

**PLANNING AND REGULATORY COMMITTEE
NOTICE OF MEETING**

Date: Thursday, 22 October 2020
Time 10.30 am
Place: Remote

Contact: Joss Butler, Committee Manager

Email: joss.butler@surreycc.gov.uk

APPOINTED MEMBERS [12]

Tim Hall (Chairman)	Leatherhead and Fetcham East;
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;
Penny Rivers	Godalming North;
Tim Evans	Lower Sunbury and Halliford;

APPOINTED SUBSTITUTES [15]

Nick Darby	The Dittons;
Jonathan Essex	Redhill East;
Will Forster	Woking South;
Nick Harrison	Nork & Tattenhams;
Yvonna Lay	Egham;
Chris Townsend	Ashtead;
Chris Botten	Caterham Hill;
Barbara Thomson	Earlswood and Reigate South;
Richard Walsh	Laleham and Shepperton;
Amanda Boote	The Byfleets;

**The live and recorded webcast of this remote meeting can be found
here: <https://surreycc.public-i.tv/core/portal/home>**

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 - 10)

To confirm the minutes of the meeting held on 3 September 2020.

3 PETITIONS

To receive any petitions from members of the public in accordance with Standing Order 84 (please see note 7 below).

4 PUBLIC QUESTION TIME

To answer any questions received from local government electors within Surrey in accordance with Standing Order 85 (please see note 8 below).

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 11 - 70)

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 DATE OF NEXT MEETING

The next meeting of the Planning & Regulatory Committee will be on 27 November 2020.

Joanna Killian
Chief Executive
Wednesday, 14 October 2020

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 National Planning Policy Framework (NPPF) (revised July 2018 and updated February 2019) and subsequent 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 February 2019. This revised NPPF replaces the previous NPPF 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) 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

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.

1.

This page is intentionally left blank

MINUTES of the meeting of the **PLANNING AND REGULATORY COMMITTEE** held at 10.30 am on 3 September 2020 at Remote.

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

Members Present:

Present= *

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

12/20 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Stephen Cooksey. Jonathan Essex acted as substitute.

13/20 MINUTES OF THE LAST MEETING [Item 2]

In regards to Minute 7/20, the Committee noted an amendment. Cllr Taylor was recorded in the minutes to have left the meeting at 15:07pm however this should be recoded as 14:58pm.

Subject to the above amendment, the Minutes were approved as an accurate record of the previous meeting.

14/20 PETITIONS [Item 3]

There were none.

15/20 PUBLIC QUESTION TIME [Item 4]

There were none.

16/20 MEMBERS' QUESTION TIME [Item 5]

There were none.

17/20 DECLARATIONS OF INTERESTS [Item 6]

Andrew Povey stated that he was a trustee of the Surrey Hills society

Bernie Muir stated that she was a former non-executive member of Surrey Choices

Jonathan Essex stated that he was a Member of the Transport Action Group for the A25. It was noted that Cllr Essex had not been involved in any discussions related to the items on the meeting's agenda.

18/20 MINERALS/WASTE TA/2019/2147 - MERCERS SOUTH QUARRY, BLETCHINGLEY ROAD, NUTFIELD, SURREY RH1 4EU [Item 7]

Officers:

Duncan Evans, Senior Planning Officer
Caroline Smith, Interim Planning Group Manager
Stephen Jenkins, Interim Planning Development Manager

Speakers:

None.

Key points raised during the discussion:

1. The Chairman stated that items 7 and 8 of the agenda would be considered together.
2. The Senior Planning Officer introduced item 7 and provided a brief summary. Members noted that the application was for the extraction and screening of sand from Mercers South with progressive restoration to agriculture using inert waste materials, together with associated infrastructure, on a site of 52.2ha and the temporary diversion of public footpath 173 for the duration of the operations without compliance with Condition 8 of planning permission ref: TA/2019/34 dated 6 June 2019 so as to allow revision to the numbers of Heavy Goods Vehicle (HGV) movements. Officers clarified the number of HGV movements was requested to be increased to allow for more flexibility to respond to seasonal fluctuations and market demands, changes in inert infill restoration material which was likely to be denser and as a result would require increased tonnage of fill material per annum over that originally predicted for the Quarry, and that HGVs accessing the site would now have a smaller payload capacity. Members noted that details of any impacts on noise could be found on pages 123 – 134, details on any impacts on air quality could be found on pages 135 – 141 and that there had been no objections from any technical consultees. In regards to item 8, Members noted that the application was for the extraction and screening of approximately 250,000 tonnes of sand from an area of 1.67ha, as an extension to the phasing within the existing Mercers South Quarry, with progressive restoration to agriculture using inert waste materials without compliance with Condition 8 of planning permission ref: TA/2017/2346 dated 23 April 2018 so as to allow revision to the numbers of HGV movements.
3. Members asked whether relevant aspects of the Tandridge new Local Plan or the new Surrey Waste Plan had been considered when considering the application in the report. Officers stated that existing plans needed to be considered however there was acknowledgement of plans being developed and that officers would apply relevant policies where appropriate.

