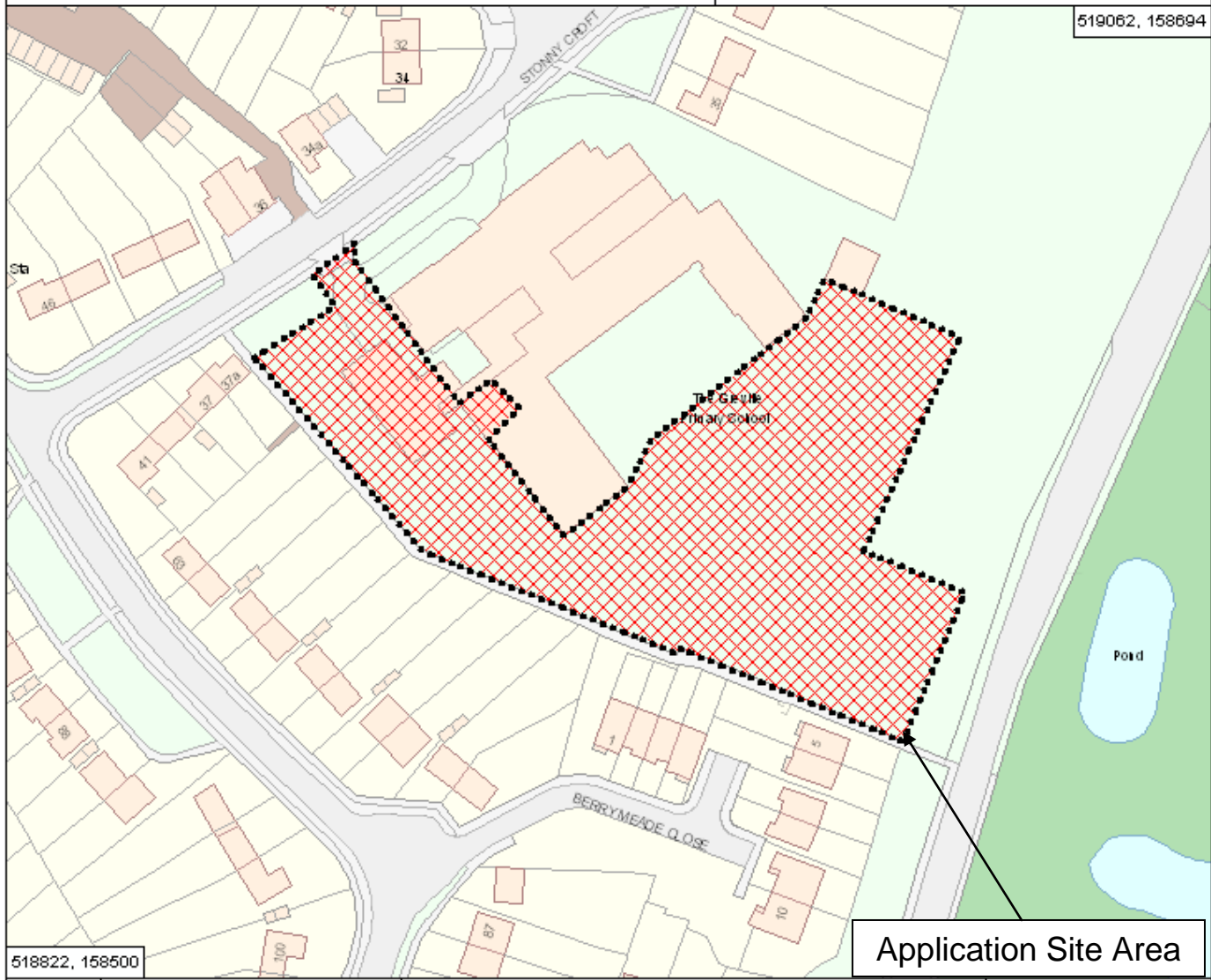
Land at The Greville Primary School, Stonny Croft, Ashtead, Surrey KT21 1SH.

Retention of modular classroom block containing 2 classrooms; installation of two linked modular classroom blocks containing a total of 7 classrooms and construction of extension to existing school hall; relocation of existing play equipment and ancillary external works.

Application No(s): MO/2015/0091

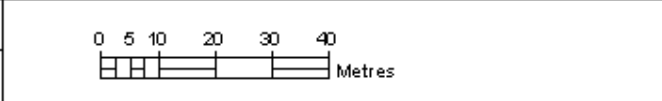
Electoral Division(s): Ashtead

This plan is for indicative purposes only



Ref No: SCC Ref 2015/0006

Date printed: 24/02/2015



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Aerial 1 : Land at the Greville Primary School

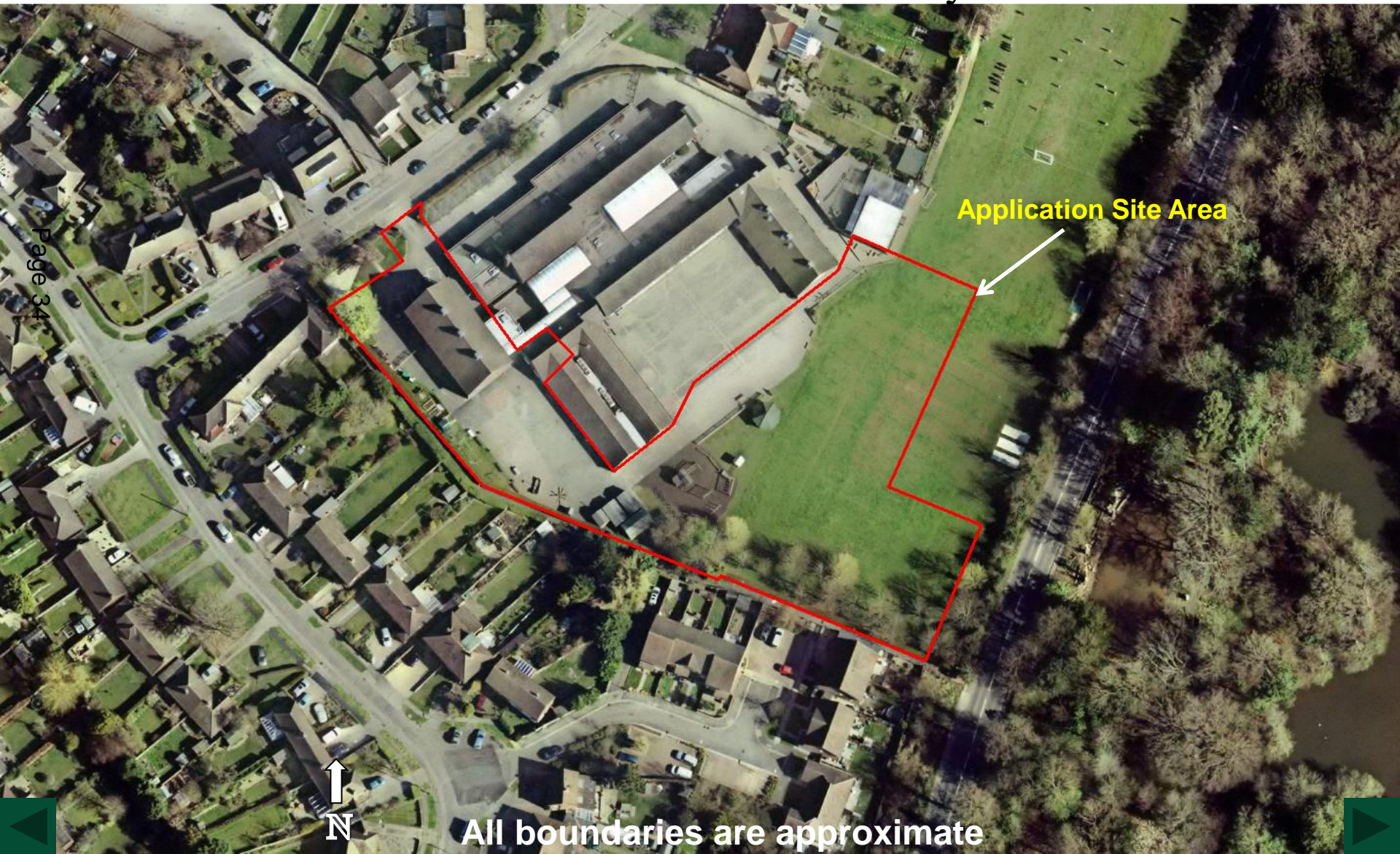


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All boundaries are approximate

Aerial 2 : Land at the Greville Primary School



Application Site Area



All boundaries are approximate

Figure 1 : Site of new proposed block 2
looking south



Figure 2 : Rear of existing hall to be extended



Figure 3 : Existing playing fields looking southeast



Figure 4 : Block 1 to be permanently retained as part of this application



TO: PLANNING & REGULATORY COMMITTEE **DATE:** 25 March 2015
BY: PLANNING DEVELOPMENT TEAM MANAGER
DISTRICT(S) GUILDFORD BOROUGH COUNCIL **ELECTORAL DIVISION(S):**
Worplesdon
Mr Witham

PURPOSE: FOR DECISION **GRID REF:** 496516; 152004

TITLE: SURREY COUNTY COUNCIL PROPOSAL GU14/P/01767

SUMMARY REPORT

Land at Worplesdon Primary School, Envis Way, Guildford, Surrey GU3 3NL

Construction of new 2 storey teaching block comprising 8 classrooms and extension to existing school hall following removal of two existing modular buildings; extension of playground onto existing parking area and provision of new car park.

This proposal has three distinct elements: a two storey classroom block to the east of the main buildings in a hard play area near the southern site boundary, which adjoins open countryside; an extension to the school hall on the eastern elevation of these buildings; and a new parking area to make up for the loss of parking spaces to provide a substitute play area. There would be a net increase of 9 parking spaces. The proposal would result in the capacity of the school increasing from 420 to 540 pupils. The development is needed to meet ongoing demand for additional school places in the North Guildford and West Guildford school planning areas.

Key issues to be considered are the potential effects of the proposal on the Green Belt and whether factors exist which amount to very special circumstances which clearly outweigh the harm to the Green Belt due to inappropriateness and any other harm. In addition the development should comply with the Development Plan policies relating to visual and residential amenity, design, transportation, effect on outdoor sports provision and impact on trees.

The proposed development is inappropriate development in the Green Belt. Officers consider that very special circumstances exist which clearly outweigh harm to the Green Belt and limited harm to residential amenity from traffic. The proposed two storey block is considered to have a moderate to significant impact on the openness of the Green Belt.

Objections have been raised by a number of local residents, mainly on grounds of the effects of the additional traffic generated by the development exacerbating current problems of congestion and on-street parking. Representations also expressed concern with the impacts of construction traffic, the new teaching block in visual amenity terms, the new car park and flooding.

Sport England have no objection on grounds of loss of playing fields. They do raise objection, however, to the loss of an existing games court to the proposed building and they request a condition requiring that the remaining games court not be used for parking.

Officers conclude that the need for the development to meet the County Council's statutory educational duty and the location of the teaching block in the playground being the most suitable place on this tight site outweigh the objection by Sport England. Officers consider that none of the criteria have been met for referring a planning application to the Secretary of State when Sport England objects and a planning authority is minded to grant planning permission.

Officers consider the proposed development to be acceptable in terms of visual and residential amenity, design and effect on outdoor sports provision, the latter being the subject of a condition. Officers also consider that the transportation impacts of the proposal can be mitigated by the imposition of conditions including those relating to the new parking area and the access drive serving it, the School Travel Plan and the Construction Transport Management Plan. Further conditions relate to the protection of trees. Flooding is not a concern since the site is situated in a low risk flood area.

Officers consider that the proposal is inappropriate development in the Green Belt, but very special circumstances exist which outweigh harm to the Green Belt and any other harm. In this case the very special circumstances are the need for additional school places locally and the lack of other options available to accommodate this need.

Officers recommend that planning permission should be granted subject to conditions.

The recommendation is to PERMIT subject to conditions.

APPLICATION DETAILS

Applicant

Estates Planning and Management

Date application valid

19 September 2014

Period for Determination

14 November 2014

Amending Documents

Proposed Site Plan Block Plan, Drawing number J1727880/A/050.003 Rev P5, dated 24 November 2014

Proposed New Crossover and Car Park, Drawing number J1727880/A/050.005, Rev P3, dated 24 November 2014

Arboricultural Method Statement dated 25 November 2014 (incorporating a Tree Survey Schedule)

Tree Protection Plan, Drawing Number TPP-01, Rev A, dated 25 November 2014

Site Constraints Plan, Drawing number B1727880/A/100.005, Rev P3, dated 22 October 2014 and received on 26 November 2014
 Email dated 2 February 2015 from Applicant with attached report considering potential mitigation measures addressing traffic, parking and access issues
 Email dated 3 February 2015 from Applicant
 Email dated 5 March 2015 from the Agent
 Email dated 11 March from the Applicant

SUMMARY OF PLANNING ISSUES

This section identifies and summarises the main planning issues in the report. The full text should be considered before the meeting.

	Is this aspect of the proposal in accordance with the development plan?	Paragraphs in the report where this has been discussed
Whether development is inappropriate in the Green Belt	YES	22-26
Design and Visual Amenity	YES	27-29
Impact on Residential Amenity	YES	30-39
Transportation Considerations	YES	40-70
Effect on Outdoor Sports Provision	NO	71-78
Impact on Trees	YES	79-84
Whether Very Special Circumstances exist that outweigh harm to the Green Belt	YES	85-91

ILLUSTRATIVE MATERIAL

Site Plan

Plan

Aerial Photographs

Aerial

Site Photographs

Figure 1: Looking southeast from location of hall extension towards location of teaching block, with open countryside beyond

Figure 2: View looking west from location of teaching block, showing part of hall on right and a modular building to be removed

Figure 3: Looking northwest from location of teaching block towards houses in Louis Fields

Figure 4: View to the north from the same location

Figure 5: Looking southwest towards location of hall extension

Figure 6: Looking east towards the two modular buildings to be removed

Figure 7: View to the west towards new vehicular entrance on Envis Way showing willow tree

Figure 8: Looking south towards location of proposed parking area with modular building on left

Figure 9: View to the south across the playing fields to the open countryside

BACKGROUND

Site Description

1. Worplesdon Primary School is located on Envis Way on the Fairlands Estate, some 3 miles west of Guildford. Vehicular access and pedestrian access are both from Envis Way via a drive and a footpath. The school site is within the Green Belt, with the boundary between the Green Belt and the settlement of Fairlands adjoining the site on the north and the west. The site is in Flood Zone 1 (low risk of fluvial flooding).
2. Residential development in Envis Way and Louis Fields lies to the north, northeast and west of the site. To the south and east is Hunts Farm, with open fields to the south beyond the farm buildings. The land adjoining the farm on the east is Common Land which is designated as a Site of Nature Conservation Importance.
3. The main school buildings date from the early 1960s. They are a mix of single and two storey structures, with flat roofs and red facing brickwork, sections of white and red cladding, and white fascias and window frames. To the southeast of the main buildings is a detached building connected to them with a covered walkway. This building features red facing brick, aluminium framed windows with solid infill panels below them and a light grey profiled steel pitched roof. In addition, a 'Homelodge' timber modular building is situated between the main building and the access drive which runs along the northern boundary of the site and two demountable classrooms are located immediately south of the main buildings. A hard play area takes up the entire eastern part of the site. This area is marked out for two games courts and the northern adjoining paved area is currently used for informal parking for staff vehicles. The school's playing fields are to the southwest of the buildings.
4. There are trees, shrubs and hedges along almost all site boundaries except the northern one, the most prominent trees being located in the proximity of the two modular buildings proposed to be removed and forming a belt of trees dividing the south boundary of the school's playing fields and open countryside. There is a prominent tree close to Envis Way to the south of the access footpath. There is a close boarded fence along the northern site boundary, with trees and shrubs of varying ages in residential back gardens abutting this boundary, and a hedge along the western site boundary adjoining the area where the new parking provision is being proposed.

Planning History

5. GU12/P/00630 Non-material amendment to planning permission Ref. GU11/1212 comprising revised maximum height of 4.1m for canopy over existing hard play area pursuant to Section 96A of the Town and Country Planning Act 1990 (approved in May 2012)
- GU11/1212 Erection of canopy (permitted in September 2011)
- GU08/1571 Construction of lean-to canopy 20m by 4.7m along two existing reception classrooms (permitted in October 2008)
- GU05/2437 Erection of new 1.43m high plastic coated steel mesh fence on the school boundary fronting on Envis Way (permitted in March 2006)
- GU92/1113 Construction of extension and enclosed walkway to replace three existing movable classrooms (permitted in December 1992).
-

THE PROPOSAL

6. This proposal is for a two storey teaching block containing eight junior classrooms and ancillary accommodation, as well as an extension to the school hall, the extension of the playground into a paved area currently used for overflow parking and the provision of a new car park, surfaced with tarmac, compensating for the displaced parking spaces and adding 9 more bays. The teaching block is proposed to be built near the southeast corner of the built-up part of the site adjacent to the existing buildings and the hall extension on the east elevation of the main buildings. The new parking area would be situated to the west of the main buildings and about 3m inside the western boundary of the site. This area is proposed to be served by a drive leading from a new vehicular entrance to the south of both existing entrances to the site from Envis Way. The cycle parking provision is proposed to increase from 10 spaces to 54 spaces.
7. The two storey solution for the teaching block arose from the need to minimise the footprint on a tight site. The options of a linear form and an L-shaped one were discounted because of visual impact when the school is viewed from open Green Belt land to the south. The position of the new block on the site was adjusted at the pre-application stage to achieve an appropriate distance from the southern site boundary enabling existing screening vegetation to be retained, and to maintain as much hard play area as possible and to provide a relationship with the existing building that allows direct and easy access between the two buildings.
8. The teaching block (having approximately 835 sq m of floorspace) is proposed to have a flat roof, walls clad in red brick to match that of the nearby part of the existing building as closely as possible, as well as powder coated aluminium window and door frames, the latter being finished in red, green or blue. The building would feature large areas of fenestration, particularly on the north and south elevations, with that facing south having a brise soleil extending from the building above the windows on each storey. The proposed hall extension (with about 51 sq m of floorspace) would have the same facing brickwork and window treatment but would have red painted door frames, the colour matching that of other doors on the parent building.

9. The school is currently a 2 Form of Entry (2FE) Primary School with a capacity of 420 pupils. This development would take the school to a 540 capacity (3FE) by 2019, by adding an additional class each year from 2016 to 2019. Four of the classrooms in the teaching block are for this purpose, the remaining ones being needed to replace classrooms contained in two substandard modular buildings located to the south of the main buildings and which are proposed to be demolished. The number of staff would increase from 63 to 71.
10. The County Council has a duty to provide sufficient school places. There is an ongoing demand for school places across the North Guildford and West Guildford education planning areas, demonstrated by demand exceeding available space for several years. The expansion at Worplesdon Primary School is being proposed in conjunction the provision of additional places at Stoughton Infant School. The intention is to admit an additional 30 Year 3 pupils at Worplesdon Primary School each year from September 2016 through September 2019.
11. Since the school site is in the Green Belt, the applicant has considered options for accommodating the proposed development at other schools in the vicinity. All of these options have been discounted.

CONSULTATIONS AND PUBLICITY

District Council

- | | |
|--------------------------------|---|
| 12. Guildford Borough Council: | No objection subject to the County Planning Authority addressing hours of construction activity, siting of temporary construction buildings, boundary screening between new car park and neighbouring properties, protection of retained trees and hedges and impact of any lighting proposed in this car park; and the additional car parking complying with the County Council's guidance |
|--------------------------------|---|

Consultees (Statutory and Non-Statutory)

- | | |
|--|--|
| 13. County Highway Authority –
Transportation Development Planning: | No objection subject to conditions relating the new vehicular entrance, on-site parking for cars and bicycles, the School Travel Plan and construction traffic |
| 14. County Arboricultural Manager: | The submitted Arboricultural Implication Assessment & Method Statement, and Tree Protection Plan have been revised on the recommendation of the Arboricultural Manager |
| 15. Sport England: | Object to loss of games court but |

recommend a condition preventing its use for parking

Parish/Town Council and Amenity Groups

- 16. Worplesdon Parish Council: Objection on the basis of traffic implications; failure to address these will have an unacceptable effect on local residents, many being elderly and vulnerable, and on the local medical centre and businesses

Summary of publicity undertaken and key issues raised by public

- 17. The application was publicised by the posting of 2 site notices. An advertisement was placed in the local newspaper. A total of 67 owner/occupiers of neighbouring properties were directly notified by letter. Seventeen representations were received, the main concern being that existing traffic congestion and on-street parking problems would be worsened by the new development. Other issues raised were the impact of construction related traffic, effects on residential amenity and the matters of flooding and a localised drainage issue.

PLANNING CONSIDERATIONS

- 18. The County Council as County Planning Authority has a duty under Section 38 (6) of the Planning and Compulsory Purchase Act 2004 to determine this application in accordance with the Development Plan unless material considerations indicate otherwise. Section 70(2) of the Town and Country Planning Act 1990 (as amended) (1990 Act) requires local planning authorities when determining planning applications to “have regard to (a) the provisions of the development plan, so far as material to the application, (b) any local finance considerations, so far as material to the application, and (c) any other material considerations”. At present in relation to this application the Development Plan consists of the policies of the Guildford Borough Local Plan 2003.
- 19. The National Planning Policy Framework (NPPF) was adopted in March 2012. This document provides guidance to local planning authorities in producing local plans and in making decisions on planning applications. The NPPF is intended to make the planning system less complex and more accessible by summarising national guidance which replaces numerous planning policy statements and guidance notes, circulars and various letters to Chief Planning Officers. The document is based on the principle of the planning system making an important contribution to sustainable development, which is seen as achieving positive growth that strikes a balance between economic, social and environmental factors. The Development Plan remains the cornerstone of the planning system. Planning applications which comply with an up to date Development Plan should be approved. Refusal should only be on the basis of conflict with the Development Plan and other material considerations.
- 20. The NPPF states that policies in Local Plans should not be considered out of date simply because they were adopted prior to publication of the framework. However, the policies in the NPPF are material considerations which planning authorities should take into account. Due weight should be given to relevant policies in existing plans according to their degree

of consistency with the NPPF (the closer the policies are to the policies in the Framework, the greater the weight they may be given).

21. The school site is located within the Green Belt. The main planning issues are whether the proposal is inappropriate development in the Green Belt, and if it is such, whether very special circumstances exist which outweigh harm to the Green Belt and any other harm. Other planning issues are design and visual amenity, impact on local residential amenity, transportation considerations, effect on outdoor sports provision and impact on trees.

Whether development is inappropriate in the Green Belt

Guildford Borough Local Plan

Policy RE2 – Development within the Green Belt

Policy CF4 – Expansion of Schools

National Planning Policy Framework (NPPF)

22. Government advice on Green Belts is set out in the National Planning Policy Framework (NPPF). It states in paragraph 89 that new buildings in the Green Belt are inappropriate development. Several exceptions are given, including the replacement of a building provided that the new building is in the same use and is not materially larger than the one it replaces. Paragraph 90 of the NPPF states that certain other forms of development, including engineering operations, are also not inappropriate in the Green Belt provided that they preserve the openness of the Green Belt and do not conflict with its purposes.
23. Local Plan Policy RE2 states that new building in the Green Belt is inappropriate unless for the purposes of agriculture and forestry, essential facilities for sport and recreation, cemeteries and other land uses which preserve openness. Policy CF4 allows the expansion of schools provided that certain criteria are met namely that existing designated open space is not prejudiced, that the proposal does not detract from the character and appearance of existing buildings and the surrounding area, and that highway and access arrangements are acceptable. The explanatory text for this policy states that as an exception to normal policy, the Borough Council may allow extensions to schools and colleges in the Green Belt.
24. In the context of the relative weight to be given to the policies in the NPPF and those of the Guildford Borough Local Plan, Officers consider that the former policies should take precedence in this case since there is an inconsistency between these policies and those of the Local Plan relating to the expansion of schools.
25. In this case, two modular buildings having combined floorspace of about 275 sq m would be demolished and the floorspace of the new teaching block and the hall extension combined would be approximately 850 sq m. Taken on its own the hall extension, with approximately 51 sq m of floorspace (about a 4% increase) is not considered to be inappropriate development in the Green Belt. However, Officers consider that the overall built element of the proposal (that is, the hall when taken together with the teaching block) would be materially larger than the floorspace of the buildings that would be replaced - about 835 sq m of floorspace or an increase of about 22%. Officers also consider that the new car park, once used for its intended purpose, would be inappropriate development in the Green Belt because of its impact on openness.

