

**PLANNING AND REGULATORY COMMITTEE
NOTICE OF MEETING**

Date: Wednesday, 7 August 2019
Time 10.30 am
Place: Ashcombe Suite, County Hall, Kingston upon Thames, Surrey KT1 2DN

Contact: Huma Younis, Room 122, County Hall
Telephone: 020 8213 2725
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[For queries on the content of the agenda and requests for copies of related documents]

APPOINTED MEMBERS [11]

Tim Hall (Chairman)	Leatherhead and Fetcham East;
Edward Hawkins (Vice-Chairman)	Heatherside and Parkside;
Saj Hussain	Knaphill and Goldsworth West;
Mary Angell	Woodham and New Haw;
Bernie Muir	Epsom West;
Andrew Povey	Cranleigh & Ewhurst;
Keith Taylor	Shere;
Rose Thorn	Godstone;
Stephen Cooksey	Dorking South and the Holmwoods;
Ernest Mallett MBE	West Molesey;
Mrs Penny Rivers	Godalming North;

EX OFFICIO MEMBERS (NON-VOTING) [4]

Tim Oliver	Leader of the Council	Weybridge;
Tony Samuels	Chairman of the Council	Walton South & Oatlands;
Helyn Clack	Vice-Chairman of the Council	Dorking Rural;
Colin Kemp	Deputy Leader	Goldsworth East and Horsell Village;

APPOINTED SUBSTITUTES [09]

Nick Darby	The Dittons;
Jonathan Essex	Redhill East;
Will Forster	Woking South;
David Goodwin	Guildford South-West;
Nick Harrison	Nork & Tattenhams;
Yvonna Lay	Egham;
Chris Townsend	Ashtead;
Amanda Boote	The Byfleets;

Register of planning applications: <http://planning.surreycc.gov.uk/>

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AGENDA

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To receive any apologies for absence and notices of substitutions under Standing Order 41.

2 MINUTES OF THE LAST MEETING

(Pages 1 - 12)

To confirm the minutes of the meeting held on 10 July 2019.

3 PETITIONS

To receive any petitions from members of the public in accordance with Standing Order 84.

4 PUBLIC QUESTION TIME

To answer any questions received from local government electors within Surrey in accordance with Standing Order 85.

5 MEMBERS' QUESTION TIME

To answer any questions received from Members of the Council in accordance with Standing Order 68.

6 DECLARATIONS OF INTERESTS

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter,

- (i) Any disclosable pecuniary interests and / or
- (ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

7 SURREY COUNTY COUNCIL PROPOSAL WA/2019/0854: POTTERS GATE PRIMARY SCHOOL, POTTERS GATE, FARNHAM, GU9 7BB

(Pages 13 - 38)

This is an application for single storey extensions and associated works to facilitate the expansion of the School without compliance with Conditions 3 (Transport Mitigation Measures) and 5 (Travel Plan) of planning permission Ref: WA/2012/0695 dated 26 June 2012 (retrospective).

8 SURREY COUNTY COUNCIL PROPOSAL RE19/00956/CON: ST BEDES SCHOOL, CARLTON ROAD, REDHILL, SURREY RH1 2LQ (Pages 39 - 56)

This is an application for the construction of a three storey extension to an existing main teaching block and a three storey extension to existing arts block without compliance with Condition 9 of planning permission ref: RE18/01119/CON dated 18 July 2018.

9 DATE OF NEXT MEETING

The next meeting of the Planning & Regulatory Committee will be on 11 September 2019.

Joanna Killian
Chief Executive
Friday 26 July 2019

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. Members are requested to let the Democratic Services Officer have the wording of any motions and amendments not later than one hour before the start of the meeting.
2. Substitutions must be notified to the Democratic Services Officer by the absent Member or group representative at least half an hour in advance of the meeting.
3. 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. Members are strongly encouraged to contact the relevant case officer in advance of the meeting if you are looking to amend or add conditions or are likely to be proposing a reason for refusal. It is helpful if officers are aware of these matters in advance so that they can better advise Members both before and during the meeting.
4. 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 Democratic Services Officer no

later than midday on the working day before the meeting. The number of public speakers is restricted to five objectors and five supporters in respect of each application.

5. 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 Democratic Services Officer for further advice.
6. 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 Democratic Services Officer for further advice.
7. 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.

TOWN AND COUNTRY PLANNING ACT 1990 – GUIDANCE ON THE DETERMINATION OF PLANNING APPLICATIONS

This guidance forms part of and should be read in conjunction with the Planning Considerations section in the following committee reports.

Surrey County Council as County Planning Authority (also known as Mineral or Waste Planning Authority in relation to matters relating to mineral or waste development) is required under Section 70(2) of the Town and Country Planning Act 1990 (as amended) (1990 Act) 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*”. This section of the 1990 Act must be read together with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (2004 Act), which provides that: “*If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.*”

Development plan

In Surrey the adopted development plan consists of the:

- Surrey Minerals Local Plan 2011 (comprised of the Core Strategy and Primary Aggregates Development Plan Documents (DPD))
- Surrey Waste Plan 2008 (comprised of the Core Strategy, Waste Development and Waste Development Control Policies DPDs)
- Aggregates Recycling Joint DPD for the Minerals and Waste Plans 2013 (Aggregates Recycling DPD 2013)
- Any saved local plan policies and the adopted Local Development Documents (development plan documents and supplementary planning documents) prepared by the eleven Surrey district/borough councils in Surrey
- South East Plan 2009 Policy NRM6 Thames Basin Heaths Special Protection Area (apart from a policy relating to the former Upper Heyford Air Base in Oxfordshire the rest of the plan was revoked on 25 March 2013)
- Any neighbourhood plans (where they have been approved by the local community at referendum)

Set out in each report are the development plan documents and policies which provide the development plan framework relevant to the application under consideration.

Material considerations

Material considerations will vary from planning application to planning application and can include: relevant European policy; the March 2012 National Planning Policy Framework (NPPF) and updates; the March 2014 national Planning Practice Guidance (PPG) and updates; National Planning Policy for Waste (NPPW) October 2014; Waste Management Plan for England 2013; extant planning policy statements; Government Circulars and letters to Chief Planning Officers; emerging local development documents (being produced by Surrey County Council, the district/borough council or neighbourhood forum in whose area the application site lies).

National Planning Policy Framework and Planning Practice Guidance

The [National Planning Policy Framework](#) (NPPF) was updated in July 2018. This replaces the first version published in March 2012. It continues to provide consolidated guidance for local planning authorities and decision takers in relation to decision-taking (determining planning applications) and in preparing plans (plan making).

The NPPF sets out the Government's planning policies for England and how these are expected to be applied and the associated March 2014 [Planning Practice Guidance](#) (PPG), as amended, provides related guidance. The NPPF should be read alongside other national planning policies on [Waste](#), [Travellers](#), [Planning for Schools Development](#), [Sustainable Drainage Systems](#), [Parking](#), and [Starter Homes](#).

At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 10). The NPPF makes clear that the planning system has three overarching objectives in order to achieve sustainable development, which are interdependent and need to be pursued in mutually supportive ways in order to take opportunities to secure net gains across each of the different objectives. These objectives are economic, social and environmental.

The presumption in favour of sustainable development in the NPPF does not change the statutory principle that determination of planning applications must be made in accordance with the adopted development plan unless material considerations indicate otherwise. The NPPF is one of those material considerations. In determining planning applications the NPPF (paragraph 11) states that development proposals that accord with the development plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important in determining an application are out of date, permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.

The NPPF aims to strengthen local decision making and reinforce the importance of up to date plans. Annex 1 paragraph 213 states that in determining planning applications, local planning authorities should give due weight 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).

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.

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MINUTES of the meeting of the **PLANNING AND REGULATORY COMMITTEE** held at 10.30 am on 10 July 2019 at Ashcombe Suite, County Hall, Kingston upon Thames, Surrey KT1 2DN.

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

Members Present:
(* present)

- *Mr Tim Hall (Chairman)
- *Mr Edward Hawkins (Vice-Chairman)
- *Mr Saj Hussain
- *Mrs Bernie Muir
- *Dr Andrew Povey
- *Mr Keith Taylor
- *Mrs Rose Thorn
- *Mr Stephen Cooksey
- *Mr Ernest Mallett MBE
- *Mrs Penny Rivers
- Mrs Mary Angell

12/19 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies for absence were received from Ms Mary Angell.

13/19 MINUTES OF THE LAST MEETING [Item 2]

The Minutes were APPROVED as an accurate record of the previous meeting.

14/19 PETITIONS [Item 3]

There were none.

15/19 PUBLIC QUESTION TIME [Item 4]

There were none.

16/19 MEMBERS' QUESTION TIME [Item 5]

A question was received from Cllr Ernest Mallett. A response was tabled at the meeting and also circulated to the committee in advance of the meeting. The question and response is attached as Annex 1.

Cllr Mallett stated that the redundant house was not being used as a visitors centre as per the original plan. It was also understood in the original application that the public would be able to walk around the site but both the viewing platforms are within the permissive path and this path has yet to be opened to the public. It was agreed that the Planning Development Manager would take back Cllr Mallett's comments to the relevant officer. The Chairman agreed that the issue needed to be progressed as a matter of urgency.

17/19 DECLARATIONS OF INTERESTS [Item 6]

Cllr Edward Hawkins declared a non-pecuniary interest in that he knew one of the applicants whom had previously reported to a Planning Committee he was a member off.

18/19 MINERALS APPLICATION REF. SP12/01487: LAND AT WATERSPLASH FARM, GASTON BRIDGE ROAD AND FORDBRIDGE ROAD, SHEPPERTON, SURREY, TW16 6AU [Item 7]

An update sheet was tabled at the meeting and is attached as Annex 2 to the minutes.

Officers:

Caroline Smith, Planning Development Manager
 Stephen Jenkins, Deputy Planning Development Manager
 Nancy El-Shatoury, Principal Lawyer
 Mike Burch, Senior Flood Risk and Network Resilience Officer
 Richard Thomas, Peter Brett Associates

Speakers:

Mr John Douglass, made representations in objection to the application. The following key points were made:

- Chartered electrical engineer and a representative from the Shepperton against Watersplash Group.
- EA originally objected to the application on various grounds and as a result Cemex withdrew and amended the application.
- EA originally objected to proposals on flood risk grounds but following discussions with applicant the EA withdrew objections but planning officers failed to tell you why objections were with withdrawn. These were withdrawn because ground water flooding was not within the remit of the EA anymore and was now a responsibility of the lead flooding authority, Surrey County Council.
- Anomalies in the planning officers report with serious consequences for water supply at Fordbridge Park.

Mr John Fennell, made representations in objection to the application. The following key points were made:

- Explained that he was an engineer.
- Planning officers conclusions mask flaws of a catastrophic flooding event in Shepperton.
- Experts consultants used by the council have applied old government guidelines to predict flood events to approximately 1 in 30,000 years. Despite the site being in a EA flood zone 3A. We believe that a flood event could occur approximately 1 in 20 years using the most updated guidelines from government.
- Believe there is a chance that low lying Shepperton could be flooded, which is 5ft below Watersplash farm.

Mr Derek Langridge, made representations in objection to the application. The following key points were made:

- Manager at Fordbridge Park, a residential development with 35 homes for a retirement community. Many residents are elderly and will be adversely impacted if this application goes ahead.
- Have objected to the application on the following grounds; water supply pollution, flood risk, congestion, noise, air quality, pollution from dust and impact on quality of life for residents living at the Park.
- The biggest concern relates to freshwater supply to the park which is obtained from an aquifer fed borehole which flows beneath Watersplash Farm and is the only drinking water supply and there is no alternative water supply available to the Park. Confirmed that a new mains water supply could not be obtained.
- This aquifer fed borehole must remain and be regularly tested for possible contamination especially if the gravel is going to be extracted and filled with clay or other materials.

Mr Robin Sider, made representations in objection to the application. The following key points were made:

- Explained that he was a resident and also a Shepperton Borough Councillor.
- Local roads cannot cope with an increase in traffic this application will generate especially as 30,000 vehicles travel across Walton bridge onto Walton bridge road every day.
- A number of HGVs are also travelling to the waste transfer station close to the application site. This will be six years of misery to local residents with traffic and noise issues. The traffic would be detrimental to air quality in the area.
- 283 objections to this application and also from Spelthorne Bough Council. Please defer the application for further investigation under current legislation.

Mr Mark Kelly, the Applicant, raised the following key points:

- A great amount of information has been supplied alongside this application with preparation for the application starting in 2009. It has taken over 40 years to get to where we are today.
- Permission will still be required from the EA before work can begin and if the application is approved a great amount of work will be required before commencement. The site will be supplying materials to Cemex concrete plants based in the UK.
- No objections have been received from statutory consultees and the site will be providing wealth to the local economy and has been identified in the Surrey minerals plan.
- The site is temporary and will be restored and enhanced. Extensive traffic modelling has been undertaken and there will a marginal increase in traffic along the A244.

The Local Member, Richard Walsh registered to speak on the item and made the following points:

- Raised concerns around the update to conditions 12 and 20 as included in the update sheet which was distributed before the start of the meeting. The Chairman explained that providing update sheets before the start of the meeting was common practice.
- Speaking on behalf of his residents and is fully supported by Cllr Tim Evans. Objectors speaking at today's meeting have studied the application for the last 2 years.
- Challenge application on basis of possible flooding of local area which has been demonstrated by previous flooding events of 2014.
- Proposals would tip the balance of serious flooding in Shepperton. World's climate is dramatically changing and the potential damage to residents is catastrophic. Quality of life for local residents is extremely impacted by this application and urges to refuse or defer application on the basis of impact to quality of life.