4. In regards to climate change, Members noted that relevant details of the quarry were assessed when originally granted planning permission. It was noted that no objections had been raised by technical consultees.
5. Officers noted that they were satisfied with the substantial increase of HGV movements proposed by the application.
6. Members of the Committee sought clarification on the proposed increase to HGV movements. Officers stated that the proposal was for an increase to the limit so that there shall be no more than an average of 300 HGV movements per day associated with the extraction of sand and the import of inert waste materials at the Mercers South site, with HGV movements on any single day not exceeding 350 movements.
7. The Committee sought further information on the material used to restore the quarry and the need for additional HGV movements for transport. Officers confirmed that the material was denser as it was predominately a clay material and that it would not settle any differently from other traditional materials used for restoration. Officers clarified that changes to the approved restoration profiles were not being sought. Members asked whether an additional Environmental Agency permit would be required due to the change. Officers stated that this may not be necessary as the material was only denser and not changed all together.
8. The Local Member stated that the applicant had been cooperative and easy to work with in recent years and had caused no issues with local villages.
9. In regards to highways, Members noted that Transport Development Planning had stated that they did not consider the proposal to be significant.
10. Members asked whether there had been any significant incidents related to traffic movements in recent years. Officers confirmed that there had not been in the last three years and no accidents which related to the quarry.
11. A Member of the Committee suggested that an additional informative should be included within the report's recommendations to request annual air monitoring along the A25 take place to ensure the air quality over time was in line with predicted rates. The Committee had a discussion and noted that all sites should be treated the same and that air quality monitoring from the specific site was unrealistic as it was not the only site in the area. Officers further confirmed that no objections were raised the from Air Quality consultant following a detailed analysis. A motion regarding air quality monitoring was not moved.

Resolved:

The Committee agreed to permit applicant MINERALS/WASTE TA/2019/2147 subject to conditions from page 41 of the report and the update sheet.

19/20 MINERALS/WASTE TA/2019/2149 - MERCERS SOUTH QUARRY, BLETCHINGLEY ROAD, NUTFIELD, SURREY RH1 4EU [Item 8]

The discussion for this item took place within item 7.

Resolved:

The Committee agreed to permit application MINERALS/WASTE TA/2019/2149 subject to conditions from page 83 of the report and the update sheet.

20/20 SURREY COUNTY COUNCIL PROPOSAL RE20/01205/CON - LONGMEAD ADULT EDUCATION CENTRE, HOLLAND CLOSE, REDHILL, SURREY RH1 1HT [Item 9]

Officers:

James Nolan, Planning Officer
 Caroline Smith, Interim Planning Group Manager
 Stephen Jenkins, Interim Planning Development Manager

Speakers:

The Local Member, Natalie Bramhall, spoke for three minutes and made the following comments:

- That the demolition of the site was granted last year and the demolishment would be completed in around a week.
- A petition was considered and rejected by the Cabinet to prevent the demolition. A further application to list the building was considered and rejected by the Victorian Society.
- That Surrey Choices operated from the facility and would relocate there following completion of works.
- That Members should support the application.

Key points raised during the discussion:

1. The Planning Officer introduced the report and provided a brief summary. Members noted that the application was for the temporary erection of a prefabricated Modular Unit, polytunnel and cabin (D1 use), and the provision of car parking. The relocation of Surrey Choices was for a maximum of five years while the redevelopment took place. A summary of the publicity of the application could be found on pages 16 – 24. Members noted that officers found the application acceptable subject to conditions outlined in the report. Members noted a change to the reasons for condition 5 and 6 which is because they were pre-commencement conditions and wording is added to comply with regulations related to provision of pre-commencement conditions.
2. Members noted that demolition was granted in 2019 and stated that therefore any discussion related to the demolition was not relevant.
3. A Member of the Committee stated that they had requested information on the latest community hub plans and hoped that an update would be shared with the public soon.
4. The Committee asked whether external lighting would use LED bulbs. Officer confirmed that LED lighting would be used externally.
5. Members supported the application and said it as an excellent use of the site and ensured continuation of services for residents.