26. In summary all three components of this proposal are inappropriate development in the Green Belt.

Design and Visual Amenity

Guildford Borough Local Plan 2003

Policy G5 – Design Code

Policy CF4 – Expansion of Schools

27. Local Plan Policy G5 contains requirements on design including development respecting surrounding scale, height, proportion, form and materials; and development using high quality and harmonising materials. Local Plan Policy CF4 states that planning permission will be granted for expansion of schools providing the proposal would not detract from the character and appearance of existing buildings and the surrounding area.
28. Two representations suggest that the new teaching block would be obtrusive, one resident mentioning its height of about 3.6m. Although the building would be higher than the nearest portion of the single storey main buildings, the nearby hall and its new extension are more than 1.5 storeys tall. This is approximately 0.5m lower than the new block. Officers consider that its visual impact would be lessened by the use of matching facing brick and the extensive areas of glazing. The same facing brick would be used for the hall extension. The new parking area and drive would be surfaced with tarmac, the same material as the existing car park and hard playground. Officers are satisfied that the development would be compatible with the existing buildings in scale, height and appearance (including materials).
29. Officers consider that the proposal complies with these Development Plan policies.

Impact on Local Residential Amenity

Guildford Borough Local Plan 2003

Policy G1(3) – Protection of Amenities Enjoyed by Occupants of Buildings

30. Local Plan Policy G1(3) states that the amenities enjoyed by occupants of buildings are to be protected from unneighbourly development in terms of privacy, access to sunlight and daylight, noise and other factors.
31. The nearest dwelling to the proposed teaching block is about 27m distant, on Hunts Farm to the east of the school site. The next closest residence is also on the farm and is more than 35m to the northeast. There are other dwellings approximately 60m to the north of the new block, located on the south side of Louis Fields. Other residences on the same side of that road would be further away. As noted above in paragraph 3, there are trees, shrubs, hedges and fencing along the site boundaries adjoining residential properties. Officers consider that the proposed teaching block would have no adverse impact in terms of privacy and visual effect because of the existing boundary treatment and the distance between this building and residences.
32. Several residents have raised matters relating to residential amenity - the visual impact of teaching block (see above); increased noise from pupils during outdoor play times; noise,

air pollution, vibration and dirt from construction traffic, and flooding. Recently received further representations have raised the additional matters of noise, air pollution and localised drainage in relation to the new car park affecting residential properties in Envis Way.

33. Guildford Borough Council have suggested that the hours of construction activity be limited to 08:00 to 18:00 on Monday to Friday and 8:00 to 13:30 on Saturday, with no work being permitted on Sundays, Bank and national Holidays. The impacts of construction related activity and construction traffic would be short lived. Officers consider that with these impacts would be mitigated by the imposition of planning conditions regulating the timing of access to the site and the hours of construction.
34. The Borough Council have also suggested that the temporary buildings related to the construction work be carefully sited, where possible away from the boundaries of neighbouring properties. These buildings would be situated in the Contractors Compounds as shown on the Site Constraints Plan. The compound for Phase 1 (which involves the installation of the new car park and access drive) would take up most of the paved area to the east of the main buildings. The northern limit of this compound would come within about 10.5m of the site boundary abutting residential properties on Louis Fields. The compound for Phases 2 and 3 (construction of the teaching block and associated external works, and of the hall extension, respectively) would be the newly installed car park and would extend to within approximately 2m of the site boundary abutting residential properties in Envis Way. The compound for Phase 4 (the removal of the modular buildings and the completion of all external works) would be in the vicinity of these modular buildings. Reasonable steps have been taken to mitigate impact through the location of the various compounds, achieved through the application of a condition.
35. It is considered that the hall extension would have no adverse visual effect on residential amenity because of the height of the extension being the same as the existing hall and its relatively small scale in relation to the existing hall.
36. Officers consider that the new parking area and drive would have no detrimental visual impact because they are at ground level and involve no new structures. Guildford Borough Council have suggested that adequate screening be retained or installed between this parking area and neighbouring properties, with consideration being given to acoustic fencing. There is an existing approximately 2m high hedge along the site boundary, which is about 2m from where the new parking area is proposed. Officers consider that the hedge would provide adequate screening and that nothing additional (including any acoustic fencing) is justified in this case, due to the relatively small scale of the new car park and the small increase in noise that its use would produce. The Borough Council have also suggested that careful attention be given to any lighting proposed for the new car park. Officers recommend a condition covering this matter.
37. Officers consider that the proposed development would not result in an appreciable increase in noise level from pupils compared to that already generated or from the new car park. It is also considered that any noise or air pollution emanating from the use of the car park would be negligible. The suggestion by some residents living in Envis Way that a brick wall replace the existing wire mesh fence and hedge in order to discourage fumes from cars using the car park from affecting these residents is not considered to be proportionate

to the impact of this element of the proposal on their amenity. Officers recommend a planning condition relating to the drainage of the new car park.

38. In summary Officers consider that the proposed development would have a limited adverse impact on residential amenity. Thus the proposal is considered accord with this Development Plan policy.
39. The impacts on residential amenity as a result of traffic are considered in the following section.

Transportation Considerations

Guildford Borough Local Plan 2003

Policy G1(2) – Transport Provision, Access, Highway Layout and Capacity

Policy CF4 – Expansion of Schools

40. Local Plan Policy CF4 permits the expansion of schools provided that various criteria are met including highway access, parking, turning and any increased traffic movements being able to be accommodated satisfactorily. Local Plan Policy G1(2) requires satisfactory access and highway layout to be provided to serve new development and stipulates that traffic generated by development shall be compatible with the local road network.
41. The applicant has submitted a Transport Assessment (TA) which indicates that 21.5% of pupils live within 1km (a 15 minute walk) from the school (with 12.5% living within half a kilometre), about 78.5% live more than 1km away and of these nearly half live 1.5km away. As a result the school has a comparatively high car modal share with 71% of pupils travelling by car. Of the remaining pupils about 15% walk, about 13%% use bicycles or scooters, and the remainder use other means of travel. Applying these mode shares to the 120 additional pupils would result in an extra 82 cars taking and collecting children from the school. This is a worst case scenario which takes no account of siblings in the school, car sharing or the successful implementation of measures in the travel plan.
42. The Fairlands Estate in which the school is located has only a single access point. Traffic congestion and parking by parents are significant issues for local residents. The parking survey in the TA shows that 293 legal parking spaces are available within 500m of the school and an additional 132 spaces further afield within the Estate, although many of the latter are considered to be too remote from the school. Observations indicate that the majority of parents park their vehicles considerately, but there are localised problems close to the school caused by inconsiderate parking, (specifically driveways being blocked and parking on 'keep clear' zig-zags), but it was concluded that there is space available slightly further away. In the morning parking peaked between 08:45 and 09:00 with 142 parked cars and 151 spaces remaining and in the afternoon it peaked between 15:15 and 15:39 with 169 parked cars and 124 spaces free. Assuming the same temporal distribution as currently exists, which reflects that not all parents arrive simultaneously, the development would result in 191 cars in the morning peak and 195 cars in the afternoon peak, both of these amounts being able to be accommodated on the existing highway network.
43. Parking for staff members currently exists in two parts of the site, one formally laid out and the other used informally. The capacity of about 40 spaces is often not optimised since the latter area is not marked out. Under the current proposal all of the parking would be

formalised by substituting the informal parking area with 28 spaces in the new car park. The number of staff is expected to increase by 8 from 63 to 71 as a result of this development. Officers consider that by formalising the informal parking provision, the proposal would provide sufficient space to accommodate the 7 additional cars that the TA estimates would be generated by the expansion.

44. Guildford Borough Council have no objection to the proposed development provided that the additional parking provision complies with the County Council's 'Vehicular and Cycle Parking Guidance 2012'. The County Highway Authority has advised that the increase in parking meets the requirements of this Guidance.

Transport Assessment, School Travel Plan and Construction Transport Management Plan

45. The TA identifies a number of specific measures that already encourage sustainable modes of travel and sensible and considerate parking, or that are proposed as part of the application:
- implementation of the existing School Travel Plan,
 - production of a School Route Audit Report in conjunction with the 'Living Streets' Programme (see below)
 - promoting the use of an informal clockwise one way system along Envis Way between Louis Fields and Brocks Drive (a permanent system is not considered appropriate as it would impact negatively on residents),
 - placing cones on the zig-zag markings outside the school entrance during morning and afternoon peak traffic times, in an attempt to enforce the markings,
 - using newsletters to highlight the importance of considerate parking,
 - continuing and expanding the successful 'walking bus' arrangement from Fairlands Community Centre (implemented in June 2014 only), and
 - encouraging occasional visits by the Police (and expanding the number where possible).
46. The TA recommends the following expanded/additional mitigation measures:
- making the zig-zag markings more effective by introducing parking restrictions and via a Traffic Regulation Order
 - a minibus service connecting with areas such as Rydeshill in northwest Guildford,
 - a 20 mph zone in the vicinity of the school,
 - provision of a 'park and stride' facility and additional 'walking bus' provision,
 - supervising drop-offs and pick-ups at peak times to discourage inconsiderate and illegal on-street parking,
 - sending regular newsletters to parents and residents regarding the travel plan,
 - holding regular travel plan steering group meetings,
 - establishing and keeping a log book of travel issues and any complaints from residents,
 - participating in the Golden Boot Challenge,
 - having pedestrian training sessions,
 - and promoting various initiatives to encourage increased cycling and use of scooters.
47. In addition the Framework School Travel Plan (FSTP) submitted as part of the application has a number of aspirations that go beyond the above noted measures:

- installing a safe pedestrian crossings on the A323,
- making improvements to footpaths so that they do not flood or become overgrown or have surfaces unsuitable for pupils to walk or cycle safely,
- providing a usable track across the common dividing Wood Street Village from the Fairlands Estate,
- the possibility of making the advisory 'zig-zag' road markings outside the school mandatory.

For further consideration of the first three of these four aspirational measures, see the discussion below under the heading of Additional Potential Mitigation Measures.

48. The applicant has provided details of access by and management of construction traffic in the Design and Access Statement and on a Site Constraints Plan that form part of the application.
49. The County Highway Authority considers the proposal acceptable from a transportation perspective and finds the information provided relating to the management of construction traffic satisfactory. The Highway Authority recommends planning conditions relating to visibility zones, on-site car parking, parking for bicycles, the School Travel Plan, and the management and timing of construction traffic.
50. Officers consider that the effects on highway safety and local amenity have been addressed satisfactorily in the Transport Assessment and the Travel Plan. Officers consider that implementation of these measures and following through with the aspirations would significantly reduce amenity impacts from increased traffic such that only limited harm arises.

Additional Potential Mitigation Measures

51. Initially the mitigation of the impact of the proposal in terms of traffic congestion and on-street parking by parents relied heavily on making the 'park and stride' arrangement (successfully carried out in June 2014) permanent and operating it during the entire school year. As set out in paragraph 54, this mitigation measure is no longer an option.
52. A meeting was held on 7 January 2015, convened by the local County Council Member and also attended by representatives of Worplesdon Parish Council; the Fairlands, Liddington Hall and Gravetts Lane Community Association; and the County Council (dealing with property, planning, highways and travel plan aspects), to look at additional potential mitigation measures.
53. As a follow-up to the meeting, the Applicant has prepared and submitted a Report on Traffic Mitigation Measures, which considers the following potential measures to mitigate against the impacts of increased traffic and pressure for parking generated by the proposed development, together with possible arrangements for additional vehicular and pedestrian access to the school:
- 'park and stride', additional 'walking bus' provision and expansion of the existing 'Living Streets' Programme (see paragraphs 57 and 58 concerning this Programme);
 - new vehicular access from Aldershot Road to the school via Hunts Farm or Hook Farm;

- making use of the existing commercial bus service or establishing and operating a privately run bus service;
- installing parking restrictions in the Fairlands Estate; and
- making improvements to existing footpaths.

Each of these potential measures is discussed below.

'Park and Stride', additional 'Walking Bus' provision, and expansion of the 'Living Streets' Programme

54. The TA mentions the provision of a 'park and stride' facility and extension of the existing 'walking bus' arrangement, using the car park of the Community Centre that is owned and operated by the Fairlands, Liddington Hall and Gravetts Lane Community Association. This Community Centre is located on Fairlands Avenue where it meets Brocks Drive, some 600m to the north of the school. Following a review of the planning application, the Community Association concluded that they do not support more intensive use of the car park for 'park and stride' purposes, based on the advice received from their insurers regarding liability and access issues, as well as the increased cost of maintenance, limited capacity, and the issue of the existing dual use of the facility (the Association has a maintenance agreement with the adjacent medical centre). For these reasons the applicant does not consider this option to be feasible. Officers consider that this measure cannot be relied upon to reduce traffic congestion and pressure for on-street parking.
55. The only other identified option for park and stride/walking bus provision is a lay-by in front of a small shopping parade adjoining the roundabout on Fairlands Avenue approximately 600m northwest of the school. This measure is seen by the applicant as impracticable as it would impinge on the use of the lay-by for public parking in the afternoon when the shops are open. Officers consider that the shopping parade would be likely to provide only a very limited capacity for the parking of the vehicles of parents.
56. The applicant notes that the school continues to promote a 'park and stride' approach by encouraging parents to park their cars a significant distance from the school (some 500 to 600m) and to walk and from the school with their children. The report suggests that this approach may not reduce traffic within the Estate but it does reduce congestion on the roads in the immediate vicinity of the school.
57. A separate initiative is being pursued by the school in conjunction with the 'Living Streets' Programme. Living Streets is a charity which seeks to improve the local walking environment and encourage more people to walk, focussing primarily on schools. Since October 2014 the school has been running a scheme encouraging pupils to walk to and from school on one day a week. Online monitoring has shown that this scheme has been very successful, with the proportion of pupils regularly walking to school rising from 45% to 75% and the proportion of pupils being driven falling from 52% and 25%. The applicant has advised that the school intends to increase the number of days each week when a 'walk to school' scheme will be run, the expectation being two days per week by Easter and three days per week by the second half of the summer term. The goal is to expand this arrangement to every day by September 2016, when the pupil enrolment is expected to increase by 30 as a result of the current planning proposal.
58. Living Streets has recently conducted a 'school route audit' with a group of pupils, parents and other members of the local community. The audit identified barriers that prevent more

frequent walking to the school, particularly the lack of a pedestrian crossing and traffic speeds on the Aldershot Road and poorly maintained footpaths. A report produced and submitted to the County Council, recommends ways of breaking down these barriers (for example through school promotion campaigns, traffic calming measures, improved signage and better road crossing provision). The audit report also included the suggestion by some parents for a park and stride/walking bus location north of the Aldershot Road. This step would be followed by feasibility study and a variety of measures being taken forward through a School Action Plan. These measures could include encouraging parents to sign a parking pledge, engaging with local residents and creating a 'walking bus'.

59. The mitigation report concludes that the land required for a crossing of the Aldershot Road is not within the applicant's ownership or control and thus a park and stride/walking bus location outside of the Estate cannot be relied upon to mitigate traffic impacts from this proposal in the timescale in which additional school places are required. Planning permission cannot be granted subject to a condition requiring the provision of such a crossing because of the uncertainties involved.

Vehicular access from Aldershot Road to the school via Hunts Farm or Hook Farm

60. Access by road via Hunts Farm, which adjoins the school site to the east and south, was rejected by the majority of the attendees at the meeting held on 7 January for the reasons that the track that would be used is not a public right of way and that any road through the farm would meet the site at an inappropriate place, that is needing to cross the existing hard play area. This would create conflict, with resulting safety implications.
61. Vehicular access through Hook Farm (situated to the south of the school) would have different implications: 1) the land required would be considerably greater than for a footpath, 2) some of the required land is likely to be common land, 3) the existing footpath (457) where it meets the Fairlands Estate is between two residential properties and is too narrow to accommodate a car, 4) the scheme would involve the removal of a considerable number of trees and hedgerows, 5) the alignment of this footpath is unlikely to be acceptable for a road and 6) the junction of another footpath (448) with the Aldershot Road would require widening and improvement. The access between the residential properties could be avoided by going directly to the school site but this would create other issues such as loss of playing fields, safety implications due to their proximity to the new road and security implications because of the length of this road and it leading solely to the school. Based on this information, the applicant considers that a new vehicular access road is not feasible.

Bus Service

62. There are two options here - providing a private minibus service similar to the previous Pegasus service which formerly served the school or expanding the timetable of the existing Arriva Service 17. The Headteacher has advised that the Pegasus service ended because parents were not willing or able to cover its costs. The County Council's Bus Service Team Planning Manager considers that such a service would never be commercially self-supporting. He has advised that the County Council would be unable to provide the necessary subsidy and suggests that the school would unlikely to take on the required financial commitment. Officers consider that the situation that led to termination of

the Pegasus service is unlikely to have changed in the intervening period, and that therefore a private minibus service is not economically viable.

63. Bus route 17 is run by Arriva on a commercial basis. The route serves Park Barn, Wood Street Village and Frog Grove Lane before arriving at the Fairlands Estate, the first arrival being at 09:30. Running additional trips between Wood Street Village and the Estate would require an additional bus to be available both morning and afternoon. The applicant has advised that this could cost more than £40,000 per annum and has concluded that the use of this commercial bus service would not be viable.

Parking Restrictions

64. Guildford Borough Council are reviewing the on-street parking situation in the Fairlands Estate, having conducted a questionnaire survey. Residents were asked about any issues with parking on their road and neighbouring ones and whether parking controls should be introduced. The officer leading the survey has indicated the intention of reporting the results and making recommendations to a meeting of the County Council's Guildford Local Committee in June 2015. The Borough Council intends to work with local residents, the school and colleagues at the County Council who deal with road safety matters in the vicinity of schools, to help to address the issues relating to parking at peak times for the school.
65. The mitigation report concludes that the findings of the survey may result in parking restrictions being applied if they are agreed by the Borough Council and the County Council. Officers suggest that the applicant takes cognizance of the results of the survey and the decision of the Local Committee, and agrees with the school on any further actions that should be considered on parking restrictions.

Improvements to Footpaths

66. The applicant has sought the views of the Council Council's Countryside Access Team (having statutory responsibility for public rights of way) on the feasibility of making improvements to local footpaths to encourage pupils to use them to gain access to them on foot. That Team has advised that improvements would depend on how much of the land is in County Council ownership. In this case none of the land is in this ownership. Repairs would be carried out with 'like for like' materials, in this instance a limestone based surface material. The Living Streets audit (see paragraphs 57 and 58) identified the main factor in discouraging the use of walking to school is distance, closely followed by the lack of safe road crossings.
67. The report concludes that unless a pedestrian crossing of the Aldershot Road is installed, improvements to footpaths to the north of the Fairlands Estate are not seen as a credible mitigation measure, since such improvements would not attract additional walkers (this has been shown by the survey of parents done as part of the Living Streets audit). Likewise, the footpaths leading south from the Estate, including those connecting with Wood Street Village, are considered unlikely to attract additional use if improved, based on the distance between the two communities being more than a mile. For all of these reasons improvements to footpaths are not considered by the applicant to be a viable mitigation measure and are therefore not being pursued.

Conclusions on Additional Potential Mitigation Measures

68. Highways and Planning Officers accept the conclusions in the Report on Traffic Mitigation Measures, which investigated a range of possible mitigation measures and concludes that none of them are achievable in the short term. Given the isolated position of the Fairlands Estate, Officers consider that there is little that can realistically and reasonably be done. It is clear that the existing number of pupils at the school currently causes localised difficulties on the highway network at drop-off and pick-up times. It is also clear that the increase in enrolment by 120 children would exacerbate the current situation. It is the view of Officers that any mitigation needs to address the additional impact resulting from this proposal rather than addressing the current situation. The mitigation should be reasonable and proportionate. It is considered that the school has been proactive in addressing the issues of traffic congestion and parking, especially in the preparation of the School Travel Plan and involvement with the Living Streets Programme.
69. Overall Officers consider that the package of mitigation measures is proportionate to the expected additional traffic that would be generated by the development. Officers are also satisfied that these measures would avoid the development having a severe cumulative adverse effect on highway safety and local amenity.
70. Officers recommend the application of conditions relating to the access to the new parking area, cycle parking provision, the Contractors Compound and the Construction Transport Management Plan, and the School Travel Plan, in order that the transportation aspects of the scheme are acceptable.

Effect on Outdoor Sports Provision

Guildford Borough Local Plan 2003

Policy R1 – Loss of Land and Facilities for Sport and Recreation

71. Local Plan Policy R1 states that the loss of land used for recreation purposes will be resisted unless a suitable alternative is provided nearby, there is an excess of recreation land and buildings in the area and sports and recreation facilities can best be retained and enhanced through the redevelopment of a small part of the site.
72. The NPPF states in paragraph 72 that the Government attaches great importance to ensuring that a sufficient choice of school places exists to meet existing and future needs. In contrast paragraph 74 of the NPPF states that existing sports land, including playing fields, shall not be built on unless one of three requirements is met - the playing fields are surplus to requirements, they would be replaced by equivalent or better provision and the development is for alternative sport and recreational provision the need for which clearly outweighs the loss. The latter policy agrees with Local Plan Policy R1.
73. There are currently two games courts marked out on the hard play area to the east of the main buildings. One of these courts would be covered completely by the proposed building and the other court is proposed to be shifted to the north, partly onto the adjoining area of hard standing currently used for informal staff parking.
74. Sport England have a policy of opposing planning permission for any development leading to the loss of all or part of a playing field, or which would prejudice such use. Sport England

are not a statutory consultee in cases such as this one where development is not proposed on a playing field.

75. An objection has been received from Sport England on the grounds that the development would result in the loss of sports facilities, in this case one of the two games courts, and that this may impact on the sports activities at the school. On this basis Sport England considers that the proposal conflicts with the objective of preventing the loss of sports facilities and land along with access to natural resources used for sport, as contained in their Land Use Planning Policy Statement titled 'Planning for Sport Aims and Objectives' (2013).
76. It is important to note that sufficient replacement playground area is being proposed to accommodate a games court through adjustments to the parking provision on the site. Notwithstanding their objection, Sport England have recommended the imposition of a planning condition preventing the replacement games court from being used as a car park, in recognition of the fact that there are few other locations on the site where the proposed building could be situated other than in the playground.
77. Paragraph 8 of this report considers the applicant's case for the development in terms of educational need and paragraph 6 discusses the case for the teaching block being two storeys and the various reasons for its position being adjusted prior to the planning application being submitted. Officers accept that the building is needed to enable the Local Education Authority to fulfil its statutory duty in the provision of school places. Officers are satisfied that the height of the teaching block is acceptable and its location is the most practicable despite resulting in the loss of one of two games courts.
78. Officers are satisfied with the results of the analysis carried out by the applicant looking at various options for locating the games court provision. Since Officers are recommending that the application be permitted, it is considered appropriate to impose the condition recommended by Sport England.