Key points raised during the discussion:

1. The report was introduced by the Deputy Planning Development Manager who gave an overview and history of the application site. It was explained that 1.2 million tonnes of gravel and sand would be extracted from the site over a six year period. It was further explained that it would take at least two years to get the s106 agreement completed and pre-commencement conditions discharged before commencement of the development.
2. A Member of the committee queried what the implications of flooding would be on the site and the impact of backfilling clay and imported waste material on drainage on site. It was queried what the traffic management in place was and specifically the traffic movement numbers. It was further queried the archaeological elements of the pathway that goes through the site and if testing would take place on this. Reference was made to two planning applications that were refused in the 1950s and 1960s.
3. The Deputy Planning Development Manager explained that perimeter swales would be used for surface water drainage. Modelling had been undertaken and further detail would be required in the form of surface water and groundwater management schemes which would require sign off by officers. Planners are satisfied there are necessary mitigation measures in place. The cumulative impact of HGV movements has been assessed and vehicle numbers are greater than 200 but HGV traffic numbers are at 200. Traffic movements to the Eco-Park have also been assessed in the road traffic assessment. Pollution matters will be controlled by the EA but the council has duplicate measures in place and conditions around contamination which will be closely monitored. All phases for noise have been assessed and conditions 16-18 cover noise requirements. An archaeology scheme will need to be submitted as part of a condition which will identify any archaeological elements on the site. With regards to why the applications had been turned down previously, it was commented that the Committee must deal with the application in front of them.
4. A Member of the Committee queried what the legal position was on the freshwater supply to the Fordbridge Park which was obtained from

- an aquifer adding that he was not concerned about the traffic to and from the site as the number was normal in comparison to similar sites.
5. A Member of the Committee expressed the need for planning reasons to be used before any refusal or deferral is recommended. Paragraphs 68-69 include a summary of flooding evidence submitted by the relevant experts.
 6. The Chairman asked what work and research the Local Lead Flood Authority (LLFA) had undertaken and what safeguards were in place for the aquifer and possible flooding incidents. The Senior Flood Risk and Network Resilience Officer explained that he did not initially assess the application which was approved by a colleague. It was felt that high level surface water was acceptable under the NPPF and non-statutory technical standards. The surface water flooding is what the council assessed and the proposal would be for a swale surrounding the site with the capacity of the proposed swales being over 3000 m³ and the requirement for surface water run off being 1800m³. There is a large difference in what is being proposed and what was actually required. The Senior Flood Risk and Network Resilience Officer was content with the proposals. Bespoke conditions had been set and additional information would be required if permission was granted.
 7. The Project Manager from Peter Brett Associates (PBA) explained that he had been involved with the site since 2012. With regards to groundwater, the applicant produced a groundwater model which was challenged and tested by PBA and at each stage of the process parameters were tweaked. It was explained that every parameter was chosen to be conservative as possible. On that basis, there was a predicted increase of groundwater level of 230mm on the north-west of the site. The Project Manager was satisfied modeling was good and based on mathematics. The predicted increase of groundwater level of 230mm on the north-west of the site was of concern and hence a recommendation has been imposed on groundwater monitoring. The Project Manager advised Surrey that he was content with the groundwater monitoring work.
 8. It was stated that Surrey had recently declared a climate emergency and if this application could be deferred in light of this under current rules and regulations. It was explained that the application was in accordance with the development plan and there were no grounds to refuse.
 9. Another Member of the committee was concerned that 45 conditions had been listed in the report and was of the opinion that if flooding was to occur this would ruin people's lives. Following this a committee Member stated that he was comforted that there were 45 conditions in place and would be concerned if there were any less.
 10. Concerns were raised in relation to the aquifer which supplied water to Fordbridge Park and how this would be dealt with going forward. The Deputy Planning Development Manager stated that pollution fell within the remit of the EA and controls were in place to monitor contamination, groundwater and surface water. It was explained that details of these schemes could come back to the Committee for consideration if the Local Member wished. The Project Manager added that placing clay in the aquifer had the potential to divert the water flow and water would need to find its way around the site which has been shown in the applicants modelling. The Project Manager believes the model is conservative and explained that PBA had suggested that a groundwater monitoring borehole should be placed

on the site boundary nearest to the park. The Deputy Planning Development Manager explained that there is no requirement to provide an alternative water supply.

11. There was a discussion if this application could be deferred on emerging policies. The Deputy Planning Development Manager stated that the application was in accordance with the development plan.
12. The Chairman explained that decisions made had to be based on planning decisions and asked Members if they had any planning reasons for deferring or refusing this application. A Member of the Committee stated that she was concerned that the water supply to the Park would be adversely effected by this application.
13. The Planning Development Manager suggested that there was a potential to add a clause to the Section 106 agreement which would need to be agreed with the applicant but would read 'for the applicant to provide an alternative water supply to the park in the event that it could be demonstrated that their activities had caused an impact to the quality of the drinking water'. The applicant whom attended the meeting agreed and accepted this clause by nodding their head from the public gallery.
14. The Chairman moved the recommendation to permit the application subject to the amended conditions in the update sheet and the inclusion of an additional clause in the Section 106 agreement. There were five votes for, three votes against and two abstentions. Therefore the application was permitted.

RESOLVED:

That planning application no. **SP12/01487** is **PERMITTED** subject to conditions and informatives on pages 97-110 of the report including the amended conditions in the update sheet and subject to the prior completion of a section 106 legal agreement to secure: a) the long term landscape and ecological management, maintenance and aftercare of part of the land at Watersplash Farm; b) the long term monitoring of the groundwater and c) for the applicant to provide an alternative water supply to the park in the event that it could be demonstrated that their activities had caused an impact to the quality of the drinking water.

19/19 PROPOSED PUBLIC BYWAY OPEN TO ALL TRAFFIC (BOAT) NO. 137 (EFFINGHAM) AND (WOTTON) TRAFFIC REGULATION ORDER (TRO) [Item 8]

Officers:

Debbie Prismall, Senior Countryside Access Officer
Joanne Porter, Countryside Access Assistant

Key points raised during the discussion:

1. The report was introduced by the Senior Countryside Access Officer who explained that reports of this nature usually go to Local Committees for decision but had come to the Planning and Regulatory Committee as the byway open to all traffic in question falls within the remit of two boroughs. It was further added that since the installation of the barriers there had been no complaints of flytipping.

- 2. The Committee unanimously approved the recommendation to publish the Notice of Intention to make a Traffic Regulation Order.

RESOLVED:

The Planning & Regulatory Committee **APPROVE** the publication of a Notice of Intention to make a Traffic Regulation Order prohibiting vehicles exceeding 7ft in width, with a barrier and a gap at points A (grid ref. 511436 149706), B (grid ref. 511453 149709) and C (grid ref. 512013 149984) as shown on Drawing. No. 3/1/58/H18.

20/19 REVISED STATEMENT OF COMMUNITY INVOLVEMENT [Item 9]

Officers:

Caroline Smith, Planning Development Manager

Key points raised during the discussion:

- 1. The Planning Development Manager explained that the Statement of Community Involvement sets out how people can be involved in the process of planning and sets out the councils approach to public consultation with residents on planning applications and local plans. The Statement of Community Involvement is a statutory requirement.
- 2. Proposals will allow for focus on major substantive applications. It is proposed that changes will streamline the development management process, making the best use of resources and targeting resources to major applications.
- 3. The changes to simplify publicity were explained to the Committee.

RESOLVED:

The Planning and Regulatory Committee noted the proposed revised Statement of Community Involvement.

The Planning Development Manager gave the Committee a brief update on the Oxted Chalkpit application which was considered by the Committee in November 2018. At this meeting a condition around vehicle movements was amended by the Committee. The Planning Development Manager informed the Committee that the site operator had appealed the decision on the number of HGVs condition, the condition that vehicles do not leave the site at school pick up and drop off times and the condition requiring the operator to undertake regular surveys the highway for damage. A hearing will be organised for the autumn and in Tandridge so local residents can attend this. [Since the committee meeting, the latest information we have is that the inquiry is likely to be in early 2020.]

21/19 DATE OF NEXT MEETING [Item 10]

The date of the next meeting was noted.

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Item 5- Members Question Time

2

1. Question submitted by Mr Ernest Mallett

Can an update on 'Molesey Wetlands' 106 planning conditions be given, particularly in respect of the car park, visitor centre, partial opening to the public and the proposed 25 year Trust Care & Maintenance?

Reply:

The site has been restored and the final phase is in its final year of aftercare, expiring at the end of this year. The site is exceeding the nature conservation benefits that it was designed to provide.

The site is owned by Thames Water, and was operated by Island Barn Aggregates (a Joint Venture between Cemex & Lafarge). The site will pass back to Thames Water on cessation of the aftercare to enter the Longer Term Management phase, as set out in the Section 106 Agreement. Thames Water indicated many years ago that they would like a third party conservation body to take on the management of the site, and eventually they settled on Surrey Wildlife Trust, who were/are very keen to take on the site. Indeed, by involving the Wildlife Trust early in the process, the restoration design was amended to meet their requirements, including the provision of an onsite car park, which has been delivered.

However, it has taken a considerable period of time for the terms of the agreement between Thames Water and Surrey Wildlife Trust to be agreed, and indeed they have still yet to be agreed. Strictly speaking this is not directly a planning matter, or something we have jurisdiction or control over, but the County Council's Principal Enhancement Officer has constantly cajoled and pushed for a resolution and that is ongoing.

Regarding the visitor centre, the original plan was that the redundant house in the south west corner of the site would provide an ideal location for that. However, Surrey Wildlife Trust would like to see a purpose built structure at the entrance to the site, acknowledging that this would involve further facilities than that required by the Section 106 and which they would have to fund themselves. The old mess 'hut' has been relocated here as an interim measure.

Regarding opening to the public, the site is designed as a sanctuary nature reserve, where the public look into the site, rather than enter and walk around. This was necessitated as part of the original planning permission, specified by Natural England, which would not otherwise have been granted.

There has been an issue in respect of the opening of the permissive path that was created between the Thames pathway and Hurst Road. Thames Water insisted on this being put in a palisade fenced corridor for security reasons, and the Police have subsequently advised that they have concerns about its safety for users. So it has, to date, never been opened. As this is a requirement of the Section 106 Agreement, rather than the planning permission, the only way we could enforce compliance is

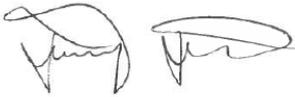
Item 5- Members Question Time

2

through the courts and the Minerals Planning Authority have taken the view that it would not be expedient to pursue this.

There is a requirement under both the planning permission (condition 16) and Section 106 Agreement to provide a long term management plan for the site. This is in the process of being finalised and submitted for approval, to be in place for the end of the year, when aftercare formally ceases.

The Principal Enhancement Officer will continue to keep the local Member updated, as he does on a regular basis.



Mr Tim Hall

Chairman of the Planning and Regulatory Committee

UPDATE SHEET - AGENDA ITEM 7

Planning & Regulatory Committee 10 July 2019

Minerals & Waste Application: SP12/01487

Land at Watersplash Farm, Gaston Bridge Road and Fordbridge Road, Shepperton, Surrey, TW16 6AU

Proposed extraction of concreting aggregate from land at Watersplash Farm together with the erection of processing plant and associated mineral infrastructure, the provision of a new access from the Gaston Bridge Road/Green Lane roundabout, restoration involving the importation of inert restoration materials to agriculture, flood meadows, lake and reed beds with public access, on a site of 28 ha, and temporary diversion of public footpath 53 for the duration of operations.

Please note the Committee Report should be amended / corrected as follows:

CONSULTATIONS AND PUBLICITY

Para. 89 *Officer Comment – the total number of representations is now 284, as a further representation was received.*

CONDITIONS

Conditions to be amended as follows:

New Condition 12 (amendments in bold)

Before any operations which involve the movement of materials (aggregate and/or waste) in bulk to or from the site are commenced, details of facilities to be provided to ensure the public highway is kept clean and free of debris shall be submitted to and approved in writing by the County Planning Authority. **The details of the facilities shall include treatment of effluent resulting from such activities and mode of discharge.** The approved facilities shall thereafter be installed prior to the movement of materials, retained and used whenever the said operations are carried out and no vehicles used in connection with the development hereby permitted shall deposit mud, debris, waste or aggregate on the public highway when leaving the site onto the Gaston Bridge Road (A244) / Green Lane (B3366) roundabout.

New Condition 20 (amendments in bold)

Prior to the commencement of extractive operations in working phases (1-4), as shown on Drawings Ref. P3/648/8 Rev 4 8a-8h, 'Method of Working Phases' dated April 2016, the following information, where applicable to the phase, shall be submitted to and approved in writing by the County Planning Authority:

- a) Where infiltration based swales and/or soakaways are proposed, the results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels;
- b) Evidence that the proposed solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change for the post-restoration phase) storm, during all stages of the development (pre, post, and during);
- c) Detailed drainage design drawings and calculations (**with due regard to the infiltration rate at the base of the soakaway and ground water levels**) to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.);
- d) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage is operational;
- e) Details of drainage management responsibilities and maintenance regimes for the drainage system;
- f) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

The approved details shall be implemented and maintained for the duration of the development.