Resolved:

The Committee granted the application RE20/01205/CON subject to conditions.

21/20 BROOKLANDS BUSINESS PARK ACCESSIBILITY PROJECT - CYCLE TRACK ORDER [Item 10]

Officers:

Tim Vickers, Transport Planner

Speakers:

The Local Member, Rose Thorn, decided to speak as the local Member and therefore would not take part in the item's discussion or vote. Rose Thorn spoke for three minutes and made the following comments:

- That she supported the application as it was excellent for health and recreation.
- That it was part of a major transport scheme currently in development by the council.
- That, If approved, the cycle track would ensure cyclists can use the route in future.

Key points raised during the discussion:

1. The Transport Planner introduced the report and provided a brief summary. It was noted that Members were recommended to authorise a Cycle Track Order to create a section of cycle track along a formal pedestrian/cyclist route being established between Weybridge Railway Station (Heath South car park) and the Brooklands Community Park. The specific section of the route that this applies to was shown in Annex 1 of the report.
2. Officers confirmed that, if authorised, the legal status of the track would be for the use of pedestrians and cyclists and that electric scooters should not be using the route.

Resolved:

The Committee agreed to authorise the making of the Cycle Track Order. Also to authorise the Project Sponsor, in consultation with the Chairman, Vice Chairman and Divisional Members to resolve any objections to the Cycle Track Order if possible, and if necessary to authorise the Project Sponsor to submit any unresolved objections to the Secretary of State for determining whether the Order can be confirmed or a Local Inquiry is required.

22/20 DATE OF NEXT MEETING [Item 11]

The date of the next meeting was noted as 22 October 2020.

Meeting closed at 12.05 pm

Chairman

This page is intentionally left blank

Planning & Regulatory Committee 3 September 2020

Item No 7

UPDATE SHEET

MINERALS/WASTE TA/2019/2147

DISTRICT(S) TANDRIDGE DISTRICT COUNCIL

Mercers South Quarry, Bletchingley Road, Nutfield, Surrey RH1 4EU

The extraction and screening of sand from Mercers South with progressive restoration to agriculture using inert waste materials, together with associated infrastructure, on a site of 52.2ha and the temporary diversion of public footpath 173 for the duration of the operations without compliance with Condition 8 of planning permission ref: TA/2019/34 dated 6 June 2019 so as to allow revision to the numbers of HGV movements.

Please note the Officer Report should be corrected as follows:

HIGHWAYS, TRAFFIC & ACCESS

Paragraph 105

This paragraph is corrected to read as follows:

“The applicant has proposed updated HGV movements for the life of the quarry within the TA addendum submitted following concerns raised by Officers in respect of the need for the proposal. The revised HGV movements have been updated for both sand extraction and landfill operations in line with the permitted life of the quarry set out in the revised Table 6: HGV Movements over life quarry/ landfill (average daily activity) updated in the February 2020 Addendum Transport Assessment. With regard to sand extraction the applicant predicts extraction would equate to approximately 250,000 tonnes per year, equating to approximately 96 HGV movements per day from 2019 to the cessation of sand extraction in 2034. Then with regard to landfill operations the applicant predicts approximately 302,000 tonnes per year would be required to back fill the quarry which would equate to 160 movements until 2036. Therefore, years 2019 to **2034** would involve both extraction and filling HGV traffic, resulting in a combined 256 movements per full working day, reducing in the last two years of filling to 2036”

This page is intentionally left blank

Planning & Regulatory Committee 3 September 2020

Item No 8

UPDATE SHEET

MINERALS/WASTE TA/2019/2149

DISTRICT(S) TANDRIDGE DISTRICT COUNCIL

Mercers South Quarry, Bletchingley Road, Nutfield, Surrey RH1 4EU

The extraction and screening of approximately 250,000 tonnes of sand from an area of 1.57ha, as an extension to the phasing within the existing Mercers South Quarry, with progressive restoration to agriculture using inert waste materials without compliance with Condition 8 of planning permission ref: TA/2017/2346 dated 23 April 2018 so as to allow revision to the numbers of HGV movements.