Impact on Trees

Guildford Borough Local Plan 2003

Policy G1(12) – Safeguarding the Landscape and Existing Natural Features

79. Local Plan Policy G1(12) aims to safeguard natural features, such as trees, that are worthy of protection.
80. An Arboricultural Implication Assessment & Method Statement and a Tree Protection Plan prepared by an Arboricultural Consultant have been submitted with the application. The report indicates that two trees (a semi-mature silver birch and an early mature cherry) would be felled to accommodate the proposed development and that the mature weeping willow near to Envis Way would require the installation of tree protection fencing. The arboricultural report also recommends that six trees be planted along the boundaries of the playing field to the southwest of the buildings.
81. In response to comments from the County Council's Arboricultural Manager the drive serving the new parking area has been relocated to avoid damage to the roots of the willow tree and the arboricultural report and the Tree Protection Plan have been revised to

provide a method statement and protection measures for trees in the vicinity of the two modular buildings that are proposed to be demolished. Officers find this change to the drive and the amended arboricultural report and plan acceptable.

82. Guildford Borough Council have suggested that fencing be installed to protect retained trees and hedges. The amended report and plan recommend the installation of such fencing to protect all trees in the vicinity of the development. Officers consider the extent and locations of this fencing to be appropriate and proportionate to the significance of these trees to the site and the surrounding area.
83. The amended arboricultural report and plan, however, do not show trees to be planted between the new parking area and the western site boundary adjoining dwellings fronting on Envis Way, as recommended by the Arboricultural Manager and as suggested by Guildford Borough Council. Officers consider that planting in this location is justified in order to reduce the visual impact of the new car parking area on the occupiers of the residents of these houses. Therefore a planning condition is recommended to ensure that this planting is carried out to the satisfaction of the County Planning Authority.
84. Officers consider that, with the imposition of conditions, the impact of the proposal on trees is acceptable. Therefore the development is considered to comply with the above noted Development Plan policy.

Whether Very Special Circumstances exist that outweigh harm to the Green Belt

Guildford Borough Local Plan 2003

Policy RE2 – Development within the Green Belt

Policy CF4 – Expansion of Schools

National Planning Policy Framework (NPPF)

85. Paragraph 72 of the NPPF highlights that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It continues by stating that Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. It states that Local Planning Authorities should, inter alia, give great weight to the need to create, expand or alter schools.
86. As noted in paragraphs 20 and 23, respectively, the floorspace proposed is materially larger than that of the buildings being replaced and all three elements of the scheme are inappropriate development in the Green Belt. Paragraph 87 of the NPPF states that inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 88 states that these 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.
87. In support of the application the applicant has noted two factors which are considered to amount to very special circumstances. The first is the need for additional school places in the North Guildford and West Guildford school planning areas, as demonstrated by several years when demand for places has been above those available. The applicant has stated that there is a need to provide sufficient additional places to cope with this increasing

demand as well as a need to meet future demand. The second factor is the lack of alternative options available to accommodate the increase in pupil numbers. Four other schools were considered and each was rejected by the applicant for various reasons:

- Guildford Grove Primary School – parental preference not as high as for Worplesdon and all locations on the site would be very expensive to implement.
- Wood Street Infant School – the site is in the Green Belt and is too small to accommodate the necessary expansion.
- St Joseph’s Catholic Primary School – There are no further opportunities for expansion on the site since the school has already grown from 2FE to 3FE.
- Northmead Junior School – There are no suitable options on this site to expand the school by an additional form of entry following the addition of a bulge class in 2011 with another such class agreed in 2015.

In summary the applicant considers expansion at Worplesdon Primary School to represent the optimal combination of the provision of sound educational standards, value for money (not a planning consideration) and meeting parental preferences.

88. The two storey teaching block is the larger and more prominent of the two built components, having a footprint of approximately 357 sq m. and about 713m of floorspace. This represents an increase of about 22% in the built footprint of the school. This new building would be located close to the main building and set back between about 5 and 7.5m from the southern site boundary adjoining countryside. This allows the retention of a mature hedge and trees along this boundary to partially screen the new building when viewed from the farm to the south.
89. The hall extension has a small footprint (approximately 60 sq m) compared with that of the parent building (about 1620 sq m), representing an increase of less than 4% in the overall built footprint. This extension would be the same height as the hall (that is, about 0.5m lower than the teaching block). The new car park would involve no buildings. Officers conclude that the hall extension and the new car park would have a minimal effect on the openness of the Green Belt.
90. The school’s existing built elements and the residential uses to the west make up a nearly continuous ‘urban edge’. Officers consider that the extension of this building line to the east, albeit by the erection of the two storey block, would have a moderate to significant impact on the openness of the Green Belt, this impact being lessened by the urban edge being extended rather than moved significantly southwards in the direction of adjoining open Green Belt land.
91. Officers consider that the need for school places and the lack of practical alternative sites together constitute very special circumstances which clearly outweigh harm due to inappropriateness, and the other limited harm to residential amenity from increased traffic activity.

HUMAN RIGHTS IMPLICATIONS

92. The Human Rights Act Guidance for Interpretation, contained in the Preamble to the Agenda, is expressly incorporated into this report and must be read in conjunction with the following paragraph.

93. In this case, the Officers' view is that while potential impacts on amenity caused by construction traffic and that generated by the increase in the size of the school are acknowledged, the scale of such impacts is not considered sufficient to engage Article 8 or Article 1 of Protocol 1. These impacts can be mitigated by conditions. As such, this proposal is not considered to interfere with any Convention right.
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CONCLUSION

94. This application proposes a two storey eight classroom teaching block, an extension to the hall and a new car parking area accessed by a second drive from Envis Way. The three elements of the proposal, taken together, are by definition inappropriate development in the Green Belt. However, the need to provide additional school places locally and the lack of other options available to accommodate the needed increase in present and future capacity are considered to constitute very special circumstances. These are considered to clearly outweigh harm to the Green Belt due to inappropriateness, and the limited harm to residential amenity from increased traffic impacts. Officers consider that the harm to openness is moderate to significant, but this harm is helped by the location of the two storey block in the context of the existing school buildings and adjoining housing development to the west.
95. The proposal is considered to have no adverse impact on visual amenity. The design and materials of the development are considered to be suitable for the purposes of the development and appropriate to the context of the site and the surroundings. Officers are satisfied that the impacts in terms of transportation, residential amenity and trees can be mitigated by the application of conditions. There are no adverse comments from consultees apart from Sport England, but they have also recommended a planning condition.
96. Officers accept that the additional classroom space and the larger school hall are needed for the Local Education Authority to meet its statutory requirements. Also Officers support the location selected for the proposed building as being the most practicable available. Officers conclude that these considerations, when taken together, outweigh the objection received from Sport England.
97. The Town and Country Planning (Consultation) (England) Direction 2009 sets out arrangements and criteria for referring planning applications to the Secretary of State in cases where a local planning authority does not propose to refuse planning permission for a development. The criteria include objections being received from Sport England on one or more of the following grounds:
- a deficiency exists in the provision of playing fields in the local authority area;
 - the development would result in such a deficiency;
 - any alternative or replacement provision does not match what would be lost in quantity, quality or accessibility.
98. The application is to be judged in the context of the above noted Direction to ascertain whether the application needs to be referred to the Secretary of State. The objection by Sport England was made on the basis of the development resulting in the loss of outdoor recreational provision, despite alternative provision being provided by the applicant, albeit with half the capacity of the current provision.

99. Officers consider that the development would have limited adverse impact on the outdoor sports provision at the school. Officers do not consider that the loss of such provision is sufficient to create a conflict with Local Plan Policy R1 (see paragraph 65 of this report). And since the circumstances of the case meet none of the criteria (see paragraph 94) in the Direction under which Local Planning Authorities are required to consult the Secretary of State before granting planning permission (since this proposal does not involve the loss of playing fields as such), Officers recommend that the application not be referred to the Secretary of State.
100. Officers consider that the proposed development complies with the Development Plan in all respects except the policy dealing with whether development is inappropriate in the Green Belt. Officers recommend that planning permission be granted subject to conditions.

RECOMMENDATION

That pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, application GU14/P/01767 be PERMITTED subject to the following conditions:

Conditions:

1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission. Written notification of commencement of the development shall be provided to the County Planning Authority within 7 days following the start of the works hereby authorised.
2. The development hereby approved shall be carried out in all respects strictly in accordance with the following plans/drawings:

Site Location Plan, Drawing number B1727880/A/050.001 Rev P2, dated 12 August 2014
 Existing Site Plan, Drawing number B1727880/A/050.002 Rev P2, dated 12 August 2014
 Proposed Site Plan Block Plan, Drawing number J1727880/A/050.003 Rev P5, dated 24 November 2014

Existing Floor Plans, Drawing number B1727880/A/100.001 Rev P2, dated 12 August 2014
 Proposed Floor Plans Hall Extension, Drawing number B1727880/A/100.002 Rev P2, dated 12 August 2014

Proposed Ground Floor Plan New Building, Drawing number B1727880/A/100.003 Rev P2, dated 12 August 2014

Proposed First Floor Plan New Building, Drawing number B1727880/A/100.004 Rev P2, dated 14 July 2014

Proposed Elevations, Drawing number B1727880/A/140.001 Rev P2, dated 12 August 2014
 Proposed 3D Perspectives, Drawing number B1727880/A/190.001 Rev P2, dated 14 July 2014

Utilities and CCTV Drainage Investigation Sheet 1 of 1, Drawing Number 14135UG-01, dated June 2014

Tree Constraints Plan, Drawing Number TCP-01, dated 22 August 2014 and received on 11 November 2014

Tree Protection Plan, Drawing Number TPP-01, Rev A, dated 25 November 2014

Proposed New Crossover and Car Park, Drawing number J1727880/A/050.005, Rev P3, dated 24 November 2014

Site Constraints Plan, Drawing number B1727880/A/100.005, Rev P3, dated 22 October 2014.

3. The development hereby permitted shall not commence until the proposed modified access to Envis Way (including visibility zones) has been constructed in accordance with the plan titled Proposed New Crossover and Car Park, Drawing number J1727880/A/050.005, Rev 3, dated 24 November 2014. Thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.
4. No other part of the development hereby permitted with the exception of the car park and access drive from Envis Way shall commence until space for vehicles to be parked has been laid out in accordance with details shown on the Proposed Site Plan Block Plan, Drawing number J1727880/A/050.003 Rev P5, dated 24 November 2014; the plan titled Proposed New Crossover and Car Park, Drawing number J1727880/A/050.005, Rev P3, dated 24 November 2014; and the Site Constraints Plan, Drawing number B1727880/A/100.005, Rev P3, dated 22 October 2014. Thereafter the parking areas shall be retained and maintained only for their designated purpose.
5. (a) The Contractor's Compounds (including any buildings) for Phases 1, 2 and 3 of the development hereby permitted shall be located in the positions shown on the Site Constraints Plan, Drawing number B1727880/A/100.005, Rev P3, dated 22 October 2014.

(b) The Contractor's Compound for Phase 4 of the development hereby permitted shall be located in the vicinity of the two modular buildings to be demolished, their locations being shown on the Site Constraints Plan, Drawing number B1727880/A/100.005, Rev P3, dated 22 October 2014.
6. The development hereby permitted shall not be occupied until an additional 44 cycle parking spaces have been provided on the site.
7. The development hereby permitted shall not be occupied until the Framework School Travel Plan has been submitted to and approved by the County Planning Authority. The Travel Plan shall be implemented and thereafter maintained, monitored and developed.
8. The development hereby permitted shall be implemented strictly in accordance with paragraph 5.7 of the Design and Access Statement dated September 2014 (Rev 2) and the Site Constraints Plan, Drawing number B1727880/A/100.005 Rev P3, dated 22 October 2014.
9. During term time, there shall be no HGV movements to and from the site between the hours of 08.30 and 09.15 and between 15.00 and 15.45, nor shall there be any HGVs associated with the development hereby permitted laid up, waiting, in Fairlands Avenue, Fairlands Road, Brooke Forest, Envis Way and Brocks Drive, during these times.
10. In carrying out the development hereby permitted, no construction activities shall take place, nor shall there be any deliveries to the site nor shall any plant or equipment be operated on the site except between the hours of 07.30 and 18.00 between Mondays and Fridays and 08.00 and 13.00 on Saturdays. There shall be no working on Sundays or public and bank holidays.

11. Before the development hereby permitted is occupied, the new school games court identified on Drawing number J1727880/A/050.003, Rev. P5, dated 24 November 2014, shall be constructed and shall thereafter be maintained free of any impediment to its designated use.
12. Before any equipment, machinery or materials are brought on to the site for the purposes of carrying out the development hereby permitted, protective fencing shall be installed in accordance with the details described in the Arboricultural Method Statement dated 25 November 2014 and as shown on the Tree Protection Plan, Drawing Number TPP-01, Rev A, dated 25 November 2014. The protective fencing shall thereafter be maintained until all equipment, machinery and surplus materials have been removed from the site. For the duration of works on the site no materials, plant or equipment shall be placed or stored within the protected areas.
13. (a) The demolition of the modular buildings hereby permitted shall be carried out in accordance with the requirements contained in Section 12 of the Arboricultural Method Statement dated 25 November 2014. These requirements include removing these buildings with care and only under the direct supervision of the arboricultural consultant.

(b) The fencing, landscape and reinstatement work following the removal of the modular buildings shall be carried out in accordance with the requirements contained in Section 13 of the Arboricultural Method Statement dated 25 November 2014.
14. No later than six months after the commencement of the development hereby permitted a scheme to provide two replacement trees for those trees to be removed (in the positions shown on the Proposed Site Plan Block Plan, Drawing number J1727880/A/050.003, Rev P5, dated 24 November 2014), as well as six additional trees in the area between the new parking area and the western site boundary, shall be submitted to the County Planning Authority for approval in writing. Such scheme shall include the size, location and species of the proposed replacement trees and measures for the landscaping to be maintained for a period of five years. Such maintenance shall include the replacement of any tree or shrub which is removed, uprooted or destroyed or dies or becomes in the opinion of the County Planning Authority seriously damaged or defective. The replacement shall be of the same species and size and in the same location as that originally planted. The approved planting scheme shall be implemented in the first available planting season following completion of the development.
15. No lighting shall be installed in or near to the new car park unless and until the lighting details have been submitted and approved by the County Planning Authority.
16. The car park hereby permitted shall be made of porous materials and provision shall be made to direct run-off water from the car park to permeable or porous areas of the site.

Reasons:

1. To comply with Section 91 (1)(a) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt and in the interests of proper planning.

3. To ensure that the development will not prejudice highway safety, nor cause inconvenience to other highway users or to pedestrians, in accordance with Policies G1(2) and CF4 of the Guildford Borough Local Plan 2003.
4. To ensure that the development will not prejudice highway safety, nor cause inconvenience to other highway users or to pedestrians, in accordance with Policies G1(2) and CF4 of the Guildford Borough Local Plan 2003.
5. To ensure that the development will not prejudice highway safety, nor cause inconvenience to other highway users or to pedestrians, in accordance with Policies G1(2) and CF4 of the Guildford Borough Local Plan 2003, and in the interests of the amenities of the site and the locality, in accordance with Policy G1(3) of the Guildford Borough Local Plan 2003.
6. To ensure that the development will not prejudice highway safety, nor cause inconvenience to other highway users or to pedestrians, in accordance with Policies G1(2) and CF4 of the Guildford Borough Local Plan 2003.
7. To ensure that the development will not prejudice highway safety, nor cause inconvenience to other highway users or to pedestrians, in accordance with Policies G1(2) and CF4 of the Guildford Borough Local Plan 2003, and in the interests of the amenities of the site and the locality, in accordance with Policy G1(3) of the Guildford Borough Local Plan 2003.
8. To manage the impact of construction related traffic and to ensure that the development will not prejudice highway safety, nor cause inconvenience to other highway users or to pedestrians, in accordance with Policies G1(2) and CF4 of the Guildford Borough Local Plan 2003, and in the interests of the amenities of the site and the locality, in accordance with Policy G1(3) of the Guildford Borough Local Plan 2003.
9. To ensure that the development will not prejudice highway safety, nor cause inconvenience to other highway users or to pedestrians, in accordance with Policies G1(2) and CF4 of the Guildford Borough Local Plan 2003, and in the interests of the amenities of the site and the locality, in accordance with Policy G1(3) of the Guildford Borough Local Plan 2003.
10. In the interests of the amenities of the locality, in accordance with Policy G1(3) of the Guildford Borough Local Plan 2003.
11. To protect the outdoor games area from loss and/or damage, and to maintain the quality of and to secure the safe use of sporting provision on the site, pursuant to Policy R1 of the Guildford Borough Local Plan 2003.
12. To ensure the protection of trees on the site, in the interests of the amenities of the site and the locality, in accordance with Policy G1(12) of the Guildford Borough Local Plan 2003.
13. To ensure the protection of trees on the site, in the interests of the visual amenities of the site and the locality, in accordance with Policy G1(12) of the Guildford Borough Local Plan 2003.
14. To ensure the provision of trees on the site, in the interests of the visual amenities of the site and the locality, in accordance with Policy G1(12) of the Guildford Borough Local Plan 2003.

15. In the interests of the amenities of the locality, in accordance with Policy G1(3) of the Guildford Borough Local Plan 2003.
16. In the interests of the amenities of the locality, in accordance with Policy G1(3) of the Guildford Borough Local Plan 2003.

Informatives:

1. The attention of the applicant is drawn to the requirements of Sections 7 and 8 of the Chronically Sick and Disabled Persons Act 1970 and to Building Bulletin 102 'Designing for disabled children and children with Special Educational Needs' published in 2008 on behalf of the Secretary of State for Children, Schools and Families, or any prescribed document replacing that note.
2. This approval relates only to the provisions of the Town and Country Planning Act 1990 and must not be taken to imply or be construed as an approval under the Building Regulations 2000 or for the purposes of any other statutory provision whatsoever.
3. The County Planning Authority 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.

CONTACT

Nathan Morley

TEL. NO.

020 8541 9420

BACKGROUND PAPERS

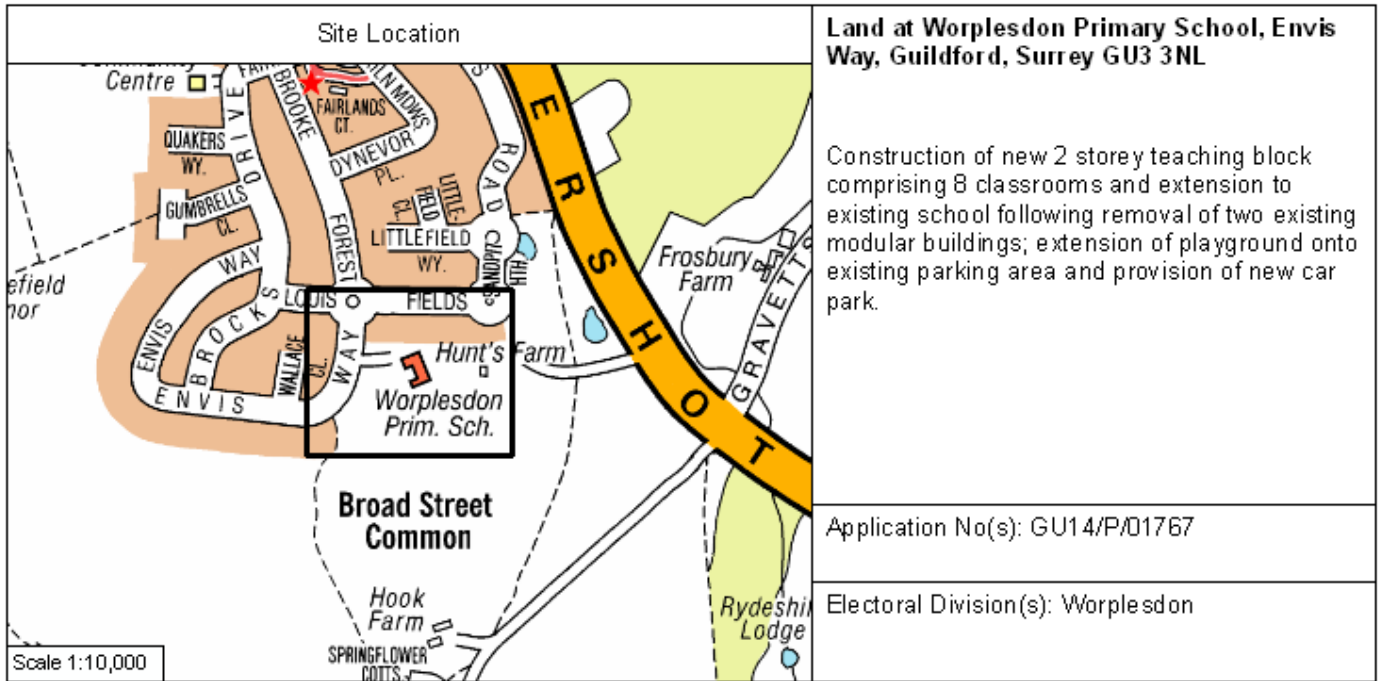
The deposited application documents and plans, including those amending or clarifying the proposal, responses to consultations and representations received as referred to in the report and included in the application file and the following:

Government Guidance: The National Planning Policy Framework March 2012 (NPPF)

The Development Plan: Guildford Borough Local Plan 2003

Other Documents: Planning for Sport Aims and Objectives (2013)

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Land at Worplesdon Primary School, Envis Way, Guildford, Surrey GU3 3NL

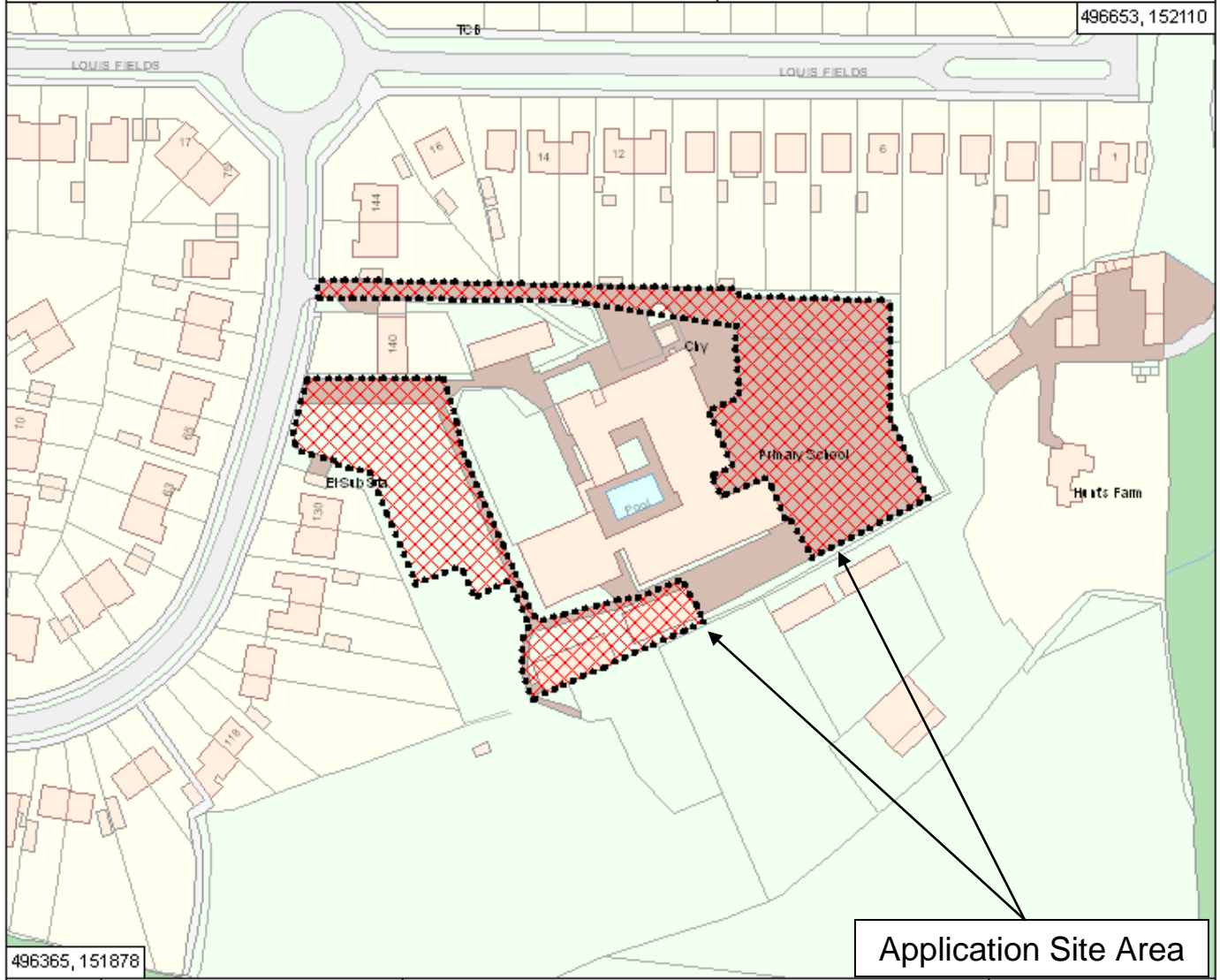
Construction of new 2 storey teaching block comprising 8 classrooms and extension to existing school following removal of two existing modular buildings; extension of playground onto existing parking area and provision of new car park.