BACKGROUND PAPERS

Other Documents

Officer comment – the noise guidance for minerals and waste development in Surrey is not the 1994 guidance as stated, but the updated 2019 guidance: ‘Guidelines for Noise and Vibration Assessment and Control - Minerals, Waste and Other County Development’ March 2019. The 2019 guidance is correctly referred to in the noise section of the report (para. 264).

TO: PLANNING & REGULATORY COMMITTEE

DATE: 7 August 2019

BY: PLANNING DEVELOPMENT MANAGER

DISTRICT(S) WAVERLEY BOROUGH COUNCIL

ELECTORAL DIVISION(S):

Farnham Central

Mr MacLeod

CASE OFFICER:

Katie Rayner, 020 8541 9322

PURPOSE: FOR DECISION

GRID REF: 483459 146732

TITLE: SURREY COUNTY COUNCIL PROPOSAL WA/2019/0854

SUMMARY REPORT

Potters Gate Primary School, Potters Gate, Farnham, GU9 7BB

Single storey extensions and associated works to facilitate the expansion of the School without compliance with Conditions 3 (Transport Mitigation Measures) and 5 (Travel Plan) of planning permission Ref: WA/2012/0695 dated 26 June 2012 (retrospective).

Potters Gate is an 'all through' two form of entry Primary School catering for Children aged 4 to 11 years old. The School is located north west of Farnham town centre, approximately 110 metres north of West Street. The main School buildings are located centrally within the site, with School playing fields located to the west and an area of hard play to the north. The site fronts onto Potters Gate to the east and adjoins Beavers Road to the north. Potters Gate, Beavers Road and Crondall Lane (which runs to the west of the School site beyond residential properties) are all narrow roads. Potters Gate is especially narrow between West Street and on the southern limit of the School site. The School is located about a quarter of a mile west of the Hart car park, which adjoins a Waitrose supermarket.

Planning permission was granted in 2012 under reference WA/2012/0695 for the construction of single storey extensions and associated hard and soft landscaping works to facilitate the expansion of the existing Primary School from a 1 form of entry (210 places) to 2 forms of entry (420 places). Conditions were placed on this permission requiring the further assessment of off-site highway works as proposed at the time (Condition 3) and the submission of an updated School Travel Plan (Condition 5). The buildings and associated works were undertaken on the site in accordance with the details of that permission Ref: WA/2012/0695 (and subsequent Non Material Amendments approved under Ref: WA/2012/1943 and Ref: WA/2012/1637), however Conditions 3 and 5 were not discharged and have therefore not been complied with.

This application has therefore been made under Section 73A of The Town and County Planning Act 1990 (as amended) to vary these outstanding conditions in light of retrospective assessment work that has now been undertaken which seeks to regularise the situation. As such, the applicant has submitted a report by Velocity Transport Planning, dated May 2019, which provides an up to date evaluation of the existing highway infrastructure in order to assess whether the off-site highway improvements suggested as part of the original application remain necessary. The Report concludes that there remains some residual impact on the highway

network surrounding the School and suggests that a number of off-site highway works are implemented to mitigate this impact, which include the provision of uncontrolled crossing points. It is therefore sought to vary the wording of the existing Condition 3 to require the implementation of the measures in accordance with the report within six months. In addition an updated School Travel Plan has been submitted and therefore the applicant seeks to vary Condition 5 to require the implementation of the updated Travel Plan.

The Highway Authority has commented on the proposal and is satisfied with the assessments undertaken and the proposed variation of the Conditions. Officers consider that the applicant has fulfilled the requirements of the original conditions and has undertaken up to date assessments which take into account the existing situation at the School and its impact on the surrounding highway network. As a result the proposed measures for implementation are considered proportionate and relevant to the area to mitigate the highway impact from the expansion of the School in 2012. Therefore the proposed amendments to the conditions to secure the implementation of the proposed measures and Travel Plan are considered acceptable and accord with the development plan policy in this regard.

The recommendation is to PERMIT subject to conditions.

APPLICATION DETAILS

Applicant

SCC Property

Date application valid

30 May 2019

Period for Determination

12 August 2019

Amending Documents

Covering Letter Addendum, dated 23 July 2019

Report to Satisfy Condition 3 by Velocity Transport Planning, Project No: 2160/110 Doc: TN002, Version 2.0, dated May 2019

School Travel Plan, dated June 2019

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

Paragraphs in the report

	proposal in accordance with the development plan?	where this has been discussed
Highways and Traffic	Yes	20-35

ILLUSTRATIVE MATERIAL

Site Plan

Plan 1 – Site Location Plan

Plan 2 - Drawing No. 2160/1100/100 Rev D – Highway Improvements - General Arrangements

Plan 3 –Location of the Upper Hart Car Park

Aerial Photographs

Aerial 1- Potters Gate Primary School, Potters Gate, Farnham

Aerial 2 - Potters Gate Primary School, Potters Gate, Farnham

Site Photographs

None

BACKGROUND

Site Description

1. Potters Gate is an ‘all through’ two form of entry Primary School catering for 420 pupils aged 4 to 11 years old. The School is located in a predominately residential area to the north west of Farnham town centre, approximately 110 metres north of West Street. The gated Blenheim Mews development is located to the north west of the School site and the University for the Creative Arts (UCA) is located approximately 190m to the north-east of the site. The School site is adjoined to the south and east by a Conservation Area and an Area of High Archaeological Importance.
2. The main School buildings are located centrally within the site, with School playing fields located to the west and an area of hard play to the north. The site fronts onto Potters Gate to the east and adjoins Beavers Road to the north. Potters Gate, Beavers Road and Crondall Lane (which runs to the west of the School site beyond residential properties) are all narrow roads. Potters Gate is especially narrow between West Street and on the southern limit of the School site. The School is located about a quarter of a mile west of the Hart car park, which adjoins a Waitrose supermarket.
3. There are mature trees along the Potters Gate frontage of the School site and between the road and the main buildings, as well as along the boundaries of the playing fields especially on the north and west sides. A small wildlife area including a pond is situated between the main building and Potters Gate.

4. The original Victorian School building is built of red brick and has multi gabled steeply pitched clay tile roofs. This building was remodelled and extended in the 1960s and a detached modern two storey block was added in the early 1970s (Ref. FAR 522/72). This block has a flat roof, walls clad in red brick, mid green fascias and pale green infill panels beneath the windows. Further substantial extensions were built in the late 1980s (Ref. WA86/2022) when St Andrews C of E Junior School was transferred to the site. These later extensions also have flat roofs, walls of red brick and infill panels beneath windows. There are two demountable buildings on the site, one of which is a Children's Centre and the other being used as an after school club.

Planning History

5. There have been a number of planning applications permitted at the Potters Gate Primary School since it was established in the 1960s. The applications of most relevance to this proposal are listed below:

WA/2019/0606 – Erection of a single storey extension to provide 4 new classrooms. Currently under consideration by Waverley Borough Council.

WA/2012/1943 – Non Material Amendment to planning permission Ref: WA/12/0695 comprising additional roof lights to proposed classrooms and to music and drama room. Permitted by Surrey County Council subject to conditions on 24 January 2013.

WA/2012/1637 – Non Material Amendment (reducing new floor space; deleting a lobby, clerestory and two canopies; adding clerestory windows and smaller canopy) to planning permission Ref: WA/2012/0695. Permitted by Surrey County Council subject to conditions on 8 November 2012

WA/2012/0695 – Single Storey extensions and associated hard and soft landscaping works to facilitate expansion of existing primary School from 1 form of entry (210 places) to 2 forms of entry (420 places). Permitted by Surrey County Council subject to conditions on 26 June 2012.

WA/2011/0595 – Installation of a demountable Unit comprising two classrooms for a temporary period of 5 years. Permitted by Surrey County Council subject to conditions on 4 July 2011.

WA/2009/0855 – Installation of new metal double glazed window to first floor classroom. Permitted by Surrey County Council subject to conditions on 12 August 2009.

WA/2008/0492- Installation of a demountable building to provide children's centre facilities following removal of existing demountable building. Permitted by Surrey County Council subject to conditions on 29 May 2008.

WA/2007/1320 – The erection of an extension to demountable classroom unit and ancillary external works to facilities creation of children's centre. Permitted by Surrey County Council subject to conditions on 28 August 2007.

THE PROPOSAL

6. Planning permission was granted in 2012 under reference WA/2012/0695 for the construction of single storey extensions and associated hard and soft landscaping works to facilitate the expansion of the existing Primary School from a 1 form of entry (210 places) to 2 forms of entry (420 places). The buildings and associated works were undertaken on the site in accordance with the details of that permission (and subsequent Non Material Amendments approved under Ref: WA/2012/1943 and Ref: WA/2012/1637), but the conditions set out below were not discharged and have therefore not been complied with. As such this application is seeking permission to vary these conditions in light of retrospective assessments that seek to regularise the situation.

Condition 3: *The development hereby permitted shall not be occupied unless a further assessment of measures to mitigate the potential transport impacts of the proposed development identified in paras. 6.7 to 6.15 of the School Travel Plan Framework dated 23 May 2012 has been submitted to and approved by the County Planning Authority. Such assessment shall include a scheme for the design and/or implementation of any of those identified measures which are deemed appropriate after that further assessment and the development shall thereafter be carried out in full accordance with that scheme.*

Reason: To management and mitigate the transportation implications of the development and in the interest of the amenity of residents living in the vicinity of the School in accordance with Policies CF2, CF3 and D1 of the Waverley Borough Local Plan 2002.

Condition 5: *The Draft Framework School Travel Plan dated 23 May 2012 shall be fully implemented upon the first occupation of the development hereby permitted and shall thereafter be maintained, monitored and developed in accordance with details for its review which have been submitted to the County Planning Authority in writing within 6 months of the date of this permission and have been approved by the Authority.*

Reason: In the interest of the amenity of residents living in the vicinity of the School in accordance with Policies CF2, CF3 and D1 of the Waverley Borough Local Plan 2002.

7. The current application submits details in order to vary these conditions. In terms of Condition 3, the applicant has submitted a report by Velocity Transport Planning, dated May 2019, which provides an up to date evaluation of the existing highway infrastructure in order to assess whether or not highway improvements suggested as part of the original application remain necessary to address the potential matters resulting from the expansion of the School under Ref: WA/2012/0695. The applicant proposes in light of this assessment to vary Condition 3 to take account of the recommended highway improvement works to read *'The highway improvement work to be undertaken as part of the development hereby permitted shall be completed within six months of the date of this decision in accordance with General Arrangement Drawing No 2160/1100/100 Rev D, as detailed in Appendix B of the Velocity Transport Planning report Version 2.0, dated May 2019'*.

8. In terms of Condition 5 the applicant has submitted an up to date Travel Plan which commits to the annual review of the Plan and is therefore proposing that Condition 5 be varied to read *'The School Travel Plan (dated March 2019) shall be fully implemented from the date of this permission and shall thereafter be maintained and monitored annually in accordance with the approved details'*.

CONSULTATIONS AND PUBLICITY

District Council

9. Waverley Borough Council - No Objection, subject to Surrey County Highway Authority not objecting to the proposals and any additional conditions or variations, recommended by the County Highway Authority being imposed.

Consultees (Statutory and Non-Statutory)

10. Transportation Development Planning - No objection

Parish/Town Council and Amenity Groups

11. Farnham Town Council - Supports the expansion of the School to meet demand for School places however strongly objects to the expansion without complying with Condition 3 (Transport Mitigation Measures) and 5 (Travel Plan). Formalising speed reductions around the School is vital. Safe routes to School need to be improved as well as crossing points from the allocated parking in the Upper Hart Car park.
12. The Farnham Society - No views received.

Summary of publicity undertaken and key issues raised by public

13. The application was publicised by the posting of one site notice and a total of 219 owner/occupiers of neighbouring properties were directly notified by letter. A total of nine objections have been received in response to the application, which raise the following concerns:
- Retrospective nature of the application, these matters should have been addressed seven years ago and should be based on the current situation seven years later.
 - Greater increase in congestion along Beavers Road following the increase in the size of the School, which will increase further with the new Abbey View development.

- Beavers Road is a single lane with cars parked either side, there are no passing places and nowhere for parents to park to drop off children, so they often park where they can and illegally on corners.
 - There is an increase risk in accidents in the vicinity of the School due to the 'rat-run' nature of the roads, the high speed of traffic, necessity for parents and children to cross between parked cars and the narrow pavements and footpath at the entrance gates to the School which causes over-crowding and obstruction.
 - No drop off facilities at the School mean parents wait until the gates open to arrive which causes a rush.
 - There needs to be a dedicated pick up and drop off point at the School.
 - Beavers Road, Potters Gate and Crondall Lane are 'no go areas' at certain times of the day with residents often unable to drive out of their drives onto Beavers Road.
 - The measures proposed are only essential if the authorities are unable to create new roads to the north of Farnham centre or a link road between A31 and A287, which will reduce traffic in the central area.
 - Crondall Road has areas of no pavement and no crossing south of the Beavers Road Junction.
 - More pedestrian crossings are needed on the Hart and West Street (towards Potters Gate Junction).
 - Nothing is being done to reduce the air-pollution problem which can only increase with more traffic. This is endangering the health of children. Surrey could at least plant a wide barrier of trees and shrubs along the playground edge bordering on Beavers Road. This has been demonstrated in the case of one London Primary School to have led to a marked improvement in the air quality in roadside playground.
14. Officers would like to note that many of the objections received make reference to the current planning application (Ref: WA/2019/0606) which is under consideration by Waverley Borough Council for the further expansion of the School, to provide four new classrooms. The application was made to the Borough Council as the expansion is not being directed or controlled by Surrey County Council. This application is yet to be determined, however Waverley Borough Council have received as a matter of course all objections received in response to the current proposal.