Please note the Officer Report should be corrected as follows:

HIGHWAYS, TRAFFIC & ACCESS

Paragraph 105

This paragraph is corrected to read as follows:

“The applicant has proposed updated HGV movements for the life of the quarry within the TA addendum submitted following concerns raised by Officers in respect of the need for the proposal. The revised HGV movements have been updated for both sand extraction and landfill operations in line with the permitted life of the quarry set out in the revised Table 6: HGV Movements over life quarry/ landfill (average daily activity) updated in the February 2020 Addendum Transport Assessment. With regard to sand extraction the applicant predicts extraction would equate to approximately 250,000 tonnes per year, equating to approximately 96 HGV movements per day from 2019 to the cessation of sand extraction in 2034. Then with regard to landfill operations the applicant predicts approximately 302,000 tonnes per year would be required to back fill the quarry which would equate to 160 movements until 2036. Therefore, years 2019 to **2034** would involve both extraction and filling HGV traffic, resulting in a combined 256 movements per full working day, reducing in the last two years of filling to 2036”

This page is intentionally left blank

TO: PLANNING & REGULATORY COMMITTEE

DATE: 22 October 2020

BY: PLANNING DEVELOPMENT MANAGER

DISTRICT(S) WAVERLEY BOROUGH COUNCIL

ELECTORAL DIVISION(S):

Farnham Central

Mr MacLeod

CASE OFFICER:

Katie Rayner

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 Primary School is an 'all through' two form of entry Primary School catering for children aged 4 to 11 years old. The School is located to the 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.

Planning permission Ref: WA/2012/0695 was granted on 26 June 2012 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 a 2 form of entry School (420 places). Conditions were placed on this permission requiring the further assessment of the 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 the permission Ref: WA/2012/0695 (and subsequent Non Material Amendments approved under Ref: WA/2012/1943 dated 24 January 2013 and Ref: WA/2012/1637 dated 8 November 2013), however Conditions 3 and 5 were not discharged and have therefore not been complied with.

An application was therefore made under Section 73A of the Town and Country Planning Act 1990 (as amended) to vary these outstanding conditions and regularise the situation. This application was presented to the Planning and Regulatory Committee on 7 August 2019, please see the Officer Report presented to the Committee appended to this report as Appendix A. At the meeting, the Committee considered the report and resolved that the application be referred back to the applicant on the grounds of the need for up to date traffic movement figures and further pedestrian improvement measures.

The applicant has now submitted the further information requested. This report will cover only the matters that required further assessment following the deferral of the application at the

August 2019 Committee meeting; and any other matters that may have altered in the intervening period as necessary. This report will not rehearse the matters set out in the Officer report to the Planning and Regulatory Committee in August 2019, but that report and update sheet is appended as Appendix A, to this report to assist.

The additional information received in support of this application, provides a technical review of the baseline conditions associated with traffic flow, accident history, changes to Potters Gate Primary School mode share between 2012 (predicted) and 2019 (actual), and associated vehicle speeds as requested by the Committee.

Based on the baseline data reviewed and discussed further in this report, it is concluded that there are no significant highway safety issues that would warrant local highway improvements over and above that proposed in 2019 as part of the requirements of Condition 3. Nonetheless, in order to further consider the concerns raised at the Committee, the potential for further highway improvements has been assessed and further measures have now been proposed. The table below provides a list of all the measures proposed by this application and the status of their implementation to date. The measures as set out below are shown on Drawing No. 2160/1100/100 Rev D, Highway Improvements: General Arrangements, dated 15 July 2019 and Drawing No. 2160-1100-T-110 Rev A, Proposed Highway Improvements – Preliminary Design General Arrangement Plan, dated February 2020, appended to this report.

Pedestrian Improvement Measures	Status of Implementation
Uncontrolled pedestrian crossing facility with dropped kerb at the University for the Creative Arts (UCA) access road (opposite Potters Gate).	Retrospectively implemented in September 2019
Two uncontrolled pedestrian crossing facilities with dropped kerb and tactile paving across Falkner Road (to the east of the UCA access junction and immediately to the east of the junction with Potters Gate)	Retrospectively implemented in September 2019
Uncontrolled pedestrian crossing facility with dropped kerb and tactile paving on Potters Gate (approximately 20 metres south of the junction with Falkner Road).	Retrospectively implemented in September 2019
Increase in double yellow lines to the east of UCA vehicle access, to prevent vehicles parking too close to the junction (blocking sight lines for both pedestrians wishing to cross Falkner Road and drivers egressing the UCA site).	Retrospectively implemented in September 2019
Existing tactile paving to be removed and footway made good at the pedestrian access at the southeast corner of UCA with Falkner Road, previous tactile paving had been laid incorrectly.	Retrospectively implemented in September 2019
Provision of a dropped kerb to facilitate pedestrians and those with buggies accessing/egressing the Public Right of Way	Retrospectively implemented in September 2019