Application No(s): GU14/P/01767

Electoral Division(s): Worplesdon

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This plan is for indicative purposes only



RefNo: SCC Ref 2014/0172
Date printed: 27/11/2014

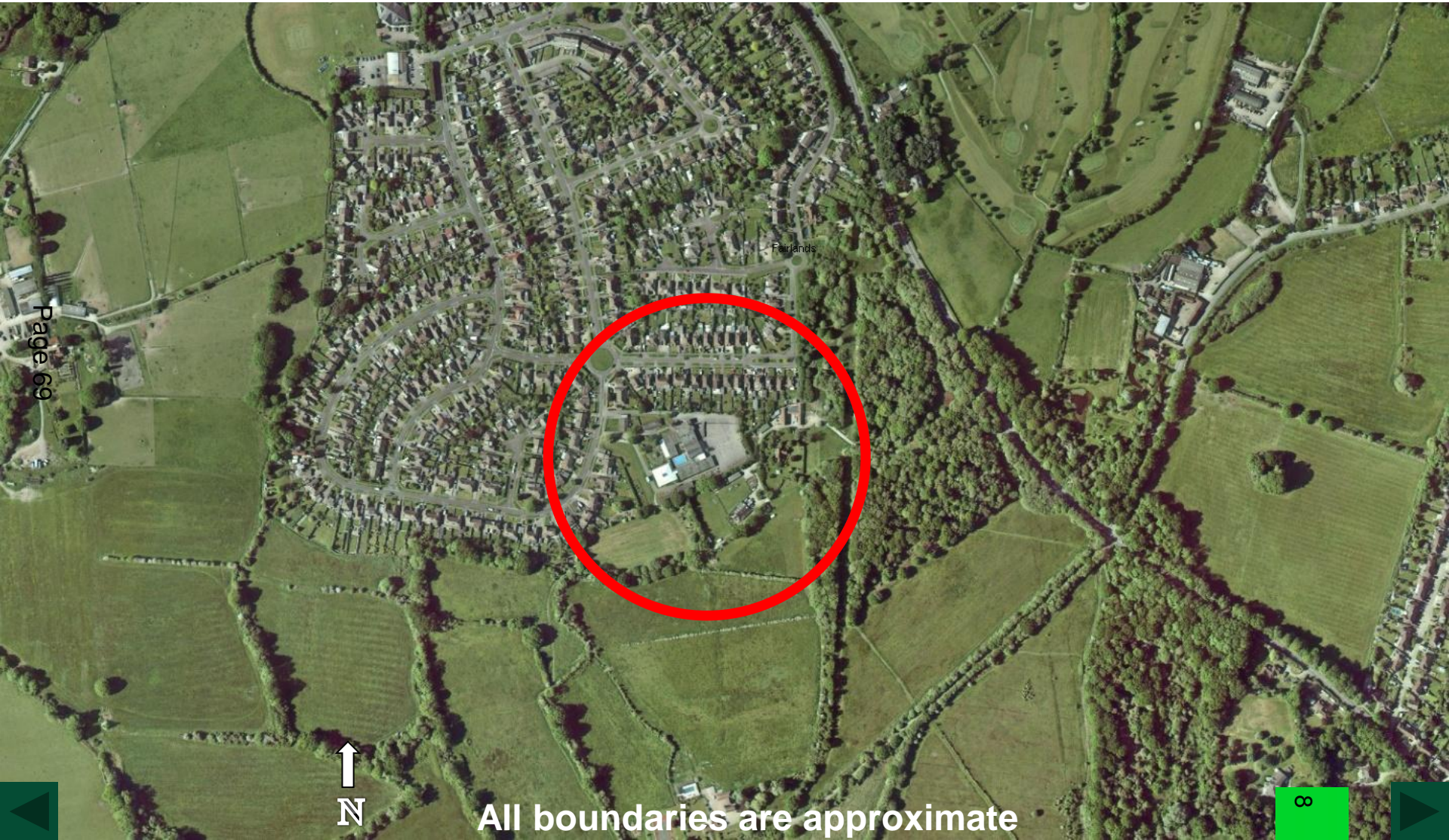


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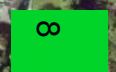
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2012-13 Aerial Photos

Aerial 1 : Land at Worplesdon Primary School



All boundaries are approximate



2012-13 Aerial Photos

Aerial 2 : Land at Worplesdon Primary School



Street Map

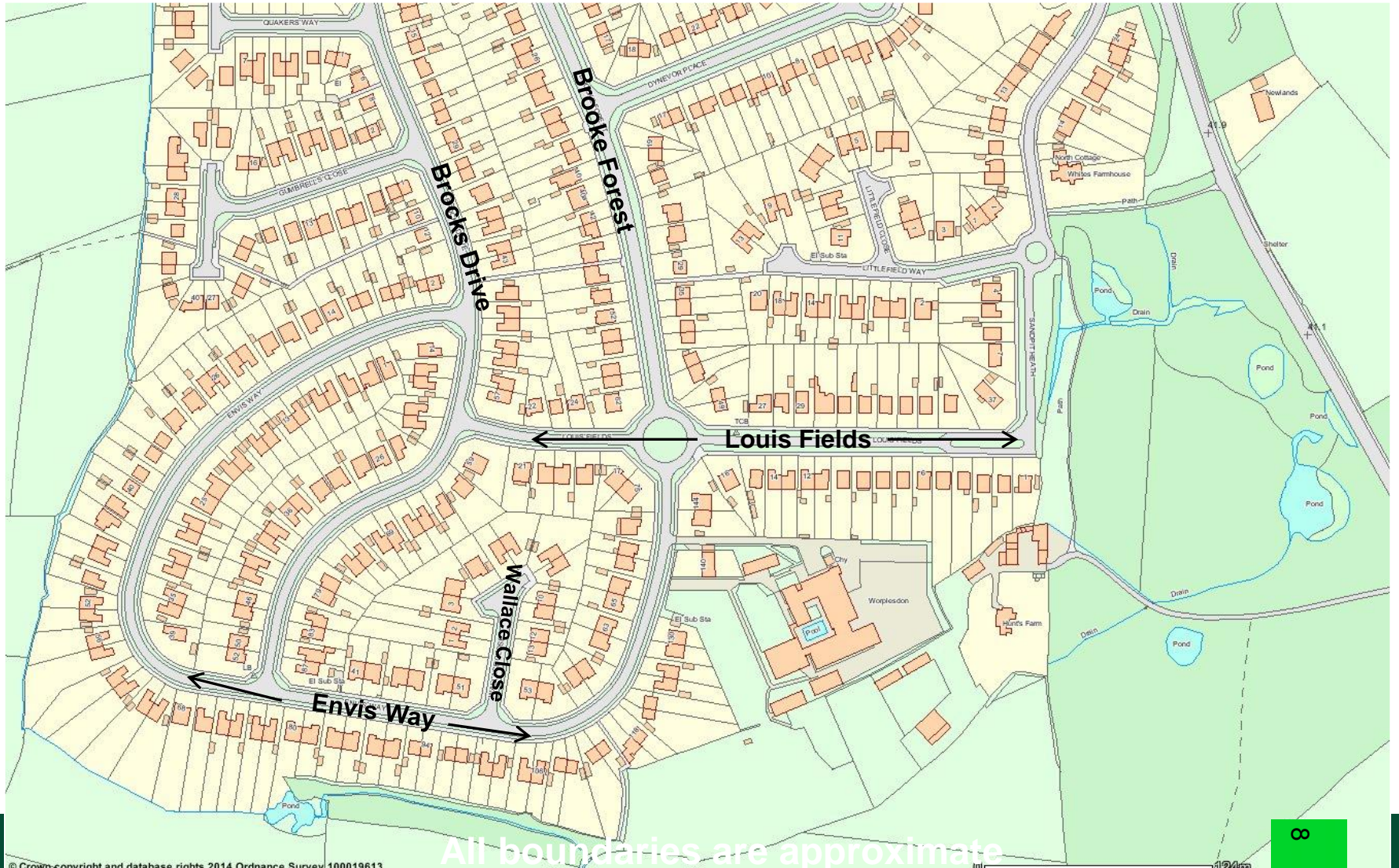


Figure 1 : Looking southeast from location of hall extension towards location of teaching block, with open countryside beyond



Figure 2 : View looking west from location of teaching block, showing part of hall on right and a modular building to be removed



Figure 3 : Looking northwest from location of teaching block towards houses in Louis Fields



Figure 4 : View to north from the same location



Figure 5 : Looking southwest towards location of hall extension



Figure 6 : Looking east towards the two modular buildings to be removed



Figure 7 : View to the west towards new vehicular entrance on Envis Way showing willow tree



Figure 8 : Looking south towards location of proposed parking area with modular building on left



Figure 9 : View to the south across the playing fields to the open countryside



TO: PLANNING & REGULATORY COMMITTEE **DATE:** MARCH 2015

BY: PLANNING DEVELOPMENT TEAM MANAGER

DISTRICT(S) WAVERLEY BOROUGH COUNCIL **ELECTORAL DIVISION(S):**
Waverley Eastern Villages
Mrs Young

PURPOSE: FOR DECISION

GRID REF: 499154 135397

TITLE: WASTE WA/2014/0863

SUMMARY REPORT

Chiddingfold Storage Depot, Chiddingfold Road, Dunsfold, Godalming, Surrey, GU8 4PB

Importation, deposit, storage and transfer of discarded automotive parts (class B8); importation, deposit, storage and processing of discarded catalytic converters; together with external alterations to the former boiler room, additional vehicle parking spaces and installation of passive infrared lighting without compliance with Condition 3 such that: with the exception of electrically powered forklifts, no machinery shall be operated and no process shall be carried out, outside 0800 to 1800 hours Mondays to Fridays, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays, Bank, National or Public Holidays. Between the hours of 1800 and 1900 hours Mondays to Fridays, the only machinery that may be operated shall be electrically powered forklifts. This condition shall not prevent the carrying out of emergency operations but these are to be notified to the County Planning Authority in writing within 5 working days; No deliveries shall be carried out, outside 0800 to 1900 hours Mondays to Fridays, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays, Bank, National or Public Holidays. This condition shall not prevent the carrying out of emergency operations but these are to be notified to the County Planning Authority in writing within 5 working days; and removal of condition 8 of planning permission Ref. WA/2013/1223 dated 17 October 2013.

The applicant is seeking an additional hour at the end of the working day (1800 to 1900 hours) Monday to Friday to receive and unload delivery vehicles which may arrive at the application site after 1800 hours. The unloading of these delivery vehicles would take place by way of electric forklift.

The District Council does not consider that the receipt of delivery vehicles would have an adverse impact on local amenity; however they are concerned about the noise that may be created by the unloading of vehicles. The County's Noise Consultant shares this view and therefore has proposed that an additional condition be imposed on any permission granted restricting noise levels from the application site during the additional hour requested.

Local residents have raised concerns about the use of machinery and artificial lighting during the additional hour requested. However, Officers consider that the imposition of the additional noise condition proposed by the County's Noise Consultant would address their concerns in relation to noise. In respect of lighting Officers note that during the winter months it gets dark by 1630 hours, an hour and a half before the existing planning permission requires operations and deliveries to cease. Accordingly, Officers consider that the use of existing passive infrared lighting available on the application during the additional hour requested during weekdays is unlikely to adversely affect local amenity by way of artificial lighting.

In respect of the proposal to remove condition 8 from planning permission Ref. WA/2013/1223 Officers acknowledge that this condition was worded in error and that it duplicates planning controls already in place in respect of the adjacent woodland. For these reasons Officers recognise that it is contrary to one or more of the 'six tests' relating to planning conditions set out by the National Planning Policy Framework's Planning Practice Guidance.

The recommendation is to PERMIT application Ref. WA/2014/0863 subject to conditions.

APPLICATION DETAILS

Applicant

Refine Metals (UK) Ltd.

Date application valid

22 April 2014

Period for Determination

31 March 2015

Amending Documents

Email dated 4 September 2014 from Colin Kiely Planning Ltd.

Email dated 11 September 2014 from Colin Kiely Planning Ltd.

Email dated 22 January 2015 from Colin Kiely Planning Ltd.

Email dated 23 January 2015 from Colin Kiely Planning Ltd.

SUMMARY OF PLANNING ISSUES

This section identifies and summarises the main planning issues in the report. The full text should be considered before the meeting.

	Is this aspect of the proposal in accordance with the development plan?	Paragraphs in the report where this has been discussed
Condition 3	Yes	28 - 41
Condition 8	Yes	42 - 45

ILLUSTRATIVE MATERIAL

Site Plan

Figure 1: Drawing: 100/03 Block Plan Location Plan Rev. G dated December 2012

Aerial Photographs

Aerial 1: Chiddingfold Storage Depot

Aerial 2: Chiddingfold Storage Depot

Site Photographs

None

BACKGROUND

Site Description and Planning History

1. The application site measures some 0.68ha and is situated approximately 1.9km east of Chiddingfold and some 1.7km south-west of Dunsfold. It comprises two existing buildings ("Buildings A and B") and an open concrete yard with existing open-sided storage sheds.
2. Building A measures 2,747m² and includes mezzanine flooring of 560m². This building is used to sort, catalogue and store discarded automotive parts and houses a number of ancillary office, technical, and staff-welfare facilities. A small converted boiler room (some 35.08m²) protrudes from Building A's south-eastern façade which is used for ancillary office accommodation.
3. To the south-east of Building A is the smaller Building B which measures 220m² and is used to process (cutting and decanting) discarded catalytic converters. The open yard comprises concrete hardstanding and open-sided storage sheds located to the west of Building A and along the application site's south-western boundary. The application site is accessed off Chiddingfold Road via security gates between Buildings A and B.
4. The application site is located within an Area of Great Landscape Value ("AGLV") which has been designated a candidate area for inclusion in the Surrey Hills Area of Outstanding Natural Beauty ("AONB"). Natural England will be undertaking a boundary review of the Suffolk Coast and Heaths AONB (starting in early 2014/15) and has indicated to the Surrey Hills AONB Board that it will not run two boundary reviews concurrently on the basis that it will want to draw on the experience with the Suffolk Coast and Heaths variation order work to inform the Surrey Hills AONB approach¹. Accordingly, the best estimate is therefore that Natural England will be in a position to progress the work on the Surrey Hills AONB review in approximately 12-20 months². Consequently the Surrey Hills AONB Board has advised that, for planning purposes, the Candidate Areas proposed for inclusion within the AONB do not currently carry any weight in respect of their candidate status in so far as the protection afforded to the AONB by the National Planning Policy Framework 2012 and the relevant policies of the Development Plan are concerned³.
5. In respect of local dwellings, Wetwood and Millmead cottages are located immediately east of the application site's north-eastern boundary beyond Chiddingfold Road. Larchwood abuts the application site to the south-east beyond a small block of woodland. Woodside Cottage (designated by Waverley Borough Council as a building of Local Merit) and a horse riding stable establishment are located some 190m to the northwest of the application site along Chiddingfold Road. Several large agricultural sheds associated with Wetwood Farm are situated about 100m to the north-east of the application site beyond Wetwood Cottage and Millmead Cottage respectively. Further dwellings are clustered around the junction of Chiddingfold Road, Plaistow Road, Wrotham Hill and Dunsfold Common Road some 1km to the south-west.
6. In October 2013 Surrey County Council granted planning permission Ref. WA/2013/1223 for *"the importation, deposit, storage and transfer of discarded automotive parts (class B8); importation, deposit, storage and processing of discarded catalytic converters; together with external alterations to the former boiler room, additional vehicle parking spaces and installation of passive infrared lighting."*

¹ Surrey Hills AONB Board Minutes of meeting held on 16 April 2014

² Surrey Hills AONB Board Minutes of meeting held on 16 April 2014 (timescale adjusted to take account of time elapsed since April 2014)

³ Report by Rob Fairbanks to AONB Board dated 16 April 2014

7. This decision notice was followed by notice Ref. WA2014/0056 dated April 2014 which approved details of a scheme for the parking and turning of vehicles and a delivery management plan, and a scheme for repair and maintenance of the concrete yard surface. These details were submitted pursuant to conditions 13, 14, and 15 of planning permission ref: WA/2013/1223.

THE PROPOSAL

8. Section 73 of the Town and Country Planning Act 1990 (“the 1990 Act”) allows applications to be made to vary and/or remove one or more planning conditions previously imposed on a planning permission. Surrey County Council (“SCC”), as the County Planning Authority (“CPA”), can grant such permission unconditionally or subject to different conditions, or they can refuse the application if they decide that the original condition(s) should continue.
9. In this case the applicant seeks to vary the terms of condition 3 of planning permission Ref. WA/2013/1223 whilst seeking the removal of condition 8 from the same. These conditions, and their reasons for imposition, are set out below with their proposed variations highlighted in bold:

Condition 3

“No machinery shall be operated, no process shall be carried out, and no deliveries shall be taken at or dispatched from the application site outside 0800 to 1800 hours Mondays to Fridays, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays, Bank, National or Public Holidays. This condition shall not prevent the carrying out of emergency operations but these are to be notified to the County Planning Authority in writing within 5 working days.”

Reason: “In the interests of local amenity and to protect the amenities of neighbouring dwellings in accordance with Policy DC3 of the Surrey Waste Plan 2008.”

The variations proposed: **No machinery shall be operated and no process shall be carried out, outside 0800 to 1800 hours Mondays to Fridays, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays, Bank, National or Public Holidays. This conditions shall not prevent the carrying out of emergency operations but these are to be notified to the County Planning Authority in writing within 5 working days; and**

With the exception of electrically powered forklifts, no machinery shall be operated and no process shall be carried out, outside 0800 to 1800 hours Mondays to Fridays, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays, Bank, National or Public Holidays. Between the hours of 1800 and 1900 hours Mondays to Fridays, the only machinery that may be operated shall be electrically powered forklifts. This condition shall not prevent the carrying out of emergency operations but these are to be notified to the County Planning Authority in writing within 5 working days.

Condition 8

“The gate located on the south-western perimeter boundary of the application site, which leads on to the adjacent woodland, shall remained securely closed outside the hours of 0800 to 1800 Mondays to Fridays, and 0800 to 1300 on Saturdays.”

Reason: “So as to comply with the terms of the application.”

The application proposes the removal of this condition altogether.

CONSULTATIONS AND PUBLICITY

Consultees (Statutory and Non-Statutory)

- Whilst it is acknowledged that the use of electric fork lifts will overcome the potential noise impact from engine noise, the use of electric fork lifts would not overcome the other sources of noise such as poor handling techniques, or impact sound resonating within delivery vehicles as goods are moved round. It is considered that the arrival and departure of vehicles on their own is unlikely to cause an observed effect, however, the loading and unloading of goods vehicles are likely to be noticeable. This is particularly evident given the relatively low ambient background noise in this rural location. The extension of the hours for delivery would also extend the hours that local residents would be subject to delivery events and loading/unloading which would likely to be audible at nearby residences, into the early evening when local residents could reasonably be expected to enjoy some peace and tranquillity within their homes and gardens. It is considered likely that the extension of hours for deliveries will ultimately extend the hours per day that nearby residents are subjected to noise from the site. In relation to the removal of condition 8, concern is reiterated in relation to the potential impact on the adjacent woodland and the County Council should ensure that the woodland is protected.
10. Waverley Borough Council
- also extend the hours that local residents would be subject to delivery events and loading/unloading which would likely to be audible at nearby residences, into the early evening when local residents could reasonably be expected to enjoy some peace and tranquillity within their homes and gardens. It is considered likely that the extension of hours for deliveries will ultimately extend the hours per day that nearby residents are subjected to noise from the site. In relation to the removal of condition 8, concern is reiterated in relation to the potential impact on the adjacent woodland and the County Council should ensure that the woodland is protected.
11. The Environment Agency
- No comments to make
12. County Highway Authority
- No objection
13. Surrey County Council
Environmental Noise Consultant
- The arrival of vehicles in the early evening is hardly going to be a very noticeable event. The unloading by electrically powered fork lifts sounds nice and quiet but the fork lifts there have been making some audible sound at Wetwood Cottage, partly because of the bad state of repair of the surface which should be sorted out. Even then careless handling of pallets and crates may not be as silent as seems to be suggested, it's not something that has not been demonstrated on its own in the early evening. I have looked at my measurements (automatic equipment) for 24 September 2013 and the background is 49 LA90 with 54 LAeq as the ambient. This is really all due to passing traffic. I have

measured background as low as 35 LAeq but I think something in the mid 40s LA90 is more typical. I think you should consider limiting the noise outside the normal working day to 45 LAeq which should really ensure little is heard at Wetwood Cottage. Considering the proximity of building B to the loading area I do not think this too severe.

Parish/Town Council and Amenity Groups

14. Dunsfold Parish Council - Object

Summary of publicity undertaken and key issues raised by public

15. The application was publicised by the posting of a site notice and a total of 10 owner/occupiers of neighbouring properties and other interested parties were directly notified by letter. In this respect 5 representations raising objection to the proposals have been received by the County Planning Authority. Below is a summary of the material concerns expressed in relation to the proposal:

Condition 3

- The delivery management plan approved by SCC stated that advanced contact would be made by delivery drivers to ensure compliance with condition 3
- Flood lighting would be coming on at all hours to cater for deliveries and dispatches
- Without condition 3 as imposed neighbours would have to endure noise processes and deliveries on any day of the week, at any time, night or day
- The proposed variation is not acceptable and should be refused
- How will the applicant unload or load deliveries when the operation of machinery is prohibited outside permitted operational times
- there should be a general and all encompassing La max value that applies throughout the day
- The proposed increase in hours to a gull 11 hours per day without break represents a significant development on a site that just 3 years ago had been based both on a normal working day
- It is an unreasonable burden to place upon the evenings of the residential and otherwise peaceful rural environs when other disturbing factors such as rush hour road traffic has largely ended by half past five
- We all suffer from traffic issues and the occasional late arrival would be acceptable to us
- If the applicant is allowed another hour every day, then yet more deliveries will be packed into their days, resulting in yet more processing

Condition 8

- Condition 8 restricts out of hours use of the rear gate following repeated misuses of the woodland at the rear both inside and out of hours and at weekends
- This condition is reasonable as imposed
- This condition has been pretty effective at controlling the out of hours behaviours thus far
- Condition 8 does not cause an unnecessary burden to the operator and allows access to the woodland during working hours should that be necessary

- It is puzzling that such a high security site, with “trespassers shall be prosecuted” signs all around the boundaries of the site, is not to remain securely closed outside of working hours
- It cannot be reasonable to remove a restriction designed and justified to protect the amenity of the area when there is a blatant demonstration of intent to do otherwise.