PLANNING CONSIDERATIONS

Introduction

15. The guidance on the determination of planning applications contained in the Preamble/Agenda front sheet is expressly incorporated into this report and must be read in conjunction with the following paragraphs.
16. In this case the statutory development plan for consideration of the application consists of Waverley Borough Council Local Plan Saved Policies 2002 and Waverley Borough Council Local Plan Part 1: Strategic Policies and Sites 2018. The Waverley Borough Council Local Plan Part 2: Site Allocations and Development Management Policies will form the second stage of Waverley's Local Plan and will replace the Saved Policies of the Local Plan 2002. The Local Plan Part 2 will provide more detailed 'development management policies', a review of a suite of local designations and allocated sites needed for housing or other uses in certain areas of Waverley. Following a preferred options consultation carried out in May to July 2018, a pre-submission version of the plan is currently being prepared. Given the early stages of this Plan no weight can currently be applied to the policies.

17. This application has been made under Section 73A of the Town & Country Planning Act 1990 (as amended), to vary conditions of an existing permission at the School site, namely Ref: WA/2012/0695 dated 26 June 2012. The Conditions subject to this application are those which were required by the County Planning Authority (CPA) to be satisfied six months following the date of the decision or prior to the occupation of the development and therefore to date remain outstanding. As such this application is seeking permission to vary these conditions in light of retrospective assessments that seek to regularise the situation.
18. In dealing with applications made under Section 73A, the National Planning Practice Guidance (NPPG) (2014) advises that local planning authorities must only consider the condition that is the subject of the application, it is not a complete re-consideration of the original application, however a new planning permission is issued if permission is granted, which sits alongside the original. The NPPG also advises that such applications be considered against the Development Plan and other material considerations, although local planning authorities should focus attention on national and development plan policies and other material considerations which may have changed significantly since the original grant of planning permission.
19. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations. In assessing the application against development plan policy it will be necessary to determine whether the proposed measures for mitigating any environmental impact of the development are satisfactory. In this case the main planning considerations are the highway and traffic implications as a result of the proposed amendments to the Conditions.

HIGHWAY AND TRAFFIC IMPLICATIONS

Waverley Borough Local Plan Part 1: Strategic Policies and Sites 2018 (WBLP P1 2018)

Policy ST1 – Sustainable Transport

Waverley Borough Local Plan - Saved Policies 2002 (WBLP SP 2002)

Policy D1 – Environmental Implications of Development

Policy CF3 – Educational Establishments

20. Since the previous application was granted in 2012, the South East Plan (2009) has been revoked and the Waverley Borough Local Plan Part 1 (WBLP P1) (2018) has been adopted, however Saved Policies D1 and CF3 of the Waverley Borough Local Plan 2002 (WBLP SP 2002) remain relevant. In this context, Policy ST1 of the WBLP P1 2018 has replaced Policies M2 and M14 of the WBLP SP 2002. Policy M2 required development to be designed to a standard suitable for the local highway network and provide safe access for pedestrians and road users. Policy M14 required parking provision to be appropriate for individual development proposals. Although a new Policy is in place, as set out below, the thrust of the new Policy and approach to transport planning has not altered since the original grant of consent in 2012.
21. Paragraph 108 of the National Planning Policy Framework (NPPF) sets out that applications for development should ensure that appropriate opportunities to promote sustainable transport modes can be or have been taken up, with regard to the type of

development and its location; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

22. Policy ST1 of the WBLP P1 2018 seeks to ensure that development schemes, are located where opportunities for sustainable transport modes can be maximised reflecting the amount of movement generated and the nature and location of the site; make necessary contributions to the improvement of existing, and the provision of new, transport schemes that lead to improvements in accessibility and give priority to the needs of pedestrians, cyclists, users of public transport, car-sharers and users of low emission vehicles; include measures to encourage non-car use such as on-site cycle parking; make appropriate provision for car parking, having regard to the type of development and its location, in accordance with local standards.
23. In addition, criteria contained in Saved Policy D1 of the WBLP SP 2002 resists development which generates levels of traffic that are incompatible with the local highway network or cause significant environmental harm by virtue of noise and disturbance. Saved Policy CF3 of the WBLP SP 2002 sets out that proposals in relation to existing education establishments will be permitted where the existing level of residential amenity will be protected from factors such as excessive noise, overlooking or traffic congestion where relevant and all other relevant Plan policies are complied with, particularly those relating to vehicular access, car parking, traffic movements and accessibility to public transport.
24. Conditions 3 and 5 of planning permission Ref: WA/2012/0695 were required to manage and mitigate the transport impacts of the development which comprised the construction of single storey extensions to the main School building and ancillary works to accommodate an increase in pupils numbers attending the School from 210 to 420. A Transport Assessment submitted with the original application concluded that the development would result in an increase in additional trips by car and on foot to the site, however this was considered gradual, as the School would not be running at full capacity until 2018. At the time it was expected that a total of 219 pupils would reach the School by car, which comprised 118 directly by car, 17 by car sharing and 84 using the park and ride facility at Harts Car Park. In this regard the 2012 Draft Framework Travel Plan submitted at the time of the application suggested various measures which could be considered and implemented to improve the existing pedestrian, cycling and road networks in the vicinity of the School to accommodate the additional trips generated by the proposed development. A summary of the improvements outlined in paragraphs 6.7 to 6.15 of the Draft Framework Travel Plan, dated 23 May 2012, are listed below:
 - Parking enforcement through Policy, PCSOs and School staff
 - Parking enforcement through CCTV
 - Repair of footways and kerbs on western side of Potters Gate
 - Raising of kerbs and use of bollards to prevent parking on footway
 - Making Potters Gate 'no entry' from West Street, and
 - Build outs to improve pedestrian visibility from crossing at junction of Potters Gate, Beavers Road, Falkner Road and UCA site access.
25. The Highway Authority responded at the time of the original application indicating that further investigation from the applicant on the measures proposed was required to

determine whether these are practical and/or desirable. As a result, Condition 3 was attached to the permission requiring the submission of an assessment of the proposed measures to be approved by the County Planning Authority prior to the occupation of the development. However, the development was carried out and occupied following the grant of permission without the details pursuant to Condition 3 having been submitted.

26. It is seven years since planning permission Ref: WA/2012/0695 was granted for the development. The highway network has altered during this time, due to other development in the area and the County Council undertaking upgrades and alterations as part of its regular improvements and maintenance regime. As a result the applicant has undertaken and submitted a full assessment of the existing highway infrastructure in accordance with Condition 3, to determine whether the mitigation measures considered necessary in 2012 are still required and if any works remain necessary to address the potential matters resulting from the expansion of the School under Ref: WA/2012/0695. In addition, an updated Travel Plan has been submitted in accordance with Condition 5.
27. A total of nine objections have been received in response to the proposal, which all raise concern with regard to the impact of the increase in School traffic on the local highway network. In particular, several representations raise concern with regard to the congestion caused within the vicinity of the School at pick up and drop off times and the resulting dangerous behaviour in terms of parking and crossing, which are amplified by the speed of vehicles, the narrow path ways and the lack of crossing points. Furthermore, it is requested that provisions are provided at the School including a dedicated pick up and drop off area, additional crossing points south of Beavers Road Junction and on the Hart, West Street (towards Potters Gate junction) and Crondall Road. Reference is also made to the creation of new roads to the north of Farnham Centre which will reduce traffic in general in the central area, the consideration of which is outside of the scope of this planning application.

Condition 3 – Traffic Mitigation Measures

28. In terms of Condition 3, a report by Velocity Transport Planning dated May 2019 has been submitted, which responds to the requirements of condition 3 and provides a further assessment of the six measures identified in the 2012 Draft Framework Travel Plan. The assessment indicates that the School lies within a controlled parking zone, where controls operate Monday to Friday 8am to 8pm. At the time of the visit on street parking along Falkner and Beavers Road was observed to be close to or at full capacity prior to parents arriving to pick up their children. On Potters Gate there are a combination of single yellow lines and School keep clear markings. Generally parents were seen to observe the parking controls and by 3.15pm only one or two cars were seen to be present. Parental parking on waiting restrictions was observed on the corner of Falkner Road and the access to the UCA where two or three vehicles were seen to be parked, which obstructed the sight lines for motorists wishing to exit the UCA campus and prevented parents and children from crossing.
29. The proposed scheme of works to satisfy the requirements of condition 3 are shown on Drawing No. 2160/110/100 Rev D, submitted at Appendix B of the Velocity Transport Planning Report. The County Highway Authority (CHA) has reviewed the Velocity Report and has the raised the following comments with regard to the measures assessed:

Since little illegal or inconsiderate parking was observed it is not deemed necessary to change or increase existing parking enforcement arrangements. In the event that conditions deteriorate in the future then it is proposed that the School make contact with the parking enforcement team at the County Council and request an increased frequency of patrols for a period.

Repair of footways and kerbs on the western side of Potters Gate

The report includes a visual inspection of the footways on the western side of Potters Gate. Based on the evidence provided the CHA considers the condition of these footways does not present a safety hazard to pedestrians travelling to or from the School.

Raising of Kerbs and Use of Bollards to Prevent Parking on Footway

During the visit there was no evidence that vehicles are mounting the kerbs or parking partially on the footway causing obstruction to pedestrians. The CHA are therefore satisfied that it is not necessary or appropriate to implement raised kerbs or place bollards in the footway.

Making Potters Gate 'No-Entry' From West Street

Changes to prevent traffic turning from the highway network have already been completed by the CHA.

Build-out to Improve Pedestrian Visibility for Crossing at Junction of Potters Gate Beaver Road/Falkner Road and UCA Site Access

Pedestrian demand to cross the road near the northern end of Potters Gate was observed. A number of parents were also seen to want to cross the road to the north side of Falkner Road, from a location just east of Potters Gate, however on many occasions their path was blocked due to parked cars. Similarly a number of pedestrians were observed to encounter difficulty when crossing from the north to the south side of Falkner Road at this location, due to sight lines being obstructed by cars parking on the double yellow lines. It is therefore proposed to install a new uncontrolled crossing facility with tactile paving near the north end of Potters Gate opposite the footpath that leads behind the grassed island. In addition the applicant is proposing to undertake maintenance of the overhanging branches and foliage which is currently restricting the width of the footways in the vicinity of the School.

In terms of the build out on the northern side of Falkner Road, the CHA does not consider a build-out at this junction is feasible on highway safety grounds, due to issues associated with the horizontal alignment for vehicles approaching from the south west, and constraints associated with proximity to private accesses. An alternative scheme of works has therefore been agreed, to focus on providing an

improved pedestrian route between the School and the Upper Hart car park. The works comprise provision of dropped kerbs, and where feasible tactile paving.

30. With regard to the above findings, the assessment concludes that there remains some residual impact on the highway network surrounding the School and therefore mitigation measures are required. It is therefore proposed that the condition be varied to take account of the recommended highway improvement works suggested in the Velocity Report and to be delivered in accordance with a defined timescale.
31. Overall the CHA is satisfied that the assessment undertaken has addressed all of the matters raised in the 2012 Draft Framework Travel Plan and are sufficient to mitigate the identified residual impact on the local highway network following the expansion of the School in 2012. As such it is recommended that the condition be varied to require the implementation of the works within six months of any grant of permission.
32. The CHA acknowledge that representations made against the current application cite the need for improvements further from the School, specifically additional crossing points on Crondall Road, South of Beavers Road and on Hart and West Street. However, CHA does not consider it reasonable for the School to deliver improvements at this location, as no harm has been identified in highway safety terms at these locations. The CHA are also aware of concerns raised regarding the speed of traffic on Beavers Road, which has also been subject to a recent petition to the Waverley Local Committee. In response the Committee has agreed to implement a new lower 20 mph zone or limit along the whole extent of Beavers Road, Falkner Road and Potters Gate. This will be supported through the implementation of traffic calming or two vehicle activated signs on Falkner Road or Beavers Road. These works are anticipated to be funded by a Section 106 developer contribution from the 'Hopfields' development on Crondall Lane (Ref: WA/2014/1565), permitted by Waverley Borough Council on 11 September 2015, subject to reserved matters.

Condition 5 – Travel Plan

33. In respect of Condition 5, the applicant has submitted an up to date School Travel Plan, dated June 2019. The Travel Plan sets out strategies to be put in place 2018/19 to manage journeys associated with a higher level of transport movements and trip generation than proposed in the 2012 permission. It also emphasises the Schools zero tolerance policy is taken towards parents dropping off and picking up in vehicles at the School itself and parking within a 300m walking distance of the School is encouraged. In addition, parents are eligible for 20 minute free parking permits in the Upper Hart public car park located 300m northeast of the School. It is therefore proposed that the 2012 condition be reworded to take the June 2019 document as a baseline. There will be no need to time limit the Condition as the document in itself commits to annual monitoring.
34. The County Highway Authority is satisfied with the updated Travel Plan (dated June 2019) and the proposed variation of the condition to ensure that the measures in the Travel Plan are implemented and thereafter monitored and reviewed by the School.