PLANNING CONSIDERATIONS

The Development Plan

16. Surrey County Council (“SCC”), as the County Planning Authority (CPA), has a duty under Section 38 (6) of the Planning and Compulsory Purchase Act 2004 to determine this application in accordance with the Development Plan unless material considerations indicate otherwise.
17. Section 70(2) of the Town and Country Planning Act 1990 (the 1990 Act) requires the CPA, in determining planning applications, to have regard to (a) the provisions of the Development Plan, so far as material to the application, (b) any local finance considerations, so far as material to the application, and (c) any other material considerations. At present in relation to this application the Development Plan comprises the Surrey Waste Plan 2008.
18. The National Planning Policy Framework (“the Framework”) was adopted in March 2012. This document provides national guidance to local planning authorities in making decisions in respect of planning applications. The Framework is intended to make the planning system less complex and more accessible by summarising national guidance which replaces numerous planning policy statements and guidance notes, circulars and various letters to Chief Planning Officers. The guidance document is based on the principle of the planning system making an important contribution to sustainable development, which is seen as achieving positive growth that strikes a balance between economic, social and environmental factors.
19. The Development Plan remains the cornerstone of the planning system. Planning applications which comply with an up to date Development Plan should be approved whilst refusal should only be on the basis of conflict with the Development Plan and other material considerations.

Planning Practice Guidance

20. In seeking to justify the proposed variation and deletion of conditions the applicant makes reference to *Circular 11/95: Use of Conditions in Planning permission*. However, this guidance was cancelled and replaced by the National Planning Policy Framework’s planning practice guidance (“the practice guidance”) which was published in March 2014. Although the guidance in Circular 11/95 was in force at the time planning permission Ref. WA/2013/1223 was granted by SCC, it is the practice guidance that will be taken into account in considering the proposals subject to application Ref. WA/2014/0863.
21. The practice guidance explains that when used properly; planning conditions can enhance the quality of development and enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects of the development.
22. It goes on to explain that the objectives of planning are best served when the power to attach conditions to a planning permission is exercised in a way that is clearly seen to be fair, reasonable and practicable and stresses the importance of ensuring that conditions are tailored to tackle specific problems, rather than standardised or used to impose broad unnecessary controls.

23. The practice guidance states that whether it is appropriate for the County Planning Authority to impose a condition on a grant of planning permission will depend on the specifics of the case. Conditions should help to deliver development plan policy and accord with the requirements of the National Planning Policy Framework, including satisfying the six tests for conditions (“the six tests”) as set out by the Framework and discussed in the paragraph below.

National Planning Policy Framework

24. Paragraph 203 of the Framework states that the County Planning Authority should consider whether otherwise unacceptable development could be made acceptable through the use of conditions, whilst paragraph 206 advocates that planning conditions should only be imposed where they are (a) necessary; (b) relevant to planning; (c) relevant to the development; (d) enforceable; (e) precise; and (f) reasonable in all other respects.

Surrey Waste Plan 2008

25. The conditions relevant to application Ref. WA/2014/0863 were all imposed upon planning permission Ref. WA/2013/1223 so as to make the waste management development acceptable in the context of local amenity and the environment in accordance with policy DC3 of the Surrey Waste Plan 2008.
26. Policy DC3 – General Considerations of the Surrey Waste Plan 2008 requires applicant’s to demonstrate, by the provision of appropriate information, that any impacts of the development can be controlled to achieve levels that will not significantly adversely affect people, land, infrastructure and resources. This supporting information must include assessment of adverse effects on neighbouring amenity including noise, dust and transport impacts. Where appropriate, mitigation should be identified so as to minimise or avoid any material adverse impact and compensate for any loss.
27. Consequently, in seeking to vary or delete conditions imposed on planning permission Ref. WA/2013/1223 in the interests of local amenity and the environment, Officers consider that the applicant is required to demonstrate, through appropriate information and assessment, that these changes would not lead to the waste management development significantly adversely affecting the same.

THE PROPOSALS

Condition 3

28. This condition stipulates that no machinery shall be operated, no process shall be carried out, and no deliveries shall be taken at or dispatched from the application site outside 0800 to 1800 hours Mondays to Fridays, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays, Bank, National or Public Holidays.
29. The applicant is seeking a variation of this condition so that during weekdays an extra hour is available in the evening to receive and unload delivery vehicles as and when required. To this end the applicant has proposed the removal of reference to ‘deliveries’ in the current wording of condition 3 and the imposition of an new and additional condition allowing for the unloading of delivery vehicles by way of electric forklift during the additional hour sought. The exact wording of the variation and additional condition proposed is set out in paragraph 9 above.

30. The applicant explains that it is a requirement of their business that some flexibility is introduced to the current hours of operation for vehicle deliveries. It is asserted that this flexibility is to cater for those occasions when delivery vehicles may have been held up in traffic when returning to the application site to make a delivery at the end of the working day. These delivery vehicles comprise transit vans and 7.5 tonne lorries.
31. Moreover, the applicant cites the average number of vehicle movements⁴ to and from the application site and concludes that given the low number of such movements, and having regard to the resolution of the supporting noise assessment, it is considered that the limitation of deliveries and dispatches to within the restricted hours of operation is unnecessary and therefore contrary to at least one of the six tests.
32. The applicant has submitted a noise assessment⁵ in support of the proposed variation which states that, *“The noise levels outside the Wetwood cottage (sic.) are subjectively dominated by environmental noise sources. The vehicular traffic along Chiddingfold Road appears to be the dominant noise source”* and *“It was noted from our on-site observations that activities within ‘The Depot’ were mostly inaudible at Wetwood Cottage. However some impulsive noise sources such as metal striking metal were just about perceptible at Wetwood Cottage when ambient noise levels were low.”*
33. The District Council, upon the advice of their Environmental Health department, have stated that the arrival and departure of vehicles outside of permitted hours of operation are unlikely to cause any harm to the amenity of local dwellings due to the existing ambient noise environment. However it concerned that any loading/unloading of goods are likely to be intrusive with an observed adverse effect on local amenity by way of noise.
34. Similarly, the County’s Noise Consultant (“CNC”) has not raised any technical noise objection to the proposal but he has made it clear that he would prefer to see the application site operate in as quiet a way as possible and its noise impact reduced as much as possible. Accordingly, the CNC has proposed the imposition of a further condition⁶, should the variation proposed be approved, limiting noise relating to the unloading of delivery vehicles between the hours of 1800 to 1900 Mondays to Fridays day to 45 LAeq.
35. Notwithstanding the views of the Borough Council and the CNC in respect of noise, a local resident has stated that, *“Should the authority be minded to grant this - and we sincerely hope they do not - then there must be a more effective means of control on the noise generating activities at the site. In particular there should be a general and all encompassing La max value that applies throughout the day as well as the existing rolling 20 mins. Given the regular significant value events that take place daily and were neither agreed or advised in the original application, this is a perfect opportunity to implement that and return some measure of respectability to the entire operating hours of the development.”*

⁴ 1 Delivery/collection per day from Ford Transit type vehicles; 40ft waste container collected once every two weeks; 20ft waste container collected every three weeks; 3 to 4 deliveries by articulated lorry every year; and 4 company vans visiting the site daily

⁵ Noise Impact Assessment Report Ref. 19221/NIA2/RevA dated 7 April 2014

⁶ Noise during unloading operations between 1800 and 1900 hours Mondays to Fridays should not exceed 45 LAeq (30 minutes) at a height of 1.5m and at least 3.5m from the facade of any noise sensitive property. Because of the level of existing noise it will be necessary to measure the noise level closet to the operations and use standard acoustic calculations to derive the noise at the sensitive property.

36. However, there is no evidence to suggest that the existing noise control imposed upon planning permission Ref. WA/2013/1223⁷ is ineffective as suggested. The CPA has never been asked by local residents to visit the application site to record or measure noise events despite an invitation being extended to local residents to this effect. Consequently, there is no evidence to suggest that the applicant has ever breached the noise restrictions imposed upon the waste management facility by condition 4 of planning permission Ref. WA/2013/1223. Accordingly, any suggestion that the waste management facility is in breach of its existing noise controls is only conjecture and therefore Officers do not consider that there is any justifiable reason to amend or alter existing noise controls applicable to the waste management facility.
37. Notwithstanding the above, local objectors have raised two pertinent points in respect of the proposed variation of condition 3. If deliveries and/or collections take place outside of permitted hours and in the dark it is likely that the applicant would need the assistance of artificial lighting which may in turn adversely impact upon local amenity. However the application site is already equipped with passive infrared lighting which should be sufficient for the purposes of unloading delivery vehicles during the additional hour requested on weekdays. No additional lighting would be permitted without the grant of express planning permission. Currently the waste management facility is permitted to operate until 1800 hours Monday to Friday throughout the year. Consequently, in the deep winter months when it gets dark by 1630 hours, the waste management facility operates using existing artificial lighting. Accordingly, Officers do not consider that the receipt of delivery vehicles and the unloading of the same using forklifts between the hours of 1800 and 1900 Monday to Friday would require any additional artificial lighting or cause significant adverse impacts on local amenity by way of artificial lighting.
38. Further, where vehicles are required to be loaded or unloaded by forklift the proposed variation would not be workable in practice without contravening condition 3 of planning permission Ref. WA/2013/1223. This is because condition 3 also prohibits the operation of plant and machinery outside of the permitted operational hours of the waste management facility. So as to address this concern the applicant has proposed the imposition of a new and additional condition which would only permit electric forklifts to be operated in connection with the additional hour sought for the unloading of delivery vehicles⁸. Should permission be granted Officers will seek to amend the wording of the conditions proposed by the applicant so as to address any anomalies identified.
39. The County Highway Authority (“CHA”) has not objected to the proposed variation. However, this is based solely on highways, traffic and access considerations having regard to the current average vehicle movements associated with the application site. Condition 3 was not imposed upon planning permission Ref. WA/2013/1223 in a highway safety context but rather in the interests of local amenity and the environment which is a matter for the CPA in so far as the waste management development is concerned.
40. Paragraph 123 of the Framework states that planning decisions should aim to (a) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (b) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions.
41. Having regard to paragraphs 28 to 39 above Officers consider that the proposed variation of condition 3 of planning permission Ref. WA/2013/1223 would not give rise to significant adverse impacts on local amenity by way of noise subject to the imposition of the additional condition proposed by the CNC. Otherwise the CPA is satisfied that the existing noise control imposed on the waste management facility by condition 4 of

⁷ Condition 4

⁸ See paragraph 9 above

planning permission Ref. WA/2013/1223 is effective in mitigating noise generated by site activities during standard operational hours.

Condition 8

42. Condition 8 of planning permission Ref. WA/2013/1223 requires that an access gate, located on the southwestern boundary of the application site, to an adjacent woodland is secured outside of the hours of 0800 to 1800 hours Monday to Friday and 0800 to 1300 hours on Saturday so as to prevent access to the woodland through the application site.
43. The applicant has stated that the woodland is within the applicant's ownership and that the condition is not relevant to the development permitted by planning permission Ref. WA/2013/1223 or necessary as it duplicates existing planning controls applicable to the woodland.
44. Officers acknowledge that this condition was worded in error. Officers had previously witnessed unauthorised waste disposal activities, associated with the development, taking place within the woodland area which were facilitated by the said access gate. Accordingly, the intention of Officers at the time of drafting the condition was to prevent activities relating to the application site spilling over into the woodland area during permitted operating hours. Moreover, Officers recognise that the condition does indeed duplicate existing planning controls which would be applicable to the woodland and would therefore prevent any further unauthorised development taking place within the woodland. Should local residents therefore have concerns that unauthorised activities are taking place within the woodland then these should be reported to the Borough Council for investigation as appropriate.
45. Accordingly, the proposed deletion of condition 8 would be acceptable to Officers and there are no material considerations which indicate otherwise.

HUMAN RIGHTS IMPLICATIONS

46. The Human Rights Act Guidance for Interpretation, contained in the Preamble to the Agenda is expressly incorporated into this report and must be read in conjunction with the following paragraph.
47. The Officer's view is that this application does not engage any of the articles of the Convention and has no human rights Implications.

CONCLUSION

48. The applicant is seeking an additional hour at the end of the working day (1800 to 1900 hours) Monday to Friday to receive and unload delivery vehicles which may arrive at the application site after 1800 hours. The unloading of these delivery vehicles would take place by way of electric forklift.
49. The District Council does not consider that the receipt of delivery vehicles would have a significant adverse impact on local amenity, however they are concerned about the noise that may be created by the unloading of these vehicles. The County's Noise Consultant shares this view and therefore has proposed that an additional condition be imposed on any permission granted restricting noise levels from the application site during the additional hour requested.

50. Local residents have raised concerns about the use of machinery and artificial lighting during the additional hour requested. However, Officers consider that the imposition of the additional noise condition proposed by the County's Noise Consultant would address their concerns in relation to noise. In respect of lighting Officers note that during the winter months it gets dark by 1630 hours, an hour and a half before the existing planning permission requires operations and deliveries to cease. Accordingly, Officers consider that the use of existing passive infrared lighting available on the application during the additional hour requested during weekdays is unlikely to adversely affect local amenity by way of artificial lighting.
51. In respect of the proposal to remove condition 8 from planning permission Ref. WA/2013/1223 Officers acknowledge that this condition was worded in error and that it duplicates planning controls already in place in respect of the adjacent woodland. For these reasons Officers recognise that it is contrary to one or more of the 'six tests' relating to planning conditions set out by the National Planning Policy Framework's Planning Practice Guidance.

RECOMMENDATION

52. Officers recommend that application Ref. WA/2014/0863 be **PERMITTED** subject to the following conditions:

Conditions:

1. The development hereby permitted shall be carried out and maintained in all respects strictly in accordance with the following plans/drawings:
 - Drawing: 100/01 Existing and Proposed Elevations Rev.A dated December 2012
 - Drawing: 100/02 Existing and Proposed Plans Rev. B dated December 2012
 - Drawing: 100/03 Block Plan Location Plan Rev. F dated December 2012.
2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and/or re-enacting that Order with or without modification), no plant, buildings, structures or machinery (other than those expressly authorised by this permission), whether fixed or moveable, shall be stationed, erected, or constructed on the application site without the prior written approval of the County Planning Authority.
3. No machinery shall be operated and no process shall be carried out, outside 0800 to 1800 hours Mondays to Fridays, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays, Bank, National or Public Holidays. This condition shall not prevent the carrying out of emergency operations but these are to be notified to the County Planning Authority in writing within 5 working days of those emergency operations taking place.
4. No deliveries shall be received outside 0800 to 1900 hours Mondays to Fridays, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays, Bank, National or Public Holidays.
5. Notwithstanding condition 3 above, between the hours of 1800 and 1900 hours Mondays to Fridays, the only machinery that may be operated shall be electrically powered forklifts and then only in relation to the unloading of delivery vehicles.
6. The level of noise arising from any operation, plant or machinery permitted or required by this planning permission shall be limited to, when measured or re-calculated as at a height of 1.2m above ground level at a position at least 3.5m from the facade of Wetwood Cottage or Larchwood, 42 LAeq after correction for the characteristics of the noise as defined in BS 4142 paragraph 8.2 during any 30 minute period.

7. Noise during unloading operations between 1800 and 1900 hours Mondays to Fridays should not exceed 45 LAeq (30 minutes) at a height of 1.5m and at least 3.5m from the facade of any noise sensitive property. Because of the level of existing noise it will be necessary to measure the noise level closet to the operations and use standard acoustic calculations to derive the noise at the sensitive property.
8. The door of Building B shall be kept closed at all times when processing operations are being carried out within this building. No processing and/or de-canning of any waste materials shall take place anywhere on the application site other than within Building B.
9. All sorting of waste materials or any other materials shall take place within Building A. No sorting of waste materials or any other materials shall take place in the open yard area of the application site.
10. No burning of waste materials or any other materials shall take place on the application site.
11. All plant, machinery, equipment, waste materials, or any other materials associated with the development hereby permitted shall only be deposited or stored within the application site as defined by the red-line on Drawing Ref. 100/03 Block Plan Location Plan Rev. F dated December 2012.
12. The sound insulation of Building B shall be suitably maintained to the satisfaction of the County Planning Authority for the duration of the development hereby permitted so as to provide effective noise mitigation.
13. All plant, machinery and vehicles associated with the development hereby permitted shall be suitably maintained to the manufacturer's specifications for the duration of the development.
14. Metallic waste materials shall only be deposited within waste bins and skips located outside of Building A or B between the hours of 1600 and 1700 Mondays to Fridays, and then only on no more than 3 occasions per working day.
15. Within 6 months of the date of the permission hereby granted all 20 yard and 40 yard waste receptacles associated with the development shall be replaced with 'Roro' bins (Roll-on Roll-off bins) with full height doors at one end. Following such replacement all metallic waste materials shall be deposited within the 'Roro' bins and to fill as far as is practicable using forklifts which are to be driven through the doors of the bins. These 'Roro' bins shall be positioned on site in accordance with Drawing: 100/03 Block Plan Location Plan Rev. F dated December 2012 and so that the doors of the bins do not face towards the south-east.
16. The development hereby permitted shall be undertaken strictly in accordance with the details of the scheme for parking and turning of vehicles, delivery management plan, and scheme for repair and maintenance of the concrete yard surface approved by permission Ref. WA/2014/0056 dated 11 April 2014.

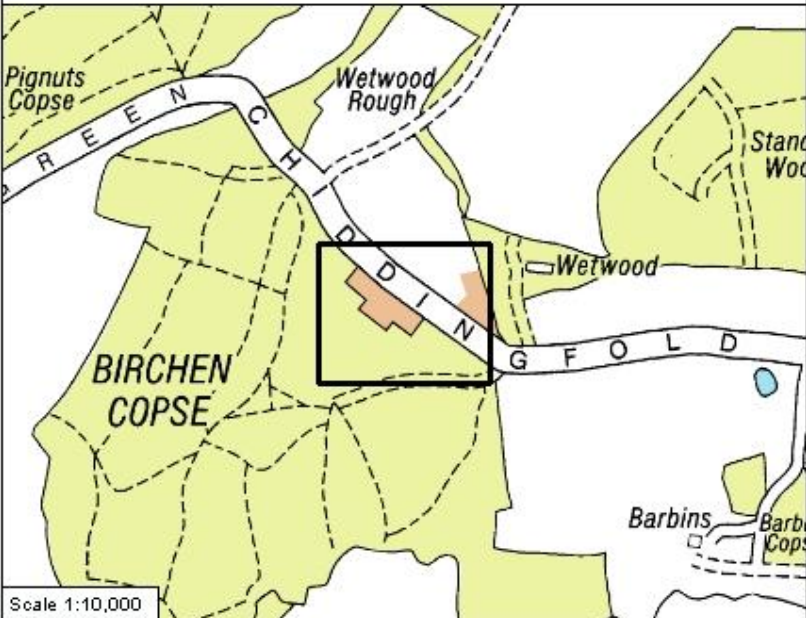
Reasons:

1. For the avoidance of doubt and in the interests of proper planning.
2. In the interests of local amenity and to protect the amenities of neighbouring dwellings in accordance with Policy DC3 of the Surrey Waste Plan 2008.
3. In the interests of local amenity and to protect the amenities of neighbouring dwellings in accordance with Policy DC3 of the Surrey Waste Plan 2008.
4. In the interests of local amenity and to protect the amenities of neighbouring dwellings in accordance with Policy DC3 of the Surrey Waste Plan 2008.

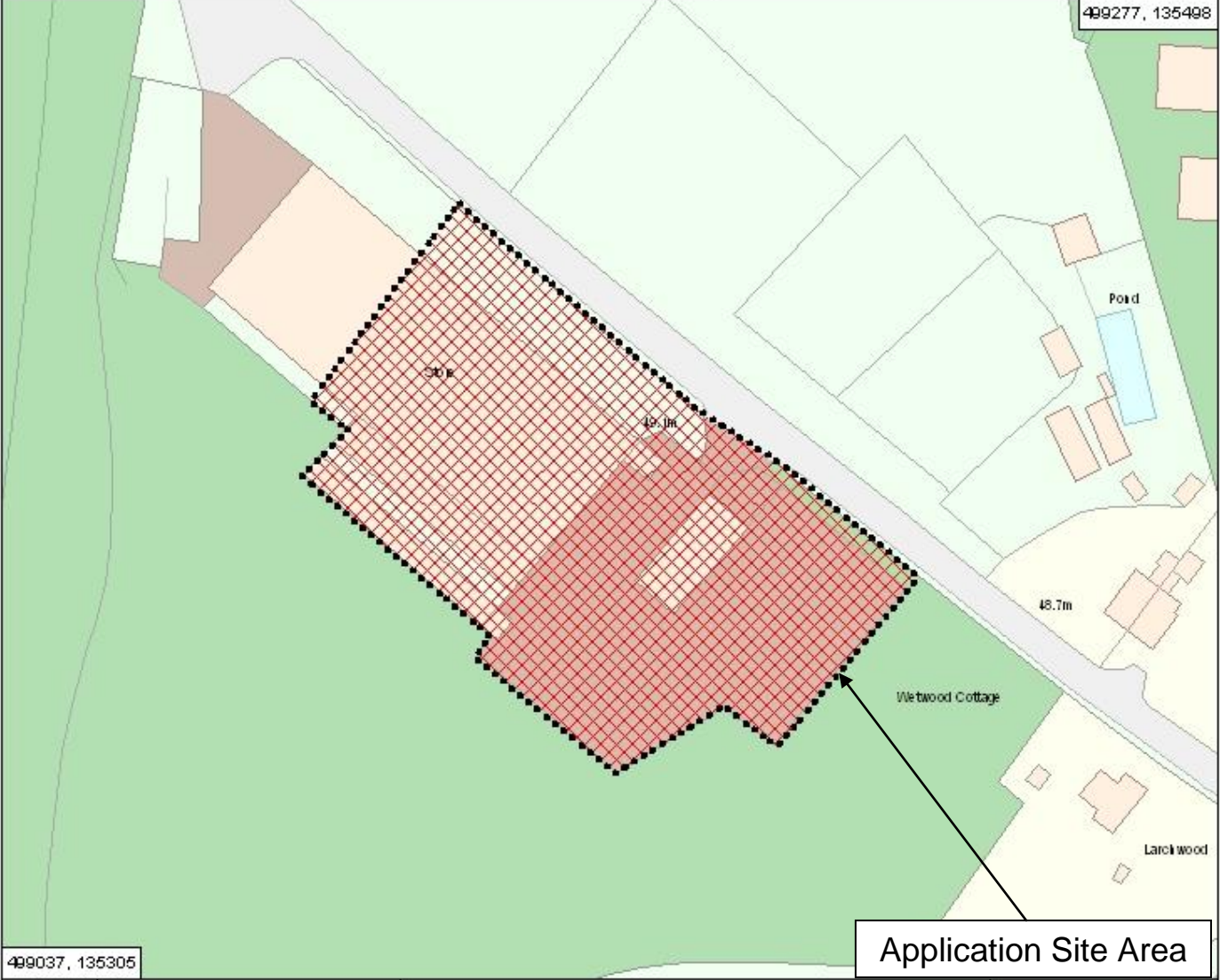
5. In the interests of local amenity and to protect the amenities of neighbouring dwellings in accordance with Policy DC3 of the Surrey Waste Plan 2008.
6. In the interests of local amenity and to protect the amenities of neighbouring dwellings in accordance with Policy DC3 of the Surrey Waste Plan 2008.
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14. In the interests of local amenity and to protect the amenities of neighbouring dwellings in accordance with Policy DC3 of the Surrey Waste Plan 2008.
15. In the interests of local amenity and to protect the amenities of neighbouring dwellings in accordance with Policy DC3 of the Surrey Waste Plan 2008.
16. In the interests of local amenity, to protect the amenities of neighbouring dwellings, and so that the development does not prejudice highway safety or cause inconvenience to local highway users in accordance with Policy DC3 of the Surrey Waste Plan 2008.

Informatives:

1. The County Planning Authority 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.

<p style="text-align: center;">Site Location</p>  <p>Scale 1:10,000</p> <p>© Crown copyright. All rights reserved Surrey County Council, 100019613, 2013</p>	<p>Chiddingfold Storage Depot, Chiddingfold Road, Dunsfold, Godalming, Surrey, GU8 4PB</p> <p>Importation, deposit, storage and transfer of discarded automotive parts (class B8); importation, deposit, storage and processing of discarded catalytic converters; together with external alterations to the former boiler room, additional vehicle parking spaces and installation of passive infrared lighting without compliance with Condition 3 such that: with the exception of electrically powered forklifts, no machinery shall be operated and no process shall be carried out, outside 0800 to 1800 hours Mondays to Fridays, and 0800 to 1300 hours on Saturdays, nor at any time on Sundays, Bank, National or Public Holidays. Between the hours of 1800 and 1900 hours Mondays to Fridays, the only machinery that may be operated shall be electrically powered forklifts. This condition shall not prevent</p> <p>Application No(s): WVA/2014/0863</p> <p>Electoral Division(s): Waverley Eastern Villages</p>
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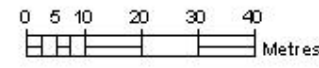
This plan is for indicative purposes only



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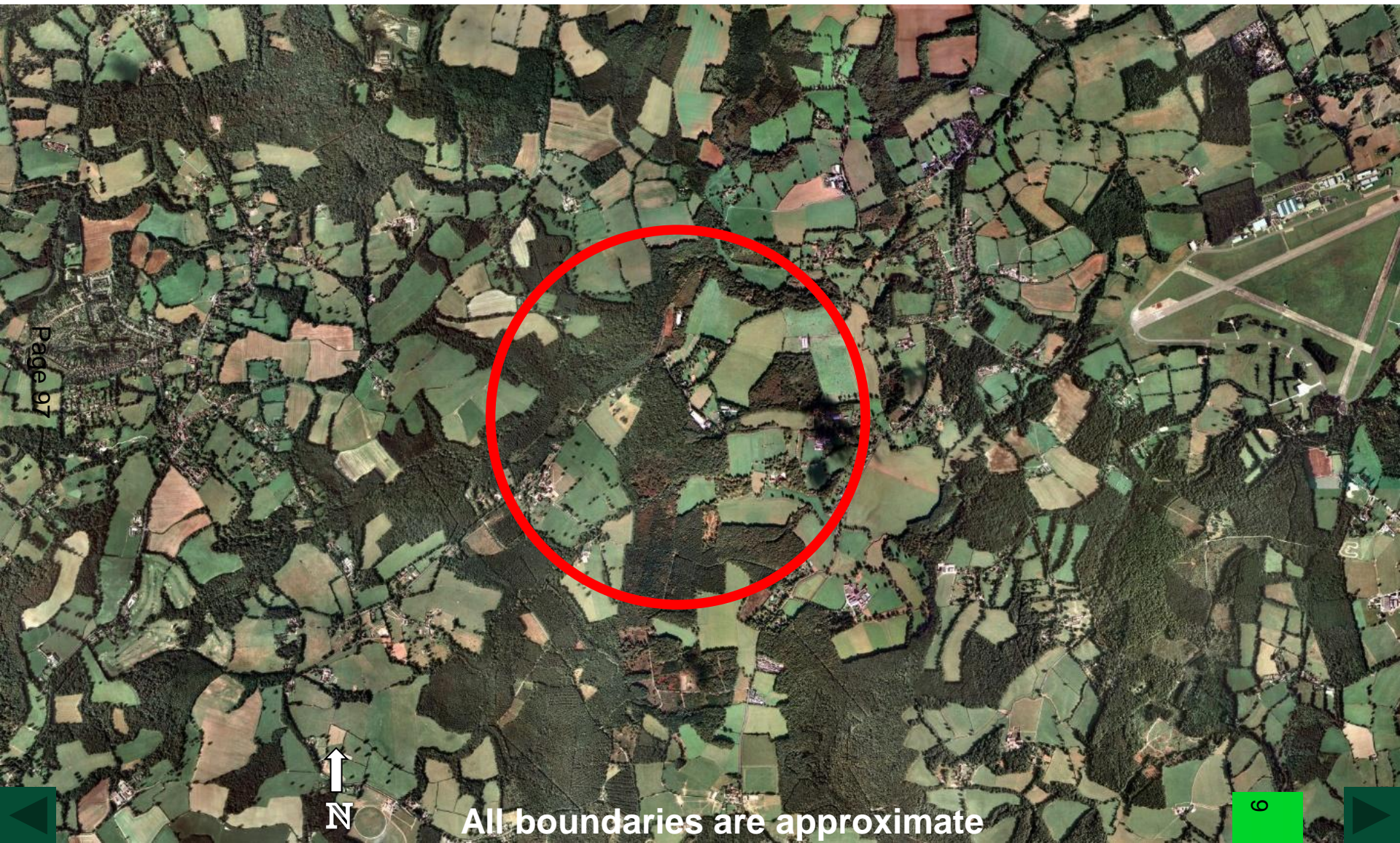
Application Site Area

	<p>Ref No: SCC Ref 2014/0078</p> <p>Date printed: 11/03/2015</p>		<p>Scale 1:1,250</p>
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Aerial 1 : Chiddingfold Storage Depot



Page 07



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All boundaries are approximate

Aerial 2 : Chiddingfold Storage Depot



Application Site Area

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All boundaries are approximate

Figure 1 : Drawing: 100/03 Block Plan Location Plan Rev. G dated December 2012



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TO: PLANNING & REGULATORY COMMITTEE

DATE: MARCH 2015

BY: PLANNING DEVELOPMENT TEAM MANAGER

DISTRICT(S) WAVERLEY BOROUGH COUNCIL

ELECTORAL DIVISION(S):
Waverley Eastern Villages
Mrs Young

PURPOSE: FOR DECISION

GRID REF: 499154 135398

TITLE: WASTE WA/2014/0939

SUMMARY REPORT

Chiddingfold Storage Depot, Chiddingfold Road, Dunsfold, Godalming, Surrey, GU8 4PB.

Retention of 4 containers for storage purposes in connection with existing waste facility.

BACKGROUND

1. This report has been produced in response to Surrey County Council's (SCC) Planning and Regulatory Committee's decision to defer determination of planning application Ref. WA/2014/0930 in September 2014. It should be read in conjunction with original Officers report which is appended to this report.
2. Planning application Ref. WA/2014/0939 concerns the retention of four storage containers within the Refine Metals site. These storage containers have been in situ since before the use of the application site for waste management purposes was regularised by way of planning permission (Ref. WA/2013/1223) granted by SCC in October 2013.
3. The storage containers are situated along the south-eastern boundary of the application site and used for the purposes of storage ancillary to the lawful use of the waste management facility. An application for express planning permission for the retention of the storage containers was submitted to SCC in April 2014.
4. In September 2014, following representations from local residents and Cllr. Victoria Young concerning noise and visual impact, SCC's Planning and Regulatory Committee resolved to defer determination of planning application Ref. WA/2014/0939 so that the applicant could *"look at the possibility of relocating the four containers, including an additional noise condition and noise mitigation measures as part of the application."*¹

Alternative Location

5. Accordingly, the County Planning Authority (CPA) wrote to the applicant in October 2014 proposing an alternative location within the yard of the existing waste management facility so as to address the concerns raised by local residents and Cllr. Young.

¹ Minutes of the meeting of the Planning and Regulatory Committee held at 10.30 am on 24 September 2014 at Ashcombe Suite, County Hall, Kingston upon Thames, Surrey KT1 2DN

6. The alternative location proposed by the CPA was along the southern boundary of the application site adjacent to woodland in the ownership of one of the proprietors of Refine Metals Ltd. and adjacent to the approved vehicle turning area within the facility. The resiting of the storage containers to this location would have necessitated the relocation of existing and approved car parking spaces to where the storage containers are currently situated² within the yard. In effect the storage containers would have been swapped around with the car parking spaces.
7. Given the approved layout of the waste management facility³ together with the positions of buildings⁴ within the overall site area Officers considered the alternative location proposed as the only viable option for relocating the storage containers away from the south-eastern boundary of the waste management facility thereby addressing the noise and visual impact concerns raised by interested parties.
8. However, having considered the alternative location proposed, the applicant's planning agent responded to the CPA stating that the alternative location would be too disruptive to the operations of Refine Metals Ltd. on the basis that it would leave an insufficient turning area within the site for large vehicles such as articulated lorries. Consequently, the applicant confirmed that it is not possible to relocate the storage containers to any other location within the application site.

Noise and Visual Impact

9. Consequently, the proposal for the retention of the four storage containers remains as presented to the Planning and Regulatory Committee on 24 September 2014.
10. Notwithstanding the above, Officers would take this opportunity to clarify a number of matters raised by local residents and Cllr. Young at the time of the September 2014 Planning and Regulatory Committee.
11. The south-eastern boundary of the application site, along which the storage containers are situated, does not abut the residential curtilage of Larchwood as previously claimed by Mrs. Daniels. In fact, the storage containers are situated, with an intervening 2m high close boarded fence, adjacent to an area of woodland some 40m in length which in turn abuts the residential curtilage of Larchwood.
12. In respect of complaints made to the Planning and Regulatory Committee about noise generated by the use of forklifts or handling of packaged/bagged waste, these activities can legitimately take place within the yard, and indeed on all of its boundaries, without any changes to planning permission Ref. WA/2013/1223 on the basis that one of the primary uses of the waste management facility is storage. There are no restrictions on storage activities taking place within the open yard. Accordingly, the applicant can store waste materials within the yard, packaged/bagged or not, and handle these materials by way of forklift during normal hours of operation subject to the noise limitations imposed upon the overall lawful use of the land⁵. Indeed, the use of forklifts has always been an element of the waste management facility and this is not something new. The application for retention of the storage containers does not seek permission to store materials in the yard or use forklifts to handle such materials. It only seeks permission to retain the storage containers on site. On this basis, Officers are satisfied that the storage containers can be used in connection with the waste management facility subject to the noise limitation already imposed by virtue of planning permission Ref. WA/2013/1223. Should local residents have concerns about the noise generated by

² As subject to planning application Ref. WA/2014/0939

³ Car parking spaces, waste receptacles, vehicle turning area, and loading and unloading area

⁴ Building A, building B, and open sided storage sheds

⁵ Condition 4 of planning permission Ref. WA/2013/1223

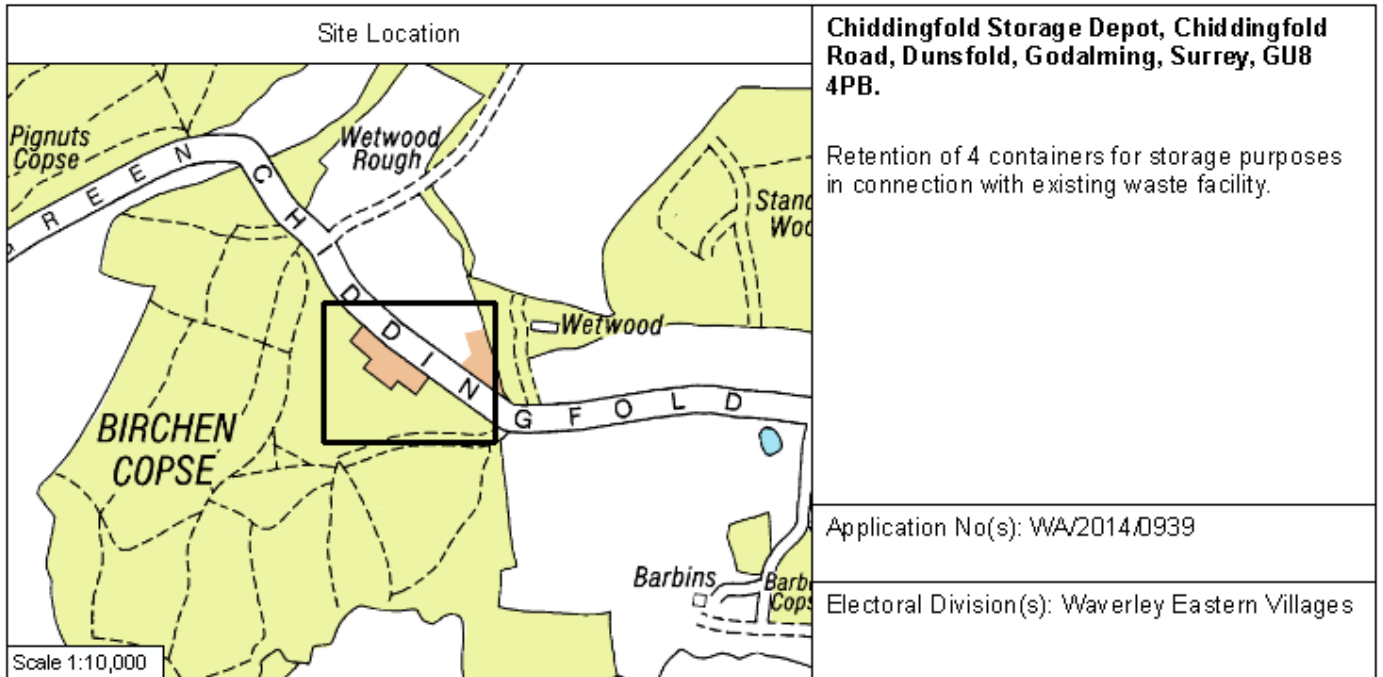
lawful site activities they should report these to Surrey County Council's Planning Enforcement team for investigation as appropriate.

13. Moreover, the applicant has confirmed that the forklifts used to move materials in and out of the storage containers have rubber tyres and the floors of the containers are lined with wood. Having visited the site for this specific purpose Officers can confirm that this is indeed the case. In this respect the applicant has offered no further noise mitigation measures in response to the concerns raised by interested parties at the September 2014 Planning and Regulatory Committee.
14. In respect of complaints made to the Planning and Regulatory Committee about the visual impact of the storage containers Officers are satisfied that their retention would not lead to any greater visual impact than already exists as a result of the existing industrial nature and scale of lawful buildings and activities. Should the storage containers not gain planning permission and should they be removed, the nature and scale of existing buildings and activities which take place in the open yard would remain industrial in character. However, Officers acknowledge that the orange colour of the storage containers is not appropriate for the rural location concerned and therefore a condition has been proposed which would require the applicant to paint the storage containers matt black so as to blend into the shadow of the adjacent woodland.

Conclusion

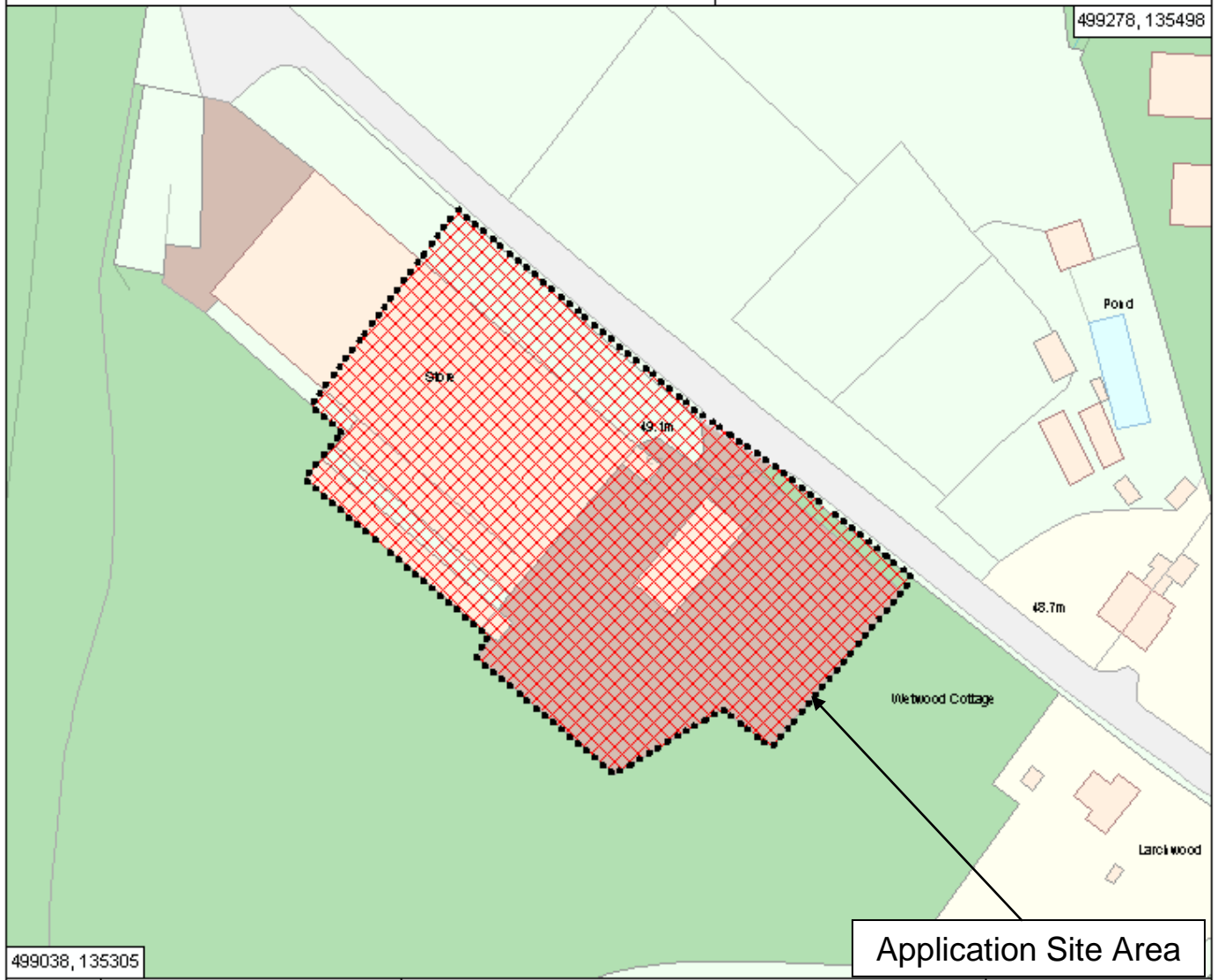
15. Having regard to the above, and considering the contents of the appended Officers report, Officers recommend that planning application Ref. WA/2014/0939 be **PERMITTED** subject to the conditions set out in the appended report.

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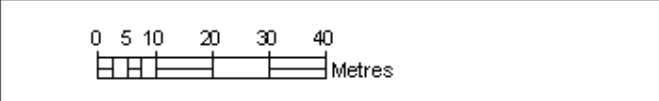


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RefNo: SCC Ref 2014/0077
 Date printed: 09/09/2014

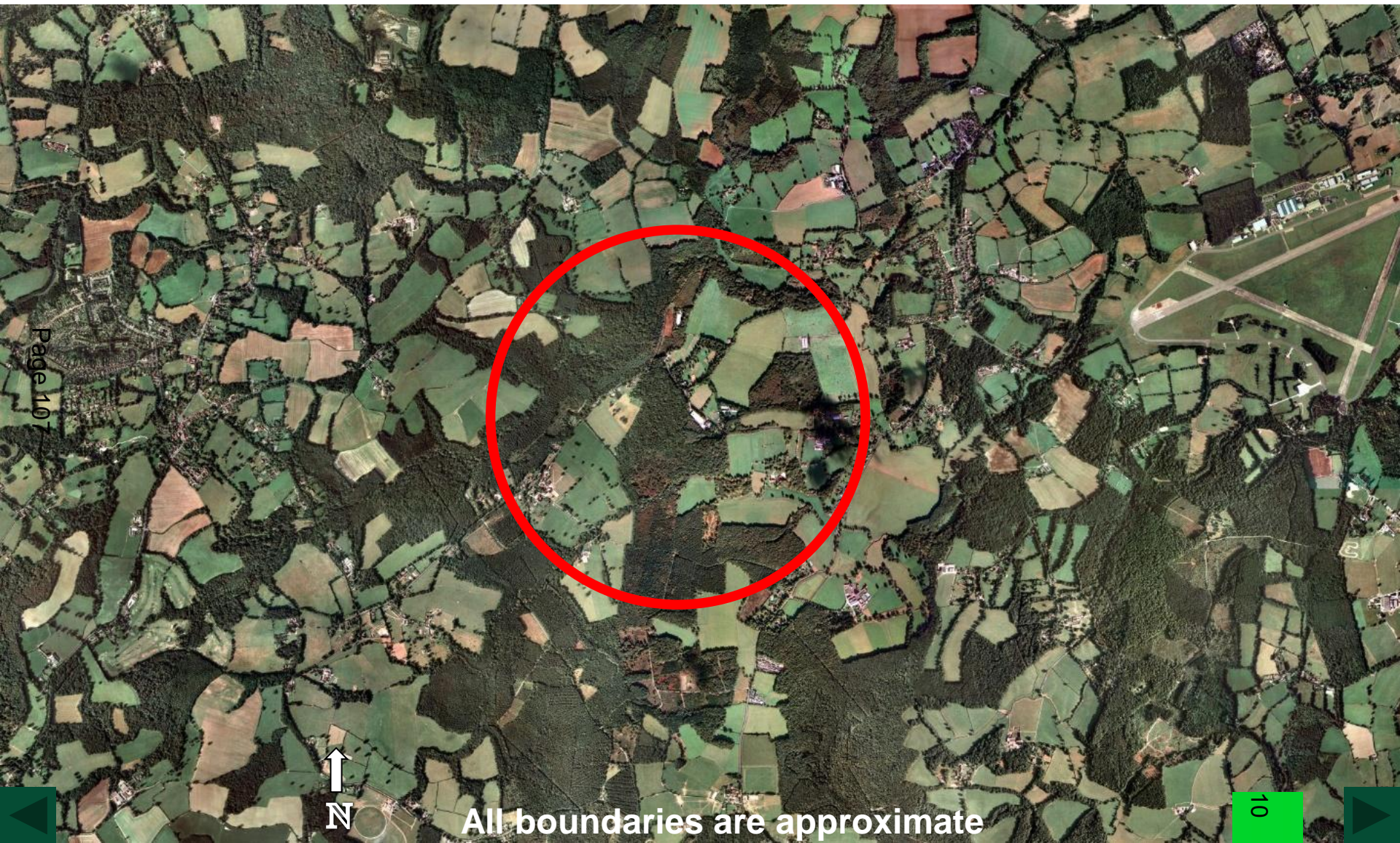


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Aerial 1 : Chiddingfold Storage Depot



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All boundaries are approximate

Aerial 2 : Chiddingfold Storage Depot



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All boundaries are approximate