Conclusion

35. In conclusion, Officers consider that the applicant has fulfilled the requirements of the original conditions and has undertaken up to date assessments of the existing situation at the School and the impact of the expansion on the surrounding highway network. As a result the applicant is proposing to implement measures that are proportionate and relevant to the area to mitigate the highway impact from the expansion of the School in 2012. The combination of the proposed off-site highway measures and the on-going implementation and monitoring of the updated Travel Plan are considered acceptable and accord with the development plan policy in this regard.

HUMAN RIGHTS IMPLICATIONS

36. 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.

37. In this case, the Officer’s 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

38. Officers consider that the variation of Conditions 3 and 5 would be acceptable in light of the assessment work undertaken and would accord with the development plan policy in this regard.

RECOMMENDATION

39. That pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, application no. **WA/2019/0854** 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 from 26 June 2012.
2. The development hereby approved shall be carried out in all respects strictly in accordance with the following plans/drawings:

- Drawing No. E1837-A-01, Existing Location Plan, dated March 2012
- Drawing No. E1837-A-02, Existing Site Aerial, dated March 2012
- Drawing No. E1837-A-03, Existing Site Plan, dated March 2012
- Drawing No. E1837-A-20, Existing GF Plan, dated March 2012
- Drawing No. E1837-A-21, Existing FF Plan, dated March 2012
- Drawing No. E1837-A-40, Existing Elevations, dated March 2012
- Drawing No. E1837-A-14, Revision P1, Proposed Site Plan Diagram, dated 16 April 2012
- Drawing No. E1837-A-15, Revision P2, Proposed Site Plan, dated March 2012.

E1837-A-38, Revision A, Proposed GF Plan, dated March 2012.

Drawing No. E1837-A-38.1 Revision B Proposed FF Plan dated March 2012,

Drawing No. E1837-A-38.4 Revision B Proposed Roof Plan dated March 2012,

Drawing No. E1837-A-41 Revision D Proposed Elevations dated March 2012,

Drawing No. E1837-A-42 Revision B Proposed Sections dated March 2012, and

Drawing No. E1837-A-60 Revision C Images dated March 2012.

Drawing No. E1837 -L-710, Tree Removal, dated January 2012

Drawing No. E1837 -L-720, Detail Landscape Proposals, dated January 2012

Drawing No. E1837 -L-740, proposed Planting Plan, dated January 2012.

3. The highway improvement work to be undertaken as part of the development hereby permitted shall be completed within six months of the date of this permission in accordance with General Arrangement Drawing No 2160/1100/100 Rev D, as detailed in Appendix B of the Velocity Transport Planning Report, TN002 Version 2.0 dated May 2019.
4. The development hereby permitted shall be carried out in all respects in accordance with the details set out in the Traffic Management Plan received on 28 May 2012. Any amendments to the Traffic Management Plan shall be agreed by the County Planning Authority prior to commencement of the development.
5. The School Travel Plan, dated June 2019 shall be fully implemented from the date of this permission and shall thereafter be maintained and monitored annually in accordance with the approved details.
6. No felling of trees or clearance of bushes and scrub required in implementation of this permission shall be carried out between 1 March and 31 July in any year unless they have been inspected by a suitably qualified person who has established that they do not contain any nesting birds.
7. 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 Arboricultural Impact Assessment and Method Statement dated February 2012 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.
8. The scheme of replacement tree planting shall be carried out fully in accordance with the details contained in the Tree Planting Plan and Specification and the Tree Planting Plan which form part of the application. The works shall be carried out no later than in the first planting season after the first occupation of any part of the development or in accordance with a programme to be agreed in writing by the County Planning Authority. Thereafter the landscaping shall 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.

Reasons:

1. To comply with Section 91 (1)(a) of the Town and Country Planning Act 1990 as amended in 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 does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Waverley Borough Local Plan Part 1: Strategic Policies and Sites 2018 and Saved Policies D1 and CF3 of the Waverley Local Plan 2002.
4. In the interests of the amenity of residents living in the vicinity of the school in accordance with Policies CF2, CF3 and D1 of the Waverley Borough Local Plan 2002.
5. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Waverley Borough Local Plan Part 1: Strategic Policies and Sites 2018 and Saved Policies D1 and CF3 of the Waverley Local Plan 2002.
6. To ensure protection of nesting birds in accordance with Policy D5 of the Waverley Borough Local Plan 2002.
7. In the interests of maintaining the character and amenity of the site through its tree cover, pursuant to Policies D1 and D4 of the Waverley Borough Local Plan 2002.
8. In the interests of maintaining the character and amenity of the site through its tree cover, pursuant to Policies D1 and D4 of the Waverley Borough Local Plan 2002.

Informatives:

1. 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.
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 Design Note 18 'Access for Disabled People to Educational Buildings' published in 1984 on behalf of the Secretary of State, or any prescribed document replacing that note.
3. 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.

4. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
5. The applicant is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing or repairing highway surfaces and prosecute persistent offenders. (Highways Act 1980 Sections 131, 148, 149)

TOWN AND COUNTRY PLANNING ACT 1990 – GUIDANCE ON THE DETERMINATION OF PLANNING APPLICATIONS

This guidance forms part of and should be read in conjunction with the Planning Considerations section in the report.

Surrey County Council as County Planning Authority (also known as Mineral or Waste Planning Authority in relation to matters relating to mineral or waste development) is required under Section 70(2) of the Town and Country Planning Act 1990 (as amended) (1990 Act) 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*. This section of the 1990 Act must be read together with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (2004 Act), which provides that: *if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise*.

Development plan

In Surrey the adopted development plan consists of the:

- Surrey Minerals Local Plan 2011 (comprised of the Core Strategy and Primary Aggregates Development Plan Documents (DPD))
- Surrey Waste Plan 2008 (comprised of the Core Strategy, Waste Development and Waste Development Control Policies DPDs)
- Aggregates Recycling Joint DPD for the Minerals and Waste Plans 2013 (Aggregates Recycling DPD 2013)
- Any saved local plan policies and the adopted Local Development Documents (development plan documents and supplementary planning documents) prepared by the eleven Surrey district/borough councils in Surrey
- South East Plan 2009 Policy NRM6 Thames Basin Heaths Special Protection Area (apart from a policy relating to the former Upper Heyford Air Base in Oxfordshire the rest of the plan was revoked on 25 March 2013)
- Any neighbourhood plans (where they have been approved by the local community at referendum)

Set out in the report are the development plan documents and policies which provide the development plan framework relevant to the application under consideration.

Material considerations

Material considerations will vary from planning application to planning application and can include: relevant European policy; the National Planning Policy Framework (NPPF) (revised July 2018 and updated February 2019) and subsequent updates; the March 2014 national Planning Practice Guidance (PPG) and subsequent updates; National Planning Policy for Waste (NPPW) October 2014; Waste Management Plan for England 2013; extant planning policy statements; Government Circulars and letters to Chief Planning Officers; emerging local development documents (being produced by Surrey County Council, the district/borough council or neighbourhood forum in whose area the application site lies).

National Planning Policy Framework and Planning Practice Guidance

The National Planning Policy Framework (NPPF) was revised in February 2019. This replaces the previous version published in March 2012 and revised in July 2018. It continues to provide consolidated guidance for local planning authorities and decision takers in relation to decision-taking (determining planning applications) and in preparing plans (plan making).

The NPPF sets out the Government's planning policies for England and how these are expected to be applied and the associated March 2014 [Planning Practice Guidance](#) (PPG), as amended, provides related guidance. The NPPF should be read alongside other national planning policies for [waste](#); [traveller sites](#); [planning for schools development](#); [sustainable drainage systems](#); [parking](#) and [Starter Homes](#).

At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 10). The NPPF makes clear that the planning system has three overarching objectives in order to achieve sustainable development which are interdependent and need to be pursued in mutually supportive ways in order to take opportunities to secure net gains across each of the different objectives. These objectives are economic, social and environmental.

The presumption in favour of sustainable development in the NPPF does not change the statutory principle that determination of planning applications must be made in accordance with the adopted development plan unless material considerations indicate otherwise. The NPPF is one of those material considerations. In determining planning applications the NPPF (paragraph 11) states that development proposals that accord with the development plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important in determining an application are out of date, permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.

The NPPF aims to strengthen local decision making and reinforce the importance of up to date plans. Annex 1 paragraph 213 states that in determining planning applications, local planning authorities should give due weight 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).

HUMAN RIGHTS ACT 1998 GUIDANCE FOR INTERPRETATION

The Human Rights Act 1998 does not incorporate the European Convention on Human Rights into 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.

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.

CONTACT

Katie Rayner

TEL. NO.

020 8541 9322

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](#)

[Planning Practice Guidance](#)

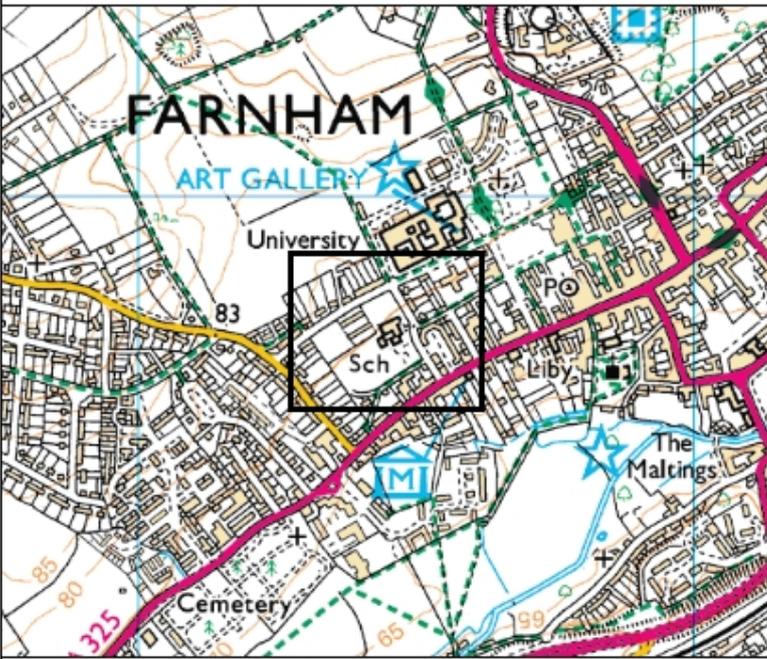
The Development Plan

Waverley Borough Council Local Plan 2002

Waverley Borough Council Local Plan Part 1: Strategic Policies and Sites 2018

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Site Location: **Potters Gate Primary School, Potters Gate, Farnham, GU9 7BB**



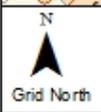
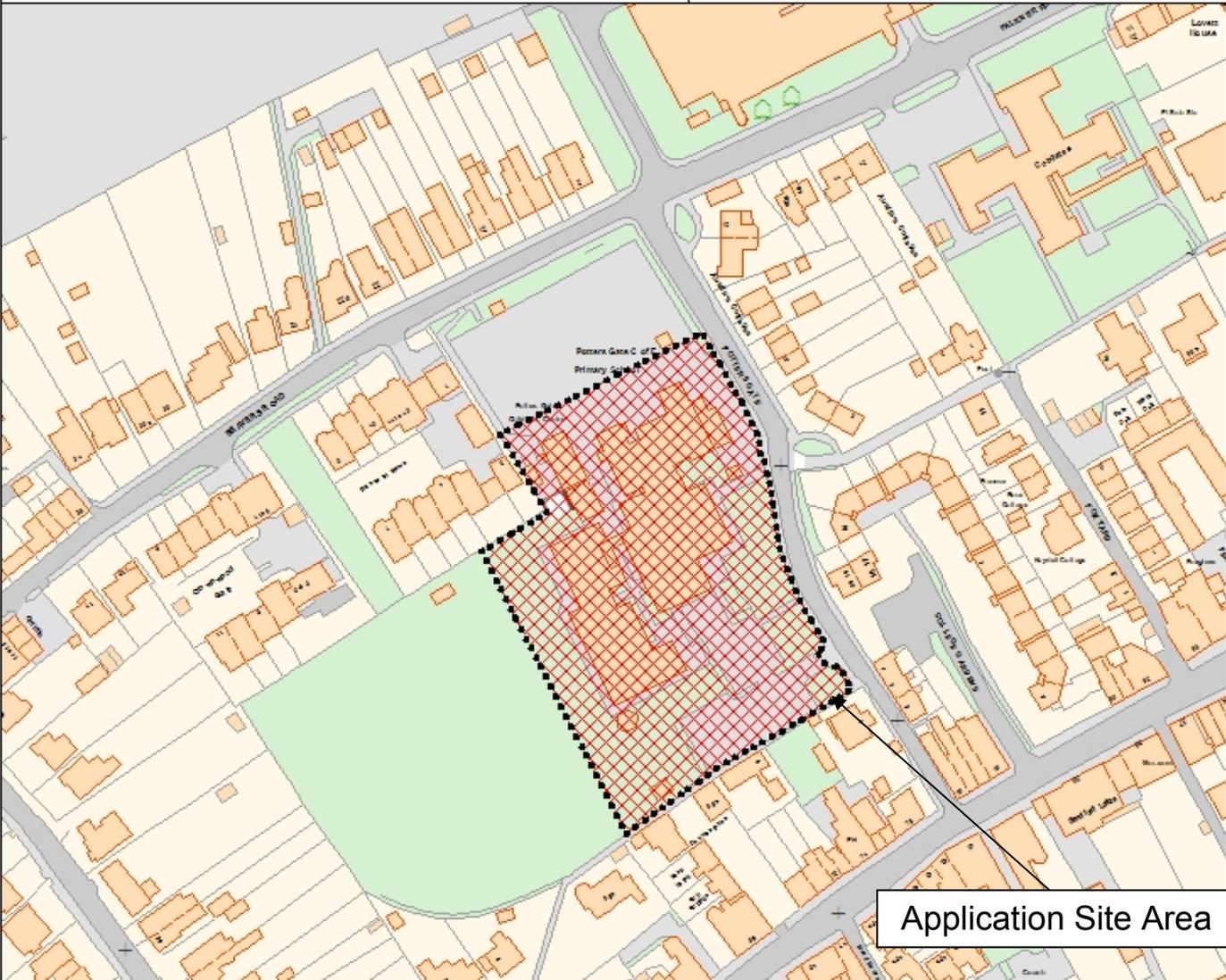
Single storey extensions and associated works to facilitate the expansion of the School without compliance with Conditions 3 (Transport Mitigation Measures) and 5 (Travel Plan) of planning permission Ref. WA/2012/0695 dated 26 June 2012 (retrospective).

Application numbers:
WA/2019/0854

Electoral divisions:
Farnham Central

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Note: This plan is for indicative purposes only



Ref No:
SCC Ref 2019/0089



Scale: **1:1803**
Printed on: 15/07/2019

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2018 Aerial Photos

Aerial 1 : Potters Gate Primary School, Potters Gate, Farnham



2018 Aerial Photos

Aerial 2 : Potters Gate Primary School, Potters Gate, Farnham

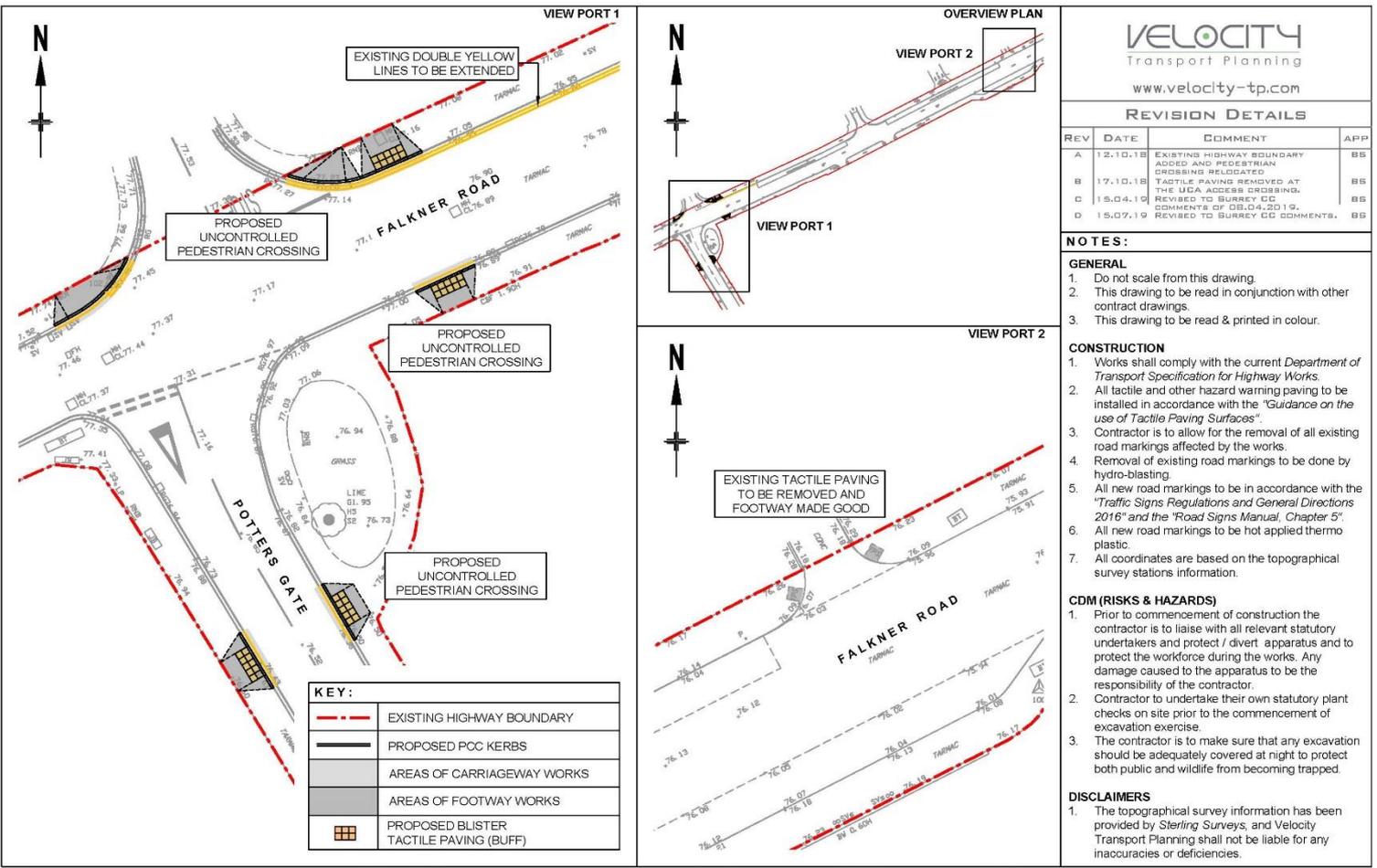




Drawing No. 2160/1100/100 Rev D – Highway Improvements

General Arrangements Plan

Page 37



VELOCITY
Transport Planning
www.velocity-tp.com

REVISION DETAILS

REV	DATE	COMMENT	APP
A	12.10.18	EXISTING HIGHWAY BOUNDARY ADDED AND PEDESTRIAN CROSSING RELOCATED	BS
B	17.10.18	TACTILE PAVING REMOVED AT THE USA ACCESS CROSSING	BS
C	15.04.19	REVISED TO SURREY I.C. COMMENTS OF 08.04.2019.	BS
D	15.07.19	REVISED TO SURREY I.C. COMMENTS.	BS

NOTES:

GENERAL

- Do not scale from this drawing.
- This drawing to be read in conjunction with other contract drawings.
- This drawing to be read & printed in colour.

CONSTRUCTION

- Works shall comply with the current *Department of Transport Specification for Highway Works*.
- All tactile and other hazard warning paving to be installed in accordance with the "Guidance on the use of Tactile Paving Surfaces".
- Contractor is to allow for the removal of all existing road markings affected by the works.
- Removal of existing road markings to be done by hydro-blasting.
- All new road markings to be in accordance with the "Traffic Signs Regulations and General Directions 2016" and the "Road Signs Manual, Chapter 5".
- All new road markings to be not applied thermo plastic.
- All coordinates are based on the topographical survey stations information.

CDM (RISKS & HAZARDS)

- Prior to commencement of construction the contractor is to liaise with all relevant statutory undertakers and protect / divert apparatus and to protect the workforce during the works. Any damage caused to the apparatus to be the responsibility of the contractor.
- Contractor to undertake their own statutory plant checks on site prior to the commencement of excavation exercise.
- The contractor is to make sure that any excavation should be adequately covered at night to protect both public and wildlife from becoming trapped.

DISCLAIMERS

- The topographical survey information has been provided by *Sterling Surveys*, and Velocity Transport Planning shall not be liable for any inaccuracies or deficiencies.

CLIENT
SURREY COUNTY COUNCIL

PROJECT
POTTERS GATE SCHOOL

DRAWING TITLE
**HIGHWAY IMPROVEMENTS :
GENERAL ARRANGEMENTS**

DRAWN
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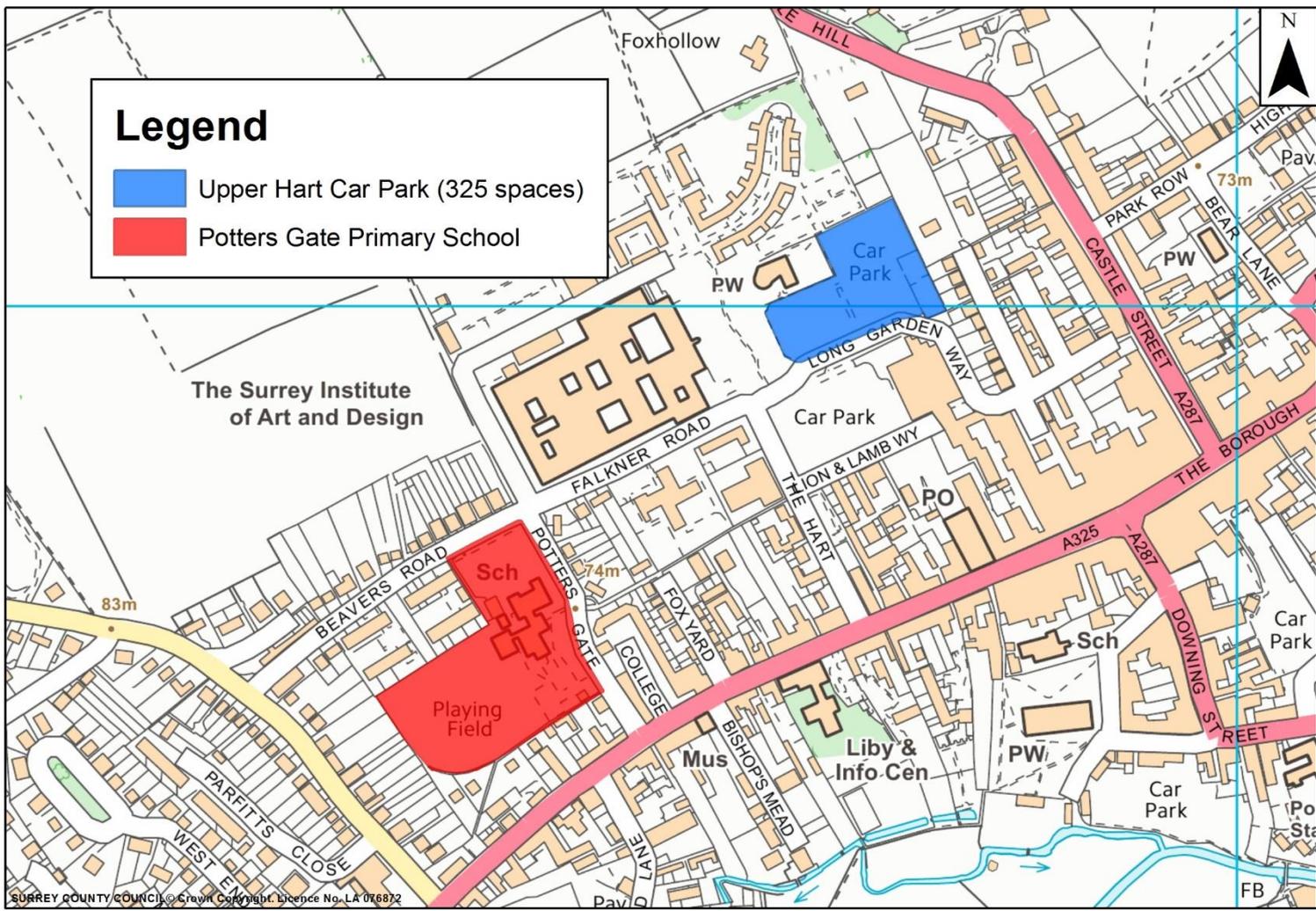
APPROVED
BS

DRAWING NO.
2160 / 1100 / 100

SCALE
1:200 @ A3

REV
D

Location of the Upper Hart Car Park



TO: PLANNING & REGULATORY COMMITTEE

DATE: 7 August 2019

BY: PLANNING DEVELOPMENT MANAGER

DISTRICT(S) REIGATE & BANSTEAD BOROUGH
COUNCIL

ELECTORAL DIVISION(S):
Redhill West and Meadvale
Mrs Bramhall
Reigate
Dr Grant-Duff

PURPOSE: FOR DECISION

CASE OFFICER:
Alex Sanders, 020 8541 9462
GRID REF: 527561 151718

TITLE: SURREY COUNTY COUNCIL PROPOSAL RE19/00956/CON

SUMMARY REPORT

St Bedes School, Carlton Road, Redhill, Surrey RH1 2LQ

Construction of a three storey extension to existing main teaching block and a three storey extension to existing arts block without compliance with Condition 9 of planning permission ref: RE18/01119/CON dated 18 July 2018.

Permission was originally granted in July 2017 and subsequently amended in July 2018 under delegated powers for the erection of a three storey extension to the existing main teaching block and a three storey extension to existing arts block to provide more teaching space to accommodate a 2FE expansion; the erection of a one storey extension to front of main block to provide new main entrance, administrative office and storage space; one storey extension to existing dining hall; provision of car parking spaces and cycle storage facilities; and associated external works.