Figure 1 : Storage Containers along South-eastern Boundary 1



Figure 2 : Storage Containers along South-eastern Boundary 2



Figure 3 : South-eastern Boundary Screening



Figure 4 : Eastern Boundary Screening



Figure 5 : Close Up of Storage Containers



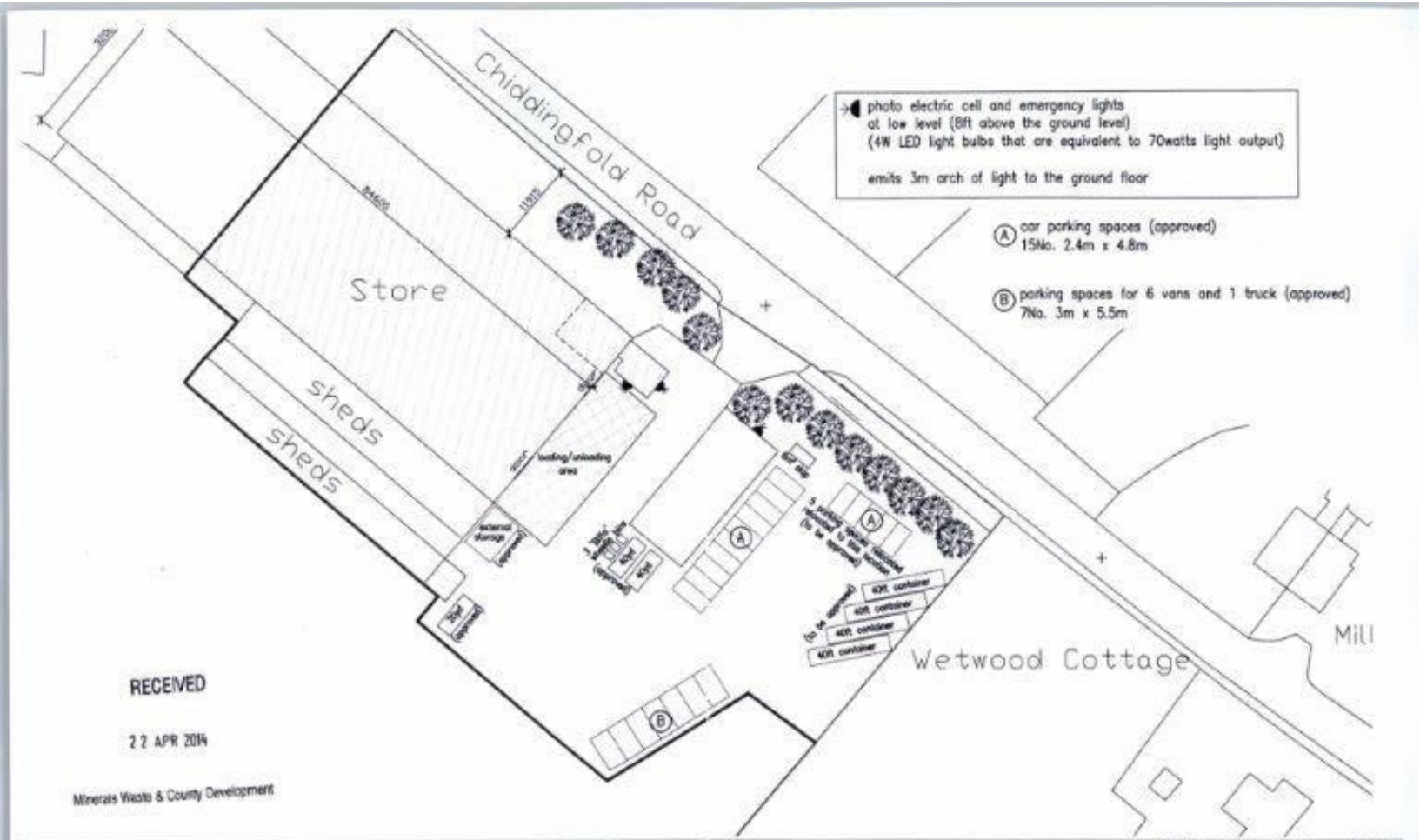
Figure 6 : Drawing: 100/03 Block Plan Location Plan Rev. G dated December 2012

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Figure 7 : Drawing: 100/05 Plan 2 Rev. B dated 10 December 2013



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RECEIVED
22 APR 2014
Minerals Waste & County Development

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Worslem, West Sussex, BN11 5JJ,
t: 01403 252794
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Client
Roger Battle

Project
Chiddingfold Storage Unit
Chiddingfold Road
Dunstead
Surrey
GU8 4PB

Drawing Title
Plan 2

Sheet size A3
Scale 1:500

RevA issued for comments	11.12.13
RevA issued for comments	10.12.13
Rev- issued for comments	10.12.13

Drawing No.	Rev.
100/05	B

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TO: PLANNING & REGULATORY COMMITTEE **DATE:** SEPTEMBER 2014
BY: PLANNING DEVELOPMENT CONTROL TEAM
 MANAGER
DISTRICT(S) WAVERLEY BOROUGH COUNCIL **ELECTORAL DIVISION(S):**
 Waverley Eastern Villages
 Mrs Young

PURPOSE: FOR DECISION **GRID REF:** 499154 135398

TITLE: MINERALS/WASTE WA/2014/0939

SUMMARY REPORT

Chiddingfold Storage Depot, Chiddingfold Road, Dunsfold, Godalming, Surrey, GU8 4PB.

Retention of 4 containers for storage purposes in connection with existing waste facility.

The application site related to the four storage containers is a long-standing industrial site and an existing waste management facility which is not located within the Metropolitan Green Belt. The waste management facility comprises industrial scale buildings and a large open concrete yard all used in connection with the importation, deposit, storage, processing and transfer of discarded automotive parts.

Officers consider that the siting and use of the storage containers within and in connection with the existing waste management facility amounts to "ancillary development" which would not ordinarily require the benefit of planning permission¹. However, condition 2 of planning permission Ref. WA/2013/1223 prevents the siting and erection of buildings without the prior approval of the CPA.

In this context, the applicant is perfectly entitled to choose to store materials, plant or machinery in the open yard area of the existing waste management facility without the benefit of planning permission subject to that storage not impeding upon the approved layout of the facility or those storage activities leading to a breach of any of the planning conditions imposed upon planning permission Ref. WA/2013/1223.

Indeed ancillary storage activities, over and above those associated with the storage containers, already take place along the south-eastern boundary of the facility as shown in the photographs accompanying this report. The only difference between what is being proposed and what can legitimately take place on site in terms of storage is the fact that the applicant is seeking permission to site and use storage containers in accordance with condition 2 of planning permission Ref. WA/2013/1223 for security purposes.

The storage containers are to be located within the existing confines of the waste management facility and along its south-eastern boundary between previously approved vehicle parking spaces². The storage containers have been cited on this boundary and used in conjunction with the existing waste management facility since before October 2013 but, for whatever reason, were not included in the WA/2013/1223 proposal.

¹ The Encyclopaedia of Planning Law and Practice at P55.39

² Ref. WA2014/0056

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The total storage space to be provided by the storage containers do not represent a material increase of floorspace over that which currently exists within the permanent and substantially constructed buildings located on the wider site. Moreover, the storage containers would certainly not occupy a materially larger area of the waste management facility than the existing buildings.

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The adjacent residential property's ³ curtilage is located approximately 40m away with intervening established woodland extending from the boundary of the waste management facility which is defined by a 2m (6ft) high close boarded fence. The waste management facility's northern boundary adjacent to Chiddingfold Road is defined by established hedgerows and trees. Part of Building A and B's facades and roof profiles, existing fencing and security access gate can be seen from Chiddingfold Road and this has been the case since before the applicant commenced occupation of the site. However, Officers do not consider that the storage containers would be visible for any public vantage point despite their current colour and intended location.

In the context of the scale and nature of the existing waste management facility Officers consider that the storage containers are modest and well related to the permitted use of the land concerned. Officers also consider the proposal to be proportionate and reasonable in the circumstances. However, so as to provide some degree of visual mitigation, as suggested by local residents, Officers consider that the painting the containers matt black would be appropriate and reasonable as this colour is likely to be absorbed into the shadows of the adjacent woodland. Any planning condition to this effect would be enforceable by the CPA.

Handling of materials, plant and equipment for storage purposes within an existing waste management facility, and specifically the open yard area, will create a degree of noise. This would be no different to the storage of materials in the proposed storage containers. Accordingly, Officers do not consider that the proposal amounts to an increase in site activity or an intensification of the permitted use of the land.

The waste management facility is subject to a range of planning conditions which seek to control hours of operation, site activities and noise arising from such activities in the interests of local amenity. Should planning permission be granted for the retention and use of the storage containers the planning conditions imposed upon planning permission Ref. WA/2013/1223 would apply equally to the use of the storage containers.

The recommendation is GRANT planning permission Ref. WA/2014/0939 subject to conditions.

APPLICATION DETAILS

Applicant

Refine Metals (UK) Ltd.

Date application valid

14 May 2014

Period for Determination

13 August 2014

Amending Documents

None

³ Larchwood

SUMMARY OF PLANNING ISSUES

This section identifies and summarises the main planning issues in the report. The full text should be considered before the meeting.

	Is this aspect of the proposal in accordance with the development plan?	Paragraphs in the report where this has been discussed
Principle of the Development	Yes	35 - 52
Noise, Visual and Landscape Impact	Yes	53 - 74

ILLUSTRATIVE MATERIAL

Site Plans

Drawing: 100/03 Block Plan Location Plan Rev. G dated December 2012
 Drawing: 100/05 Plan 2 Rev. B dated 10 December 2013

Aerial Photographs

Aerial 1
 Aerial 2

Site Photographs

Figure 1 – Storage containers along south-eastern boundary 1
 Figure 2 – Storage containers along south-eastern boundary 2
 Figure 3 – South-eastern boundary screening
 Figure 4 – Eastern boundary screening
 Figure 5 – Close up photograph of storage containers

BACKGROUND

Site Description and Planning History

1. The application site measures some 0.68ha and is situated approximately 1.9km east of Chiddingfold and some 1.7km south-west of Dunsfold. It comprises two existing buildings ("Buildings A and B") and an open concrete yard with existing open-sided storage sheds.
2. Building A measures 2,747m² and includes mezzanine flooring of 560m². This building is used to sort, catalogue and store discarded automotive parts and houses a number of ancillary office, technical, and staff-welfare facilities. A small converted boiler room (some 35.08m²) protrudes from Building A's south-eastern façade which is used for ancillary office accommodation.
3. To the south-east of Building A is the smaller Building B which measures 220m² and is used to process (cutting and decanting) discarded catalytic converters. The open yard comprises concrete hardstanding and open-sided storage sheds located to the west of Building A and along the application site's south-western boundary. The application site is accessed off Chiddingfold Road via security gates between Buildings A and B.
4. The application site is located within an Area of Great Landscape Value ("AGLV") which has been designated a candidate area for inclusion in the Surrey Hills Area of

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Outstanding Natural Beauty (“AONB”). It is not situated within the Metropolitan Green Belt.

5. In respect of local dwellings, Wetwood and Millmead cottages are located immediately east of the application site’s north-eastern boundary beyond Chiddingfold Road. Larchwood abuts the application site to the south-east beyond a small block of woodland. Woodside Cottage (designated by Waverley Borough Council as a building of Local Merit) and a horse riding stable establishment are located some 190m to the northwest of the application site along Chiddingfold Road. Several large agricultural sheds associated with Wetwood Farm are situated about 100m to the north-east of the application site beyond Wetwood Cottage and Millmead Cottage respectively. Further dwellings are clustered around the junction of Chiddingfold Road, Plaistow Road, Wrotham Hill and Dunsfold Common Road some 1km to the south-west.
6. In October 2013 Surrey County Council granted planning permission Ref. WA/2013/1223 for *“the importation, deposit, storage and transfer of discarded automotive parts (class B8); importation, deposit, storage and processing of discarded catalytic converters; together with external alterations to the former boiler room, additional vehicle parking spaces and installation of passive infrared lighting.”*
7. This decision notice was followed by notice Ref. WA2014/0056 dated April 2014 which approved details of a scheme for the parking and turning of vehicles and a delivery management plan, and a scheme for repair and maintenance of the concrete yard surface. These details were submitted pursuant to conditions 13, 14, and 15 of planning permission ref: WA/2013/1223.
8. In April 2014 the applicant submitted an application (Ref. WA/2014/0863) to vary a number of planning conditions relating to planning permission Ref. WA/2013/1223. At the time of writing this report application Ref. WA/2014/0863 remains undetermined.

THE PROPOSAL

9. Condition 2 of planning permission Ref. WA/2013/1223 states that, *“Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and/or re-enacting that Order with or without modification), no plant, buildings, structures or machinery (other than those expressly authorised by this permission), whether fixed or moveable, shall be stationed, erected, or constructed on the application site without the prior written approval of the County Planning Authority.”*
10. Consequently, the proposal subject to this report seeks planning permission for the retention and continued use of four storage containers located within the application site in accordance with condition 2 of planning permission Ref. WA/2013/1223 as set out in the preceding paragraph.
11. The applicant explains that the four storage containers are required so as to provide secure storage of materials associated with the lawful use of the land and buildings concerned i.e. the existing waste management facility.
12. The storage containers have been located, and used for the purposes applied for, on the application site since before planning permission Ref. WA/2013/1223 was granted in October 2013. The proposal includes their continued positioning along the south-eastern boundary of the waste management facility as shown on Drawing Ref. 100/05 Plan 2 Rev B dated 10 December 2013.
13. The storage containers each measure 12m x 2.2m and are currently painted orange.

CONSULTATIONS AND PUBLICITY

Consultees (Statutory and Non-Statutory)

- | | |
|------------------------------|--|
| 14. Waverley Borough Council | - Object “as it has not been satisfactorily demonstrated that the proposal would not adversely affect the residential amenities of the area, in particular in relation to the noise impact.” |
|------------------------------|--|

Parish/Town Council and Amenity Groups

- | | |
|-----------------------------|--|
| 15. Dunsfold Parish Council | - Object as “these are four very large, very high and very bright orange shipping containers. These containers are intrusively and unacceptably visible for the residents of Larchwood in this rural landscape. Furthermore their location on the boundary of Larchwood garden means that any noise relating to filling and emptying of these containers has a serious adverse effect on the amenity and quiet enjoyment of the residents of Larchwood.” |
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Summary of publicity undertaken and key issues raised by public

16. The application was publicised by the posting of a single site notice and an advert was placed in the Surrey Advertiser on 30 May 2014. A total of 10 owner/occupiers of neighbouring properties and other interested parties were directly notified about the proposal by way of letter dated 30 May 2014.
17. Three public objections have been raised with regards to the proposal. A summary of the material points raised by objectors is as follows:
 - For what storage activity will these shipping containers be used?
 - We appreciate that the applicant erected partial fencing around some of the perimeter of the site but unfortunately it is not high enough and we can still see the containers
 - Driving a forklift up a metal ramp into the shipping containers currently produces a metallic booming noise which echoes around the yard and the perimeter fence does not reduce this noise
 - The applicant places loose metal, crates and sundry items on top of the containers exacerbating the noise issue
 - The applicant has a huge high security building similar to an aircraft hangar in size, why does it need any more storage capacity?
 - The additional storage capacity proposed is excessive and unjustified
 - The retention of four large luminously bright orange storage containers is at odds with any planning guidelines or rules whether local or national
 - Local residents enjoy significant protection from unauthorised or inappropriate development as outlined in policies C2, C3, RD1, D1, D2, D3, PPG24, NRM7, NRM10 and DC3
 - The presence of the containers has and continues to have a significant impact on the residential amenity and conflicts with the character of the area

THE DEVELOPMENT PLAN

18. Surrey County Council, as the County Planning Authority ("CPA"), has a duty under Section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine planning applications in accordance with the Development Plan unless material considerations indicate otherwise.
19. Section 70(2) of the Town and Country Planning Act 1990 ("the 1990 Act") requires the CPA, in determining planning applications, to have regard to (a) the provisions of the Development Plan, so far as material to the application, (b) any local finance considerations, so far as material to the application, and (c) any other material considerations. At present in relation to the development proposed the Development Plan comprises the Surrey Waste Plan 2008 ("SWP") and the saved policies of the Waverley Borough Local Plan 2002 ("WLP").
20. The National Planning Policy Framework ("the Framework") was adopted in March 2012. This document provides national guidance to local planning authorities in making decisions in respect of planning applications. The Framework is intended to make the planning system less complex and more accessible by summarising national guidance which replaces numerous planning policy statements and guidance notes, circulars and various letters to Chief Planning Officers. The guidance document is based on the principle of the planning system making an important contribution to sustainable development, which is seen as achieving positive growth that strikes a balance between economic, social and environmental factors.
21. The Development Plan remains the cornerstone of the planning system. Planning applications which comply with an up to date Development Plan should be approved whilst refusals should only be on the basis of conflict with the Development Plan and other material considerations.
22. The Framework states that policies in local plans should not be considered out of date simply because they were adopted prior to publication of the Framework. However, the policies in the Framework are material considerations which planning authorities should take into account. Due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework - the closer the policies are to the policies in the Framework, the greater the weight they may be given.
23. One local resident and objector has made reference to policies of the South East Plan 2009 ("SEP")⁴. However, In May 2010 the Government announced its intention, through the Localism Bill, to abolish this Regional Spatial Strategy. By letter dated 6 July 2010 the Secretary of State revoked the SEP. Accordingly, the SEP no longer forms part of the Development Plan and is not a material consideration in respect of any planning application to be determined by Surrey County Council or any other local planning authority in the south-east of England.

PLANNING CONSIDERATIONS

Metropolitan Green Belt

24. The application site is not located within the Metropolitan Green Belt and therefore there is no need for the applicant to demonstrate that there are one or more factors which amount to 'very special circumstances' that clearly outweigh the harm caused to the Green Belt by reason of inappropriateness, and any other harm, in accordance with Green Belt planning policy and guidance.

Surrey Hills Area of Outstanding Natural Beauty and Areas of Great Landscape Value

⁴ Policies NRM7 and NRM10

25. The application site is however located within “land beyond the Green Belt” and in an Area of Great Landscape Value (“AGLV”) and therefore, in considering the proposal, Officers will have regard to any relevant planning policies in these respects.
26. Further, the application site is located within a designated Candidate Area that will be considered by Natural England for inclusion within the Surrey Hills Area of Outstanding Natural Beauty (“AONB”) during the period 2014 to 2019⁵. However, Natural England will be undertaking a boundary review of the Suffolk Coast and Heaths AONB (starting in early 2014/15) and has indicated to the Surrey Hills AONB Board that it will not run two boundary reviews concurrently on the basis that it will want to draw on the experience with the Suffolk Coast and Heaths variation order work to inform the Surrey Hills AONB approach⁶. Accordingly, the best estimate is therefore that Natural England will be in a position to progress the work on the Surrey Hills AONB review in approximately 12-20 months⁷.
27. Consequently the Surrey Hills AONB Board has advised that, for planning purposes, the Candidate Areas proposed for inclusion within the AONB do not currently carry any weight in respect of their candidate status in so far as the protection afforded to the AONB by the National Planning Policy Framework 2012 and the relevant policies of the Development Plan are concerned⁸.

Ancient Woodland and Designated Sites

28. The waste management facility abuts Birchen Copse (Ancient Semi Natural Woodland) which includes the Chiddingfold Forest Site of Special Scientific Interest (SSSI) some 60m from the western boundary of the application site. However, having regard to the scale and nature of the proposal, considering the well defined and contained existing waste management facility, and recognising that the proposal would not lead to development being undertaken outside of these confines, Officers do not consider that these designations are material to the determination of the proposal.

Flooding and Surface Water Drainage

29. The waste management facility is located within Flood Zone 1 (land with the lowest probability of flooding). The storage containers would occupy a total surface area of 114m² and are to be located on an existing concrete surface which makes up the facility’s open yard area. In considering applications Refs. WA/2013/1223, WA2014/0056 and WA/2014/0863 the Environment Agency did not raise any concerns with regards to flooding or surface water drainage issue. Similarly, the Borough Council and local objectors have not raised concerns about the waste management facility or the proposed storage containers in relation to flooding or surface water drainage. Consequently, Officers do not consider flooding or surface water runoff to be material considerations in respect of the proposal.

Highways, Traffic and Access

30. The continued siting and use of the storage containers is unlikely to lead to an increase in vehicle movements associated with the existing waste management facility as it is unlikely that any vehicles would frequent the site specifically in relation to the storage containers. The storage containers have been cited on the south-eastern boundary of the facility and used in conjunction with the authorised land use since before October

⁵ Surrey Hills AONB Board Minutes of meeting held on 16 April 2014

⁶ Surrey Hills AONB Board Minutes of meeting held on 16 April 2014

⁷ Surrey Hills AONB Board Minutes of meeting held on 16 April 2014 (timescale adjusted to take account of time elapsed since April 2014)

⁸ Report by Rob Fairbanks to AONB Board dated 16 April 2014

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2013. Planning permission for the facility was granted in October 2013 whilst the applicant's Delivery Management Plan was approved by Surrey County Council in April 2014. Accordingly, Officers consider that the vehicle movements associated with the waste management facility as a whole, including the storage containers, have already been assessed by the CPA in conjunction with the County Highway Authority. Given the low volume of vehicle movements associated with the existing waste management facility there are no planning conditions imposed upon planning permission Ref. WA/2013/1223 which limits the numbers of vehicles that may frequent to the site. Consequently, Officers do not consider that highway, traffic or access issues are material to the determination of this proposal.

Other Matters

31. English Heritage's National Heritage List for England does not show any Listed Buildings within close proximity to the waste management facility and no Registered Parks and Gardens, Local or National Nature Reserves, Special Protection Areas ("SPA"), Sites of Nature Conservation Importance ("SNCI"), or Special Areas of Conservation ("SAC") appear to surround the waste management facility.
32. Objectors have raised concerns with regards to the visual and noise impact of the storage containers and therefore Officers will also give consideration to any such impacts likely to result as a consequence of the proposal.
33. Decisions relating to planning applications are limited by law to "material planning considerations". Any issues which are not considered material will be set aside by Officers in making their recommendation to Surrey County Council's Planning and Regulatory Committee. By way of example the following matters are not considered material planning considerations: boundary disputes, covenants or other property rights issues; effect on local property values; the applicant's conduct, private affairs, or other civil matters; and the future development intentions of the applicant.
34. The Parish Council and some local residents have raised concern with regards to the retrospective nature of the proposal. Whilst Officers acknowledge that undertaking development without first obtaining planning permission is not recommended, it is not an offence to do so. Government advice is that the fact that a development has already taken place should make no difference to the CPA's considerations of its merits. For this reason Officers do not consider that the retrospective nature of the proposal is material to the determination of the planning application.

PRINCIPLE OF THE DEVELOPMENT

National Guidance

Planning Policy Framework 2012

Planning Policy Guidance 2014

Development Plan Policy

Waverley Local Plan 2002

Policy IC1 – Design and Layout

Policy IC4 – Existing Industrial and Commercial Premises

Policy IC5 – Existing Bad Neighbour Uses

Policy C2 – Countryside Beyond the Green Belt

Policy Context

35. Paragraph 14 of the National Planning Policy Framework ("the Framework") explains that at the heart of the Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

36. For decision-taking this means: (a) approving development proposals that accord with the development plan without delay; and (b) where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in the Framework indicate development should be restricted.
37. In this respect the Planning Practice Guidance (“the Practice Guidance”) stresses the importance of having a planning system that is genuinely plan-led. Accordingly, the Practice Guidance echoes the Framework in that where a proposal accords with an up-to-date development plan it should be approved without delay.
38. Paragraph 17 of the Framework goes on to state that within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin decision-taking.
39. The principles considered relevant to the proposal are that planning should: (1) be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency; (2) not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives; (3) proactively drive and support sustainable economic development to deliver the business, industrial units and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the business and other development needs of an area, and respond positively to wider opportunities for growth; (4) always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; (5) take account of the different roles and character of different areas, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it; (6) contribute to conserving and enhancing the natural environment and reducing pollution; and (7) encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.
40. Paragraph 19 of the Framework stresses that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth and explains that planning should operate to encourage and not act as an impediment to sustainable growth. Accordingly, the Framework advocates that significant weight should be placed on the need to support economic growth through the planning system. Paragraph 20 of the Framework expands on this by stating that to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.
41. Policy IC1 of the Waverley Borough Local Plan 2002 (“WLP”) states that proposals for industrial and commercial development will be permitted where the proposed development complies with other policies in this Plan. In considering such proposals the Council will have regard to whether any net loss of residential, leisure, shopping, community or other uses which contribute to the character or function of the locality would arise from the development and, if so, the importance of retaining those uses.
42. Policy IC4 of the WLP states that other than where Policies IC6 to IC11 apply, the Council will support proposals for the development of existing industrial and commercial premises where they do not conflict with other policies in this Plan, particularly D1 and IC1, and where: (a) the proposals do not detract from the amenities or privacy of nearby residents; and (b) the proposals are specifically designed for light industrial, research,

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offices and, in appropriate locations, general industrial uses, storage and distribution. The policy goes on to explain that where sites are located in or close to environmentally sensitive or residential areas, conditions may be attached to any planning permission restricting external storage, hours of use, external lighting, vehicle movements, etc. Policy D1 of the WLP is discussed in the Noise, Visual and Landscape Impacts of this report at paragraphs 53 to 74 below. Officers do not consider that policies IC6 to IC11 are relevant to the proposal.