A condition was recommended by the County Highway Authority and placed on the approval requiring a parking restriction on the north side of Carlton Road between Vandyke Close and St Bede's School following a request from the Carlton Road Residents Association. Since this permission was granted, further assessment work has been undertaken by the Parking Review Team at Surrey County Council in respect of this. The results showed that the introduction of further parking restrictions on Carlton Lane would lead to displaced parking on the surrounding roads and as such the County Highway Authority consider that it would not now be of benefit to extend the parking restrictions in this location. The Parking Review Team are proposing to carry out a wider street parking review. As a result, under S73 of The Town and County Planning Act 1990 (as amended) this application proposes to remove Condition 9 from planning permission RE18/01119/CON dated 18 July 2018.

The recommendation is to PERMIT.

APPLICATION DETAILS

Applicant

SCC Property Services

Date application valid

7 May 2019

Period for Determination

23 August 2019

Amending Documents

None

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
Highways Considerations	Yes	25 - 31

ILLUSTRATIVE MATERIAL**Site Plan**

Plan 1

Aerial Photographs

Aerial 1

Site Photographs

N/A

BACKGROUND**Site Description**

1. St Bede's School is located along the north eastern side of Carlton Road, just south of Gatton Park Road within a residential area. An allotment development is located just beyond the north western boundary, between the school site and Gatton Park Road. The topography of the site is sloped, generally in a north/south direction. Boundary treatments vary considerably and consist of robust hedging, shrubbery and trees in some locations to domestic fencing of various heights and styles on other boundaries. The site

is split into two areas with the main school buildings located on the north western section. The south eastern section is primarily sports use and includes a sports hall, several multi use games areas and a running track as well as large open green space, part of which was formerly used as playing fields.

2. The school buildings comprise a mix in terms of design, scale and age including pitched and flat roofs and various external materials such as brick and timber cladding. The more contemporary buildings, including the existing Arts Block, in particular, feature a range of styles and external finished with pitches roofs and timber cladding. The school buildings vary from single storey to two and three storey buildings in the main school block. The sports hall in the south eastern section is a large building with pitched roof and features a gym on an upper floor which is open to community use.
3. The site features an in/out vehicle access from Carlton Road as well as an additional service access just north of the 'in' access point. Most pedestrians appear to access the site from Carlton Road, although there are other pedestrian access points from North Mead.

Planning History

4. RE18/01119/CON - Construction of a three storey extension without compliance with Condition 2 of planning permission reference RE17/00931/CON dated 14 July 2017 to amend window and door sizes and positions, addition of louvres to classroom windows, omission of shade cladding from Arts Block, addition of roof access to Arts Block and enlarging courtyard canopy (approved July 2018).
5. RE17/02235/CON - Details of Drainage Scheme and Construction Method Statement submitted pursuant to Conditions 3, 10, 11, 12 and 13 of planning ref: RE17/00931/CON dated 14/07/17 (approved April 2018).
6. RE17/00931/CON - The erection of a three storey extension to existing main teaching block and a three storey extension to existing arts block to provide more teaching space to accommodate a 2FE expansion; the erection of a one storey extension to front of main block to provide new main entrance, administrative office and storage space; one storey extension to existing dining hall provision of new car parking spaces and cycle storage facilities; and associated external works (permitted July 2017).
7. RE16/01158/CON - Installation of double modular classroom building for a temporary period of seven years following demolition of existing single storey building to allow an increase in pupils to 1750 (permitted June 2016).
8. RE12/00826/F - Construct new double entrance into maintenance block north elevation. Replace existing south elevation double doors with single door and install canopy. Renew existing tarmac and paving slabs with new tarmac. Replace existing flat roof and roof lights with new to match existing (permitted November 2012).
9. RE11/01104/F - Single storey extension to an existing sports hall, providing storage and class D2 (dance hall and gymnasium) accommodation (permitted October 2011).
10. RE11/00745/F - Erection of two additional canopies adjoining existing used as outdoor dining space and replacement of existing canopies (permitted October 2011).
11. 10/01399/F - Replacement of 6 No. temporary classrooms in the forms of a three storey addition to the school. The new extension building will be located approximately in the

same area where the previous building was demolished due to structural reasons (permitted December 2010).

12. 10/00645/F - Construction of a synthetic surfaced athletics sprint straight, incorporating a high jump facility on land currently used as sports field. DWG No's 109-0106-005 and 109-0103-006 dated April 2010 (permitted September 2010).
13. 03/01003/F - New external corridor to be formed at the flat roof level to provide access to divided classrooms at second floor level. DWG No: 0015/101A, 0015-406C & 0015-534 (permitted August 2003).

THE PROPOSAL

14. Permission was originally granted in July 2017 and subsequently amended in July 2018 for the erection of a three storey extension to the existing main teaching block and a three storey extension to existing arts block to provide more teaching space to accommodate a 2FE expansion; the erection of a one storey extension to front of main block to provide new main entrance, administrative office and storage space; one storey extension to existing dining hall; provision of car parking spaces and cycle storage facilities; and associated external works.
15. A condition was placed on the approval stating the following:

The development hereby permitted shall not be occupied unless and until the applicant has secured the provision of a scheme to restrict car parking on the north side of Carlton Road between Vandyke Close and St Bede's School which has first been submitted to and approved in writing by the County Planning Authority and thereafter be carried out in full accordance with that scheme.

Reason: To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users and to protect the residential amenity of local residents in accordance with Policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and Policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.

16. Since this permission was granted, further assessment work has been undertaken in terms of the highway mitigation for the development. The results showed that the introduction of further parking restrictions on Carlton Lane would lead to displaced parking on the surrounding roads and as such the County Highway Authority considers that it would not be of benefit to extend the parking restrictions. As a result, this application proposes to remove this condition from the permission.

CONSULTATIONS AND PUBLICITY

District Council

- | | |
|----------------------------------------|--------------|
| 17. Reigate & Banstead Borough Council | No objection |
|----------------------------------------|--------------|

Consultees (Statutory and Non-Statutory)

Parish/Town Council and Amenity Groups

19. Carlton Road Residents Association

No comment received to date

Summary of publicity undertaken and key issues raised by public

20. The application was publicised by the posting of 1 site notice. A total of 221 owner/occupiers of neighbouring properties were directly notified by letter. To date 6 letters of representation have been received, 1 in support and 5 raising the following concerns:

- Construction work starting at 7am – Officer note: passed on to Monitoring Officer to investigate further.
- Poor visibility from drive due to parked cars along Carlton Road
- Disappointed that the proposed further restrictions on this part of the road are being removed and request that consideration be given again to the parking restrictions on the north of Carlton Road
- Local disruption to traffic, parking, noise and pollution during construction and the longer term increase in vehicles as a result of the expansion
- Parking authorities could not control illegal and nuisance parking
- Carlton Road regularly blocked, dangerous driving conditions, increased pollution
- More controls and effective enforcement of vehicles must be conditioned
- Condition should not be removed but deferred so that focus on the solution remains
- Benefits of displaced parking moving further away from the school exit and pick up zones
- Some issues have been as a result of the construction of 3 new detached houses
- Carlton Road not wide enough for two cars to pass when cars are parked on both sides of the road
- Small displacement of cars would result in a minor risk which could be mitigated
- Request that the parking controls go ahead as planned given the scale of the increase in pupils

Support

- Support the removal of condition and for further assessment work to be undertaken

PLANNING CONSIDERATIONS**Introduction**

21. The guidance on the determination of planning applications contained in the Preamble/Agenda frontsheet is expressly incorporated into this report and must be read in conjunction with the following paragraphs.
22. In this case the statutory development plan for consideration of the application consists of the Reigate and Banstead Local Plan: Core Strategy 2014 and Saved Policies from the Reigate and Banstead Local Plan 2005. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations.
23. This application has been made under Section 73 of the Town and Country Planning Act 1990 (as amended), to remove condition 9 of planning permission ref: RE18/01119/CON dated 18 July 2018 as set out in paragraphs 14 – 16 above.

24. In assessing the application against development plan policy it will be necessary to determine whether the proposed measures for mitigating any environmental impact of the development are satisfactory. In this case the main planning considerations are whether the removal of condition 9 would be acceptable.

HIGHWAYS CONSIDERATIONS

Reigate and Banstead Core Strategy 2014

Policy CS17: Travel options and accessibility

Reigate and Banstead Local Plan 2005

Policy Mo5 – Design of Roads within New Development

Policy Mo7 – Car Parking Strategy and Standards

25. Policy CS17 ensures the Borough Council works with Surrey County Council, the Highways Agency, rail and bus operators, neighbouring local authorities and developers to: (3) facilitate sustainable transport choices, by: promoting walking and cycling as the preferred travel option for shorter journeys, promote non-car travel, require the provision of travel plan and transport assessments for proposals which are likely to generate significant amounts of movement. Local Plan Policy Mo 5 in considering proposals for new development, the County and Borough Councils will seek to ensure that arrangement for access and are appropriate to the type of development proposed and the area in which it is located and do not aggravate traffic congestion, accident potential or create environmental disturbance in the vicinity.
26. The suggestion for the extension of the parking restrictions on the north side of Carlton Lane between St Bedes School and Vandyke Close was initially raised by residents but was taken forward by the County Highway Authority as it was considered at the time of the application that it helped to mitigate the impact of the school expansion on those living closest to the school. This was due to amenity impacts and not a highway safety issue per se. Condition 09 was therefore imposed to extend the existing parking restrictions along a 180 metres long section of highway along the frontages of 46 to 62 Carlton Road.
27. During the subsequent County Highway Authority consultation for this parking extension there were approximately 14 letters of representation. Two of those were in support of the proposed parking restrictions, the remaining 12 representations were objections. Of those residents who were objecting, there were two in very close proximity to the proposed extended restrictions, the rest were further along Carlton Road. Most of the objections were in relation to displacing parking elsewhere and parking on less safe sections of the highway.
28. Those representations were discussed with the Parking Review Team, who agreed that the proposed extended restrictions would displace parking potentially causing safety issues unless a wider street parking review was carried out.
29. The Parking Review Team is to carry out a wider parking review of Carlton Road and its side roads. In comparison to the limited study undertaken in support of the original planning application, this parking review will assess a much wider area. This will reduce the likelihood of displaced parking causing highway safety problems elsewhere as a number of roads are being examined – unlike the study that led to condition 9 where only one stretch of Carlton Road was considered. The review will incorporate the impact of the parking associated with the school and any resulting proposals will be the subject of further public consultation. In view of the foregoing, the County highway Authority has agreed that it would be appropriate to remove the condition as requested by the applicant.

30. Officers consider that given the above it is acceptable for this condition and the resulting requirement on the applicant to provide the original scheme to be removed. Further work and assessments have been undertaken outside of planning and the Parking Team have advised that they are undertaking a wider review of the whole area. As such, this is outside of the remit of the original planning application and thus being undertaken outside of the planning process. All other highways requirements imposed on the original planning application remain unchanged and the original conditions have been carried forward onto this application. This application is solely considering the removal of this condition.
31. The views of the residents are acknowledged however the wider review of the area would provide a more comprehensive assessment of the locality which should help to improve the parking situation around the school. There will inevitably be greater pressure on the local roads given the scale of the expansion however the wider review should go some way to help mitigate this. Officers therefore consider that this condition can be removed.

HUMAN RIGHTS IMPLICATIONS

32. 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.
33. The Officer's view is that there are no impacts on amenity. This proposal does not engage any of the articles of the Convention and has no Human Rights implications.

CONCLUSION

34. Officers consider that the removal of condition 9 would be acceptable given that a wider review of the parking situation on the surrounding roads is proposed to be undertaken.

RECOMMENDATION

35. That pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, application no. **RE19/00956/CON** 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 from 14 July 2017.
2. The development hereby approved shall be carried out in all respects in accordance with the following plans/drawings:

01-A Site Survey dated January 2017

02-A Site Survey dated January 2017

03-A Site Survey dated January 2017

DWG No: B17278AI/A/PL002 Site Aerial dated 2017

DWG No: B17278AI/A/PL015 Rev 1 Proposed Site Sections dated 24 March 2017

DWG No: B17278AI/A/PL020 Existing Lower Ground Floor dated 24 February 2017

DWG No: B17278AI/A/PL022 Existing First Floor Plan dated 24 February 2017

DWG No: B17278AI/A/PL023 Existing Second Floor Plan dated 24 February 2017

DWG No: B17278AI/A/PL024 Existing Roof Plan dated 24 February 2017
 DWG No: B17278AI/A/PL025 Rev 1 Proposed Lower Ground Floor dated 24 March 2017
 DWG No: B17278AI/A/PL026 Rev 1 Proposed Ground Floor Plan dated 24 March 2017
 DWG No: B17278AI/A/PL027 Rev 1 Proposed First Floor Plan dated 24 March 2017
 DWG No: B17278AI/A/PL028 Rev 1 Proposed Second Floor Plan dated 24 March 2017
 DWG No: B17278AI/A/PL029 Rev 1 Proposed Roof Plan dated 24 March 2017
 DWG No: B17278AI/A/PL021 Existing Ground Floor Plan dated 24 February 2017
 DWG No: B17278AI/A/PL001 The location plan dated 2017
 DWG No: B17278AI/A/PL010 Rev 3 Proposed Site Location Plan dated 8 May 2018
 DWG No: 01101 Rev P5 Entrance 00 Proposed GA Ground Floor dated 18 October

2017

DWG No: 27110 Rev P7 Entrance RF Proposed GA Roof Plan dated 18 October 2017
 DWG No: 04110 Rev P6 Entrance Proposed North and West Elevations dated 14 March 2018
 DWG No: 05210 Rev P9 Dining Proposed Section AA BB & CC dated 13 April 2018
 DWG No: 01201 Rev P10 Proposed GA Ground Floor Plan Dining dated 29 January

2018

DWG No: 27111 Rev P2 Dining RF Proposed Roof Plan dated 5 November 2017 revised 18 October 2017
 DWG No: 04010 Rev P8 Arts Block Proposed Elevations dated 12 May 2017
 DWG No: 27010 Rev P6 Arts Block Proposed GA Roof Plan dated 13 September 2017
 DWG No: 01021 Rev P6 Arts Block 02 Proposed Second Floor GA Plan dated 19 October 2017
 DWG No: 01001 Rev P6 Arts Block 00 Proposed Ground Floor GA Plan dated 19 October 2017
 DWG No: 01011 Rev P6 Arts Block 01 Proposed First Floor GA Plan dated 19 October 2017
 DWG No: 01021 Rev P6 Main Block Proposed Second Floor GA Plan dated 18 October 2017
 DWG No: 01011 Rev P7 Main Block Proposed First Floor Plan dated 15 November 2017
 DWG No: 27010 Rev P6 Main Block Proposed Roof Plan dated 18 November 2017
 DWG No: 01001 Rev P7 Main Block Proposed Ground Floor GA Plan dated 15 November 2017
 DWG No: B17278AI/A/PL005 Rev 1 Existing Site Block Plan dated 8 May 2018
 DWG No: B17278AI/A/PL010 Rev 3 Proposed Site Block Plan dated 8 May 2018.

3. The development hereby permitted shall be carried out in accordance with the Construction Management Plan approved under application RE17/02235/CON dated 5 April 2018.
4. During school term time, there shall be no HGV movements to or from the site between the hours of 08:00 and 09:00, 15:00 and 16:00 and 17:00 and 18:00 nor shall the applicant or their contractors permit HGVs to be parked up and waiting on Carlton Road, North Mead, South Mead, Carlton Green, Vandyke Close or Colesmead Road.
5. In carrying out the development hereby permitted, no construction activities including the use of mechanised plant or power tools shall take place except between the hours of 08:00 and 18:00 Mondays and Fridays and 08:00 and 13:00 on Saturdays. There shall be no working on Sundays or bank and public/national holidays.

6. The development hereby permitted shall not be occupied unless an updated School Travel Plan including provision for maintenance, monitoring and updating of the plan has been submitted to and approved in writing by the County Planning Authority. The approved plan shall thereafter be implemented fully in accordance with the approved details.
7. The development hereby permitted shall not be occupied unless details to provide an additional 30 cycle spaces have been submitted to and approved by the County Planning Authority. The approved details shall thereafter be implemented fully in accordance with the approved details.
8. The development hereby permitted shall not be occupied unless and until the additional car parking spaces have been provided as generally shown on plan B17278AI/A/PL010 Proposed Site Block Plan dated 01 March 2017 and will thereafter be maintained for that use only.
9. The development hereby permitted shall be carried out in accordance with the drainage details approved under application RE17/02235/CON dated 5 April 2018.
10. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the County Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.
11. The proposed development shall be carried out in strict accordance with section 9 of the Arboricultural report dated 02 March 2017 submitted with the application.
12. Before any equipment, machinery or materials are brought onto the site for the purposes of carrying out the development hereby permitted, the tree protective fencing shall be erected in accordance with drawing Tree Protection Plan DWG: TPP02 within Appendix 3 of the Arboricultural report dated 2 March 2017 approved under permission ref: RE17/0093/CON dated 14 July 2017. The tree protective fencing shall remain in situ for the duration of the construction of the development hereby permitted. For the duration of works on the site no materials, plant or equipment shall be placed or stored within the protected area.
13. Tree replanting shall be carried out, no later than in the first planting season after the first occupation of any part of the development, in accordance with drawing Tree Protection Plan DWG: TP-02 within Appendix 4 of the Arboricultural report dated 2 March 2017 approved under permission ref RE17/0093/CON dated 14 July 2017. Thereafter the new tree planting shall be maintained for a minimum period of five years. Such maintenance shall include the replacement of any tree 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.
14. No later than 6 months after the first occupation of the building hereby permitted, an assessment shall be carried out by an accredited person confirming that the development has achieved a standard of sustainable construction that would have

achieved a BREEAM rating of 'very good', and the assessment shall be deposited with the County Planning Authority.

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 should not prejudice highway safety nor cause inconvenience to other highway users and to protect the residential amenity of local residents in accordance with Policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and Policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.
4. To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users and to protect the residential amenity of local residents in accordance with Policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and Policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.
5. To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users and to protect the residential amenity of local residents in accordance with Policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and Policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.
6. To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users and to protect the residential amenity of local residents in accordance with Policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and Policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.
7. To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users and to protect the residential amenity of local residents in accordance with Policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and Policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.
8. To ensure that the development should not prejudice highway safety nor cause inconvenience to other highway users and to protect the residential amenity of local residents in accordance with Policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and Policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.
9. To ensure that the SuDs hierarchy has been followed in accordance with the National Planning Practice Guidance, Flood Risk and Coastal Change. These requirements relate to the way the development is to be constructed therefore the details must be submitted and approved before the development is occupied.

10. To ensure that the SuDs hierarchy has been followed in accordance with the National Planning Practice Guidance, Flood Risk and Coastal Change.
11. To ensure protection of the trees in accordance with Policy CS2: Valued landscapes and the natural environment of the Reigate and Banstead Core Strategy 2014.
12. To ensure protection of the trees in accordance with Policy CS2: Valued landscapes and the natural environment of the Reigate and Banstead Core Strategy 2014.
13. To ensure protection of the trees in accordance with Policy CS2: Valued landscapes and the natural environment of the Reigate and Banstead Core Strategy 2014.
14. To ensure the development achieves an appropriate standard of sustainable construction, pursuant to Policy CS11 of the Reigate and Banstead Core Strategy 2014.

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 developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
4. In determining this application the County Planning Authority has worked positively and proactively with the applicant by: entering into pre-application discussions; scoping of the application; assessing the proposals against relevant Development Plan policies and the National Planning Policy Framework including its associated planning practice guidance and European Regulations, providing feedback to the applicant where appropriate. Further, the County Planning Authority has: identified all material considerations; considered representations from interested parties and determined the application within the timeframe agreed with the applicant. This approach has been in accordance with the requirements of paragraph 38 of the National Planning Policy Framework 2019.

CONTACT

Alex Sanders

TEL. NO.

020 8541 9462

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](#)

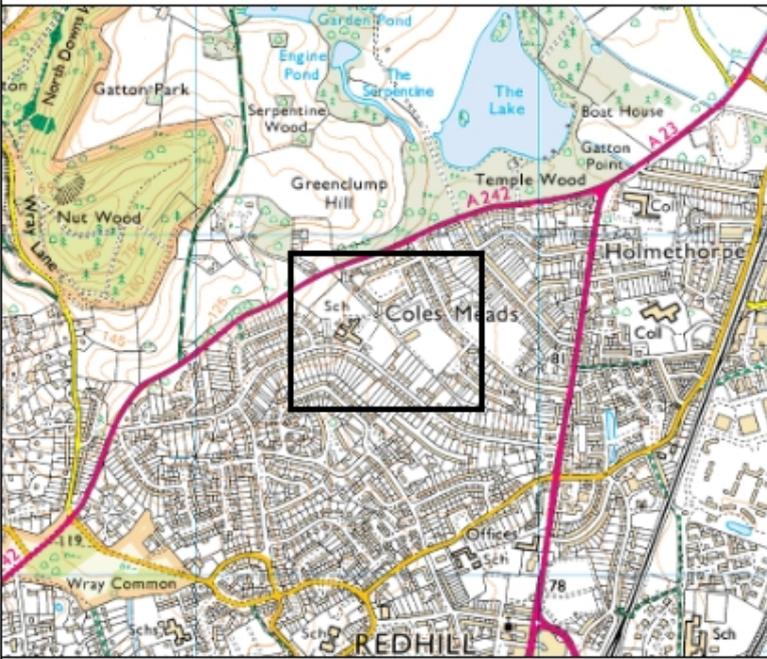
[Planning Practice Guidance](#)

The Development Plan

Reigate and Banstead Core Strategy 2014

Reigate and Banstead Local Plan 2005

Site Location: **St Bedes School, Carlton Road, Redhill, Surrey RH1 2LQ**



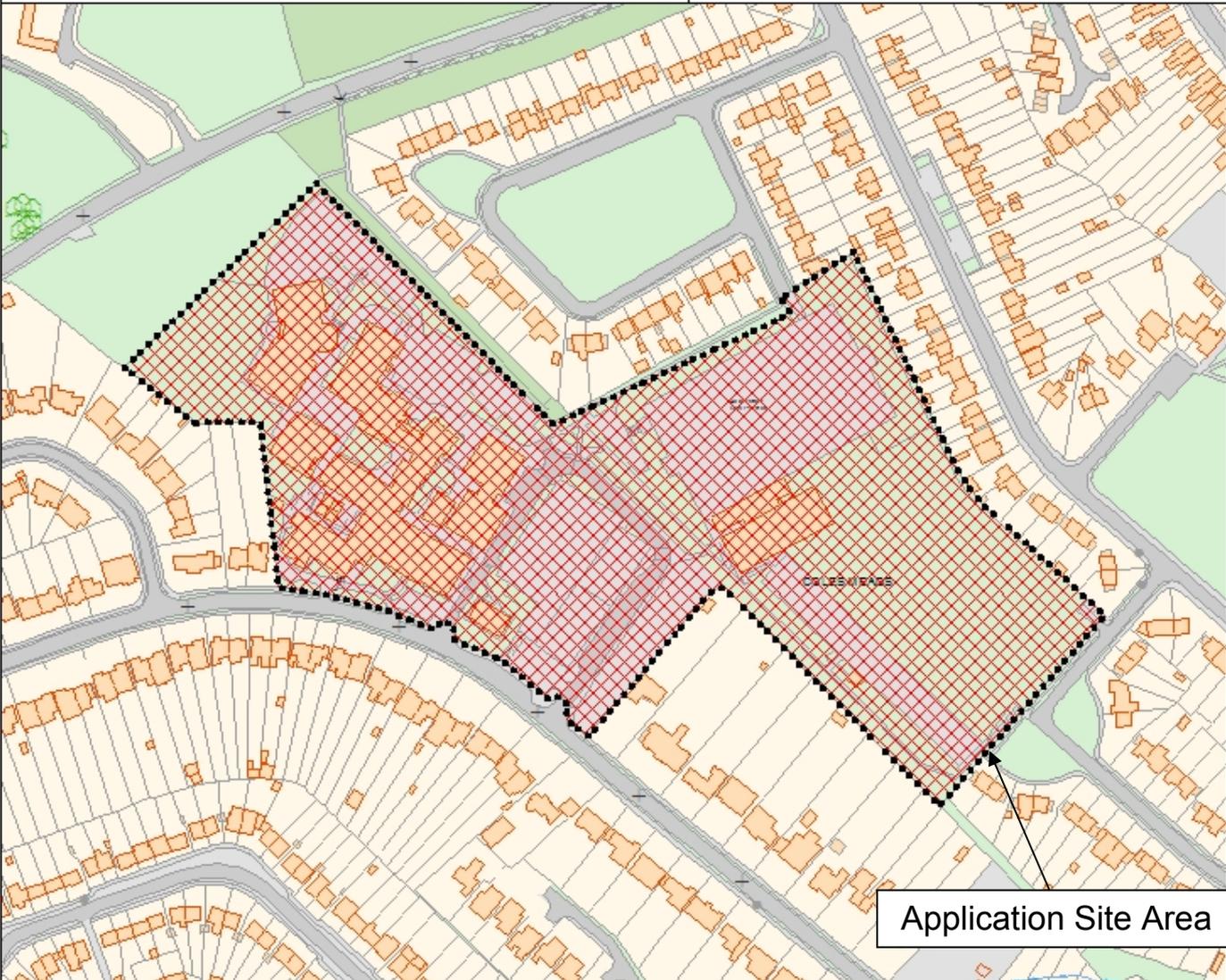
Construction of a three storey extension to existing main teaching block and a three storey extension to existing arts block without compliance with Condition 9 of planning permission ref. RE18/01119/CON dated 18 July 2018.

Application numbers:
RE19/00956/CON

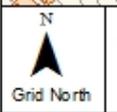
Electoral divisions:
Redhill West and Meadvale 13887

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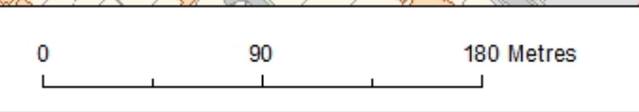
Note: This plan is for indicative purposes only



Application Site Area



Ref No:
SCC Ref 2019/0062



Scale: **1:2930**
Printed on: 10/07/2019

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2018 Aerial Photos

Aerial 1 : St Bedes School, Carlton Road, Redhill



Page 53



2018 Aerial Photos

Aerial 2 : St Bedes School, Carlton Road, Redhill



2018 Aerial Photos

Aerial 3 : St Bedes School, Carlton Road, Redhill



Page 55



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