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43. Further, where proposals relate to an existing industrial and commercial site outside a settlement, the Council will support proposals which meet the above criteria and which: (i) do not involve a material increase in bulk or floorspace over that which currently exists within permanent and substantially constructed buildings on the site; (ii) do not occupy a materially larger area of the site than the existing buildings; (iii) do not materially extend beyond the existing principal buildings into open land; and/or (iv) do not have a materially adverse effect on the appearance of the countryside or the amenities of nearby properties.
44. Policy IC5 of the WLP advocates that where existing industrial and commercial sites are considered to be suitably located, but the specific activities taking place cause undue disturbance or loss of amenity to neighbouring residential areas or environmentally sensitive areas, permission will not normally be granted for intensification or expansion. Such uses will be encouraged to move to the Coxbridge site at Farnham. It goes on to state that the Council will encourage the redevelopment of these sites for appropriate alternative industrial and commercial development which meets the criteria in Policy IC1 and other policies in this Plan. Where these sites are located in or close to environmentally sensitive areas or residential development conditions may be attached to any planning permission restricting external storage, hours of use, external lighting, vehicle movements etc.
45. Policy C2 of the WLP is clear that in the countryside beyond the Green Belt and outside rural settlements identified in Policy RD1, the countryside will be protected for its own sake. Building in the open countryside away from existing settlements will be strictly controlled.

The Development

46. Although the storage containers do not represent “buildings” in the traditional sense, for planning purposes, section 336 of the Town and Country Planning Act 1990 defines “buildings” as *“including any structure or erection, and any part of a building, as so defined, but does not include plant or machinery comprised in a building”*.
47. The applicant has explained that the four storage containers⁹ are required to provide sufficient secure external storage of materials relating to the existing waste management facility. The storage containers are to be located within the existing confines of the waste management facility and along its south-eastern boundary between previously approved vehicle parking spaces¹⁰. Their continued siting and use would not result in the loss of residential, leisure, shopping, community or other uses which contribute to the character or function of the locality and therefore the proposal satisfies policy IC1 of the WLP.
48. The storage containers have been cited on this boundary and used in conjunction with the existing waste management facility since before October 2013. The Parish Council and some local residents have raised concerns about what the storage containers are to be used for. However, it is clear to Officers that the storage containers can only be

⁹ Each measuring 12m x 2.2m

¹⁰ Ref. WA2014/0056

legitimately used in connection with the authorised use of the land concerned¹¹ of which one of the primary uses is “storage”. Moreover, the applicant has plainly described the development proposed as, “*retention of 4 containers for storage purposes in connection with the existing waste facility*”.

49. Officers consider that the siting and use of the storage containers within and in connection with the existing waste management facility amounts to “ancillary development” which would not ordinarily require the benefit of planning permission¹². However, condition 2 of planning permission Ref. WA/2013/1223 prevents the siting and erection of buildings without the prior approval of the CPA. In this context, the applicant is perfectly entitled to choose to store materials, plant or machinery in the open yard area of the existing waste management facility without the benefit of planning permission subject to that storage not impeding upon the approved layout of the facility or those storage activities leading to a breach of any of the planning conditions imposed upon planning permission Ref. WA/2013/1223. Nevertheless, condition 2 of planning permission Ref. WA/2013/1223 stipulates that the erection of a building to securely store materials in the open requires the prior approval of the CPA.
50. The storage containers occupy a total area of no more than 114m² of land already developed and used for waste management purposes including storage and distribution activities. In the context of the existing waste management facility, which occupies a total area of land measuring 6,800m², this figure is negligible¹³. The total storage space to be provided by the storage containers do not represent a material increase of floorspace over that which currently exists within the permanent and substantially constructed buildings located on the wider site. Moreover, the storage containers would certainly not occupy a materially larger area of the waste management facility than the existing buildings. Accordingly, subject to amenity considerations, Officers consider that the proposal satisfies policy IC4 of the WLP.
51. In respect of policy IC5 of the WLP Officers recognise that the proposal is related to an existing waste management facility located within a long-standing industrial site established before the Second World War. The waste management facility is subject to a range of planning conditions which seek to control hours of operation, site activities and noise arising from such activities in the interests of local amenity. Should planning permission be granted for the retention and use of the storage containers the planning conditions imposed upon planning permission Ref. WA/2013/1223 would apply equally to the use of the storage containers. Given the ancillary nature of the proposal Officers do not consider that the retention and continued use of the storage containers would lead to an intensification of existing permitted activities for the reasons explain in paragraph 49 above. Accordingly, Officers consider that the proposal satisfies policy IC5 of the WLP.
52. Whilst the storage containers, by definition, are considered to be “buildings”, Officers do not consider that the proposal concerns building in the open countryside. The containers are to be located on and used in association with an existing waste management facility located on previously development and well established land. Accordingly, and having regard to the fact that the planning conditions imposed upon planning permission Ref. WA/2013/1223 would apply to the use of the storage containers should planning permission be granted, Officers consider that the proposal satisfies policy C2 of the WLP.

NOISE, VISUAL AND LANDSCAPE IMPACTS

National Guidance

Planning Policy Framework 2012

¹¹ The use of land described by planning permission Ref. WA/2013/1223

¹² The Encyclopaedia of Planning Law and Practice at P55.39

¹³ Less than 2% of the total area of occupation

Development Plan Policy

Surrey Waste Plan 2008

Policy DC3 – General Considerations

Waverley Local Plan 2002

Policy D1 – Environmental Implications of Development

Policy D4 – Design and Layout

Policy C3 – Area of Great Landscape Value

Policy Context

53. Paragraph 56 of the Framework discusses good design and states that the Government attaches great importance to the design of the built environment. It goes on to explain that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. In this respect paragraph 57 asserts that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings.
54. Paragraph 59 of the Framework states that Local planning authorities should consider using design codes where they could help deliver high quality outcomes. However, design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally. In this respect paragraph 60 explains that planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. However, it would be proper to seek to promote or reinforce local distinctiveness.
55. Paragraph 61 elaborates on paragraphs 59 and 60 by stating that although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment. However, paragraph 64 of the Framework is clear that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
56. Paragraph 109 of the Framework states that the planning system should contribute to and enhance the natural and local environment by: (a) protecting and enhancing valued landscapes; and (b) preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.
57. Paragraph 120 goes on to explain that to prevent unacceptable risks from pollution, planning decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.
58. Paragraph 123 of the Framework states that planning decisions should aim to: (a) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development; (b) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions; (c) recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and (d) identify and protect areas of tranquillity which have

remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

59. Policy DC3 of the Surrey Waste Plan 2008 states that planning permission for waste related development will be granted provided it can be demonstrated by the provision of appropriate information to support a planning application that any impacts of the development can be controlled to achieve levels that will not significantly adversely affect people, land, infrastructure and resources.
60. Policy D1 of the WLP states that the Council will have regard to the environmental implications of development and will promote and encourage enhancement of the environment. Development will not be permitted where it would result in material detriment to the environment by virtue of: (a) harm to the visual character and distinctiveness of a locality, particularly in respect of the design and scale of the development and its relationship to its surroundings; (b) loss of general amenity, including material loss of natural light and privacy enjoyed by neighbours and disturbance resulting from the emission of noise, light or vibration; and (c) potential pollution of air, land or water, including that arising from light pollution and from the storage and use of hazardous substances.
61. Policy D4 of the WLP states that the Council will seek to ensure that development is of a high quality design which integrates well with the site and complements its surroundings. In particular development should: (a) be appropriate to the site in terms of its scale, height, form and appearance; (b) be of a design and materials which respect the local distinctiveness of the area or which will otherwise make a positive contribution to the appearance of the area; (c) not significantly harm the amenities of occupiers of neighbouring properties by way of overlooking, loss of daylight or sunlight, overbearing appearance or other adverse environmental impacts; (d) pay regard to existing features of the site such as landform, trees, hedges, ponds, water courses and buffer zones, walls or buildings; (e) protect or enhance the appearance of the street scene and of attractive features such as landmark buildings, important vistas and open spaces; (f) incorporate landscape design suitable to the site and character of the area, of a high standard and with adequate space and safeguards for long-term management; and (g) provide adequate amenity space around the proposed development.
62. Policy C3 of the WLP explains that the Council will protect and conserve the distinctiveness of the landscape character areas within the Borough. Management and enhancement of landscape features to conserve landscape character and retain diversity will be promoted. Development appropriate to the countryside will be expected to respect or enhance existing landscape character by appropriate design. Landscapes designated as Areas of Great Landscape Value make a valuable contribution to the quality of Waverley's countryside and the setting of the towns. Strong protection will be given to ensure the conservation and enhancement of the landscape character.

The Development

63. The storage containers are to be retained and used on the south-eastern boundary of the existing waste management facility. The adjacent residential property's ¹⁴ curtilage is located approximately 40m away with intervening established woodland extending from the boundary of the waste management facility which is defined by a 2m (6ft) high close boarded fence. The waste management facility's northern boundary adjacent to Chiddingfold Road is defined by established hedgerows and trees. Part of Building A and B's facades and roof profiles, existing fencing and security access gate can be seen from Chiddingfold Road and this has been the case since before the applicant commenced occupation of the site. However, the storage containers would not be visible for any public vantage point despite their colour and intended location.

¹⁴ Larchwood

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Accordingly, Officers do not consider that the storage containers would lead to a loss of natural light or privacy, harm the distinctiveness of the locality (which includes the long-standing storage depot), or harm the character of the AGLV designation applicable.

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64. The storage containers are to be used for secure storage associated with the existing waste management facility. As discussed in paragraph 49 above, the applicant is entitled to choose to store materials, plant or machinery in the open yard area of the existing waste management facility without the benefit of planning permission. Indeed ancillary storage activities, over and above those associated with the storage containers, already take place along the south-eastern boundary of the facility as shown in the photographs accompanying this report. The only difference between what is being proposed and what can legitimately take place on site in terms of storage is the fact that the applicant is seeking permission to site and use storage containers in accordance with condition 2 of planning permission Ref. WA/2013/1223 for security purposes.
65. Some objectors have said that they can see the storage containers and that is adversely affecting their visual amenity. Although this may be the case for the owners/occupiers of Larchwood if they were to venture into the woodland between their residential curtilage and the waste management facility Officers do not consider that it would detract from their enjoyment of existing visual amenity. The storage containers are to be located within a waste management facility which primarily comprises industrial buildings and concrete hardstanding. Additionally, waste receptacles and various items of plant, machinery and equipment along with vehicles are located around the open yard area of the facility. If the storage containers were not located on the south-eastern boundary of the facility, and the owners/occupiers of Larchwood were to venture into the woodland between their residential curtilage and the waste management facility, they would continue to see the waste management facility and its associated activities and infrastructure. Consequently, although Officers acknowledge that the storage containers may be visible to a degree and with effort it is not considered that they would undermine visual amenity in any way.
66. Moreover, in the context of the scale and nature of the existing waste management facility Officers consider that the storage containers are modest and well related to the permitted use of the land concerned. Accordingly, Officers consider the proposal to be proportionate and reasonable in the circumstances. However, so as to provide some degree of mitigation, as suggested by local residents, Officers consider that the painting the containers matt black would be appropriate and reasonable as this colour is likely to be absorbed into the shadows of the adjacent woodland much more than a green colour would. Any planning condition to this effect would be enforceable by the CPA.
67. Waverley Borough Council has not objected to the proposal on visual amenity or landscape grounds.
68. For the reasons discussed in paragraphs 63 and 67 above, and in relation to landscape impact and visual amenity, Officers consider that the proposal satisfies policies D1, D4 and C3 of the Waverley Local Plan 2002 and policy DC3 of the Surrey Waste Plan 2008.
69. In respect of the noise impact of the proposal the Framework advocates that planning decisions recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them. The existing waste management facility is subject to a range of controls imposed in the interests of local amenity. One of these controls is an average limit on noise emanating from site operations over a 30 minute period.
70. Condition 4 of planning permission Ref. WA/2013/1223 states that the level of noise arising from any operation, plant or machinery permitted or required by this planning permission shall be limited to, when measured at least 3.5m from the facade of Wetwood

Cottage or Larchwood, 42 LAeq after correction for the characteristics of the noise as defined in BS4142 paragraph 8.2 during any 30 minute period.

71. At the time planning permission Ref. WA/2013/1223 was granted in October 2013 the owners/occupiers of Wetwood Cottage were provided with the contact details for the County's Noise Consultant. They were invited, should they have had any concerns that noise being generated by site activities, to contact the noise consultant and request that he undertake noise measurements to establish whether condition 4 was being breached. The County's records show that no such contact was made with the County's noise consultant.
72. The Borough Council has objected to the proposal on the basis of the adverse impact on the residential amenities of the area as a result of the increased activity in this part of the site and the absence of any additional Noise Impact Assessment to address the use of the metal storage containers. Local objectors have raised similar concerns.
73. However, it needs to be borne in mind that the applicant can store materials, plant or machinery in the open yard area of the existing waste management facility without the benefit of planning permission. Handling of materials, plant and equipment for storage purposes within an existing waste management facility will create a degree of noise. This would be no different to the storage of materials in the proposed storage containers. Accordingly, Officers do not consider that the proposal amounts to an increase in site activity or an intensification of the permitted use of the land. The only reason the applicant has submitted this application is because of the restrictions placed on the development by condition 2 of planning permission Ref. WA/2013/1223. This condition requires the applicant to seek the prior approval of the County Planning Authority in terms of the design and siting of any new structure or buildings. It does not require the applicant to justify their proposal with a Noise Impact Assessment given that the waste management facility is already the subject of noise controls in the interest of local amenity.
74. Having regard to paragraphs 69 to 73 above, Officers consider that the proposal satisfies policy DC3 of the Surrey Waste Plan 2008 and policies D1 and D4 of the Waverley Local Plan 2005.

HUMAN RIGHTS IMPLICATIONS

75. The Human Rights Act Guidance for Interpretation, contained in the Preamble to the Agenda is expressly incorporated into this report and must be read in conjunction with the following paragraph.
76. The Officer's view is that this application does not engage any of the articles of the Convention and has no human rights Implications.

CONCLUSION

77. The applicant seeks planning permission to continue to site and use four storage containers within an existing waste management facility located on long-standing and well established industrial land. The waste management facility is well screened on its south-eastern and northern boundaries by existing and established trees and hedgerows and an existing established woodland respectively. Officers do not consider that the storage containers can be seen from any public vantage point and Officers do not consider, having regard to the nature and scale of the existing waste management facility and existing visual screening, that the storage containers would undermine local visual amenity of the AGLV landscape designation applicable to the wider area.

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78. Officers have considered the principle of the development proposed and consider this to be reasonable and proportionate in the circumstances. Moreover, Officers consider that the continued siting and use of the storage containers is akin to ancillary storage activities which the applicant has and continues to undertake within the open yard area of the existing waste management facility.

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79. Officers recognise that the waste management facility as a whole, including ancillary storage activities, would create a degree of noise. However, this can be expected given the nature and scale of the facility. The planning permission associated with the facility already controls, amongst other matters, the average noise generated from site activities and therefore the continued use of the storage containers would be controlled in this respect. In all other respects Officers consider the proposal to be well related to the existing land use and proportionate to the nature and scale of the existing facility.

80. Having regard to the above, Officers do not consider that this planning application can be reasonably and justifiably refused in accordance with Development Plan policy.

RECOMMENDATION

81. Officers recommend that planning application Ref. WA/2014/0939 be **GRANTED** subject to conditions:

Conditions:

1. The development hereby approved shall be carried out in all respects strictly in accordance with the following plans/drawings:

Drawing: 100/03 Block Plan Location Plan Rev. G dated December 2012

Drawing: 100/05 Plan 2 Rev. B dated 10 December 2013

2. Within 1 month of the date of this permission the storage containers shall be painted matt black and thereafter be maintained in this colour for the duration of the development hereby permitted.

Reasons:

1. For the avoidance of doubt and in the interests of proper planning.
2. In the interests of local visual amenity in accordance with Policy DC3 of the Surrey Waste Plan 2008.

CONTACT

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020 8541 7673

BACKGROUND PAPERS

The deposited application documents and plans, including those amending or clarifying the proposal, responses to consultations and representations received as referred to in the report and included in the application file and the following:

Government Guidance

National Planning Policy Framework 2012

National Planning Policy Practice Guidance 2014

The Development Plan

Surrey Waste Plan 2008

Waverley Local Plan 2002

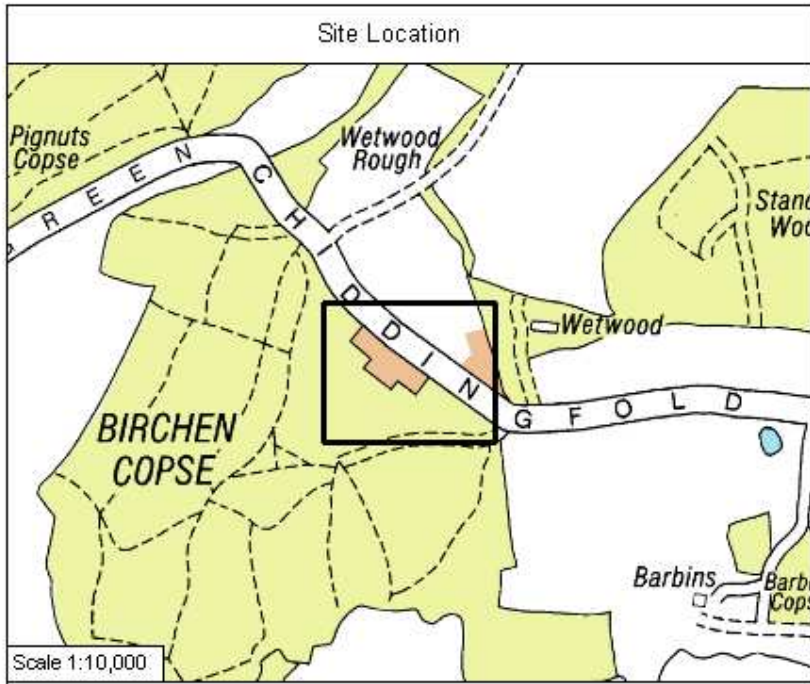
Other Documents

None

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Chiddingfold Storage Depot, Chiddingfold Road, Dunsfold, Godalming, Surrey, GU8 4PB.

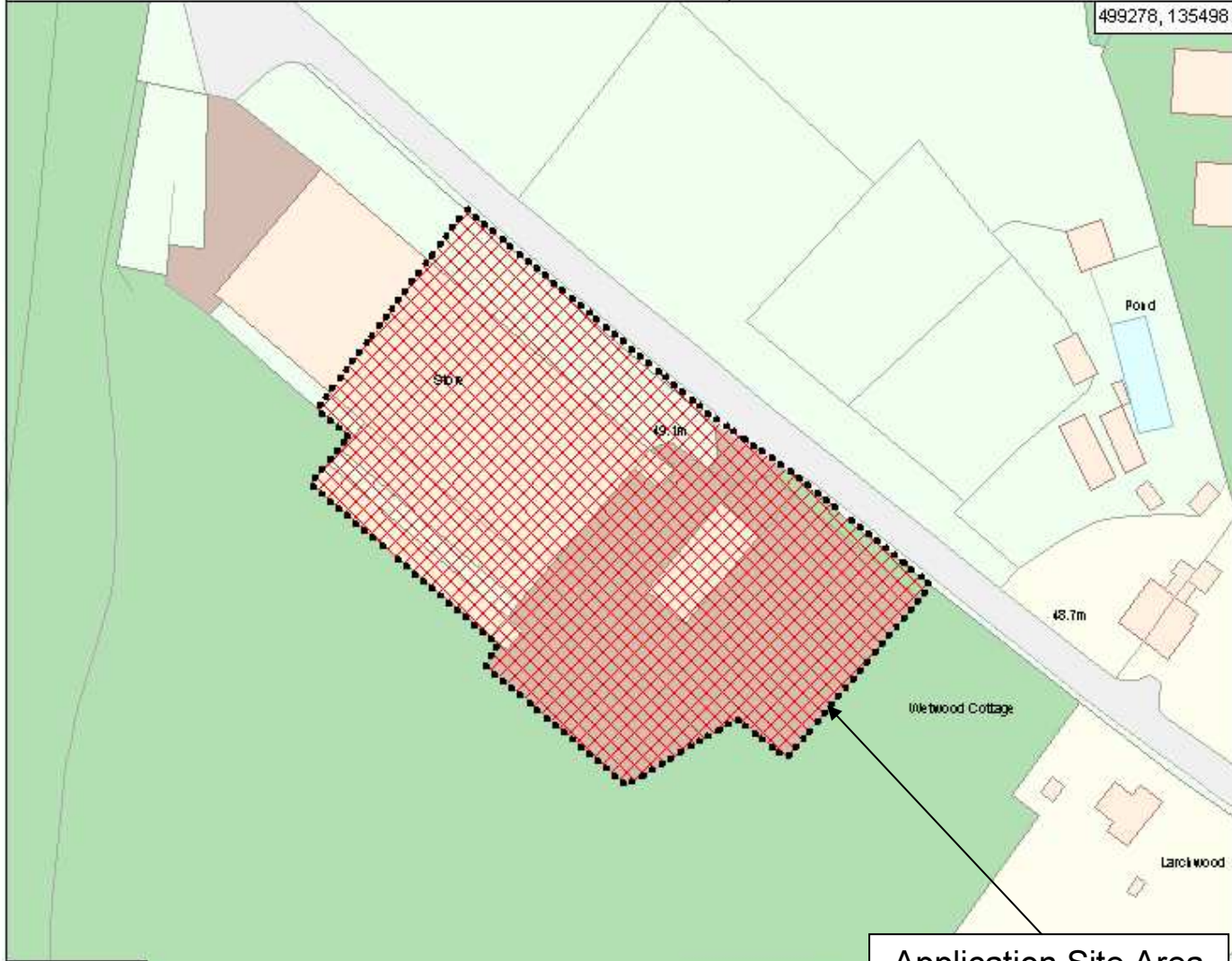
Retention of 4 containers for storage purposes in connection with existing waste facility.

Application No(s): WA/2014/0939

Electoral Division(s): Waverley Eastern Villages

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This plan is for indicative purposes only

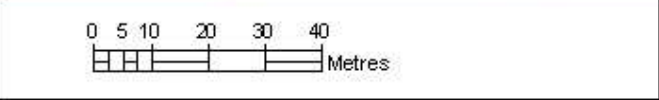


499038, 135305

Application Site Area



Ref No: SCC Ref 2014/0077
Date printed: 09/09/2014



Scale
1:1,250

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BLOCK PLAN 1:500

1:500
 0 5m 10m
 BLUE site area = 2.0272ha = 20272m²
 RED site area = 0.6785ha = 6785m²
 BLUE+RED site area = 2.7057ha = 27057m²



RECEIVED

22 APR 2014

Minerals Waste & County Development

Track

Wetwood Cottage

Millmead

Larchwood

Chiddingfold Road

Store

Sheds

Sheds

Building A

Building B

TURNING AREA

sewage treatment plant

PL passive infrared lighting

car parking spaces

15m x 4.8m

parking spaces for 6 vans and 1 truck

7m x 5.5m

Storage

Storage

Parking Area B



LOCATION PLAN 1:1250

1:1250

Rev	Description	Date
G	Issued for information	10.12.13
F	Issued for information	09.07.13
E	Issued for information	09.07.13
D	Issued for information	26.06.13
C	Issued for information	30.05.13
B	Issued for information	08.02.13
A	Issued for information	28.01.13
-	Issued for information	17.12.12

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Client: Mr Roger Buttle

Project: Chiddingfold Storage Unit
 Chiddingfold Road
 Dunstford
 Surrey GU8 4PB

Drawing Title: Block Plan
 Location Plan

Issue No:	A1	Date:	12/01/13
Scale:	1:500 1:1250	Drawn By:	J. Carmichael
Drawing No:	100/03	Rev:	G

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