which connect Beavers Road with Beavers Close. No tactile paving as there is no pavement on the west side of the road. (Location B)	
Dropped kerb and tactile paving on Beavers Road (Location C)	The works are yet to be installed and the applicant has not identified a timescale.
Removal of tree stump on Potters Gate (Location F)	Not yet carried out and the applicant has not identified a timescale.
Kerb re-alignment, kerb build out, bollards, minor road markings, beacon and repositioning of pedestrian crossing at UCA on Falkner Road. (Location H)	The works are yet to be installed and the applicant has not identified a timescale.
Provision of dropped kerbs and tactile paving either side of UCA access on Falkner Road (Location I)	The works are yet to be installed and the applicant has not identified a timescale.
Amendment to existing non-compliant tactile paving and re-surfacing on footway on Falkner Road (Locations J & K)	The works are yet to be installed and the applicant has not identified a timescale.
Uncontrolled pedestrian crossing with dropped kerb and tactile paving at the eastern end of Falkner Road near junction with The Hart.	The works are yet to be installed and the applicant has not identified a timescale.

Table 1 – Complete list of highway improvements works

In addition to the above, the County Highway Authority separate to this application, although referenced within it, are in the process of implementing a 20mph speed limit along Beaver Road, Falkner Road and Potters Gate and have implemented a no right turn into Potters Gate from West Street.

No technical objection has been raised from the Transport Development Planning Team which has assessed the application on safety, capacity and policy grounds. Officers consider that the applicant has fulfilled the requirements of the original conditions and has undertaken up to date assessment work, which takes into account the existing situation at the School and its impact on the surrounding highway network. As a result the proposed measures for implementation as tabled above are considered to be 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 the School Travel Plan are considered acceptable and accord with the development plan policy in this regard.

The recommendation is PERMIT subject to conditions.

APPLICATION DETAILS

Applicant

SCC Property

Date application valid

30 May 2019

Period for Determination

12 August 2019, extension of time agreed until 30 October 2020.

Amending Documents since August 2019

Technical Note: Response to Condition 3 Planning Committee Comments, dated March 2020.

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 and Traffic	Yes	19-35

ILLUSTRATIVE MATERIAL

Site Plan

Plan 1 – Location of Potters Gate Primary School and the Upper Hart Car Park

Plan 2 – Drawing No. 2160/1100/100 Rev D, Highway Improvements: General Arrangements, dated 15 July 2019

Plan 3- Drawing No. 2160-110-T-110, Rev A Proposed Highway Improvements – Preliminary Design General Arrangement Plan, dated 25 February 2020

Aerial Photographs

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

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

Site Photographs

Photo 1 – View of Falkner Road looking east towards the University for the Creative Arts (UCA)

Photo 2 – View of Falkner Road looking west towards junction with Potters Gate and access to UCA

Photo 3 – View of the northern end of Potters Gate Road looking north

Photo 4 – View of northern access point to Potters Gate Primary School on Beavers Road, looking west

Photo 5 – Further view of Beavers Road looking west

Photo 6 – Western end of Beavers Road looking west towards Crondall Lane

BACKGROUND

1. At its meeting of 7 August 2019 the Planning and Regulatory Committee considered a report on the above planning application and decided it be referred back to the applicant with further information required on the following matters:
 - a) Reference to the 2012 proposed School Travel Plan measures, and the status of their implementation;
 - b) Provision of up to date data comparing the expected impact of the School expansion in 2012 with the actual impact of the School expansion witnessed to date;
 - c) Information on travel characteristics (including liaison with the School to obtain the latest pupil/staff travel information to capture recent mode share data and associated home postcode demand);
 - d) Description of changes and improvements to the immediate highway network since 2012;
 - e) Identification of any existing highway problems in the local area; and
 - f) Consideration for the implementation of any further highway measures.
2. Since the meeting of the Committee the applicant has provided a further technical note in support of Condition 3, which seeks to address the matters outlined above (a-f). The report is accompanied by plans setting out the measures as originally proposed in August 2019, an illustration of all additional highway improvement works considered and the final proposed highway works. This is discussed further below.
3. In respect of Condition 5, the School Travel Plan, dated June 2019 submitted previously has not been revised. This plan sets out a number of strategies to manage journeys associated with a higher level of vehicle movements than proposed in the 2012 permission. If permission were to be approved the proposed variation of the Condition 5 would allow for the Travel Plan to be implemented and reviewed annually by the School. Members of the August 2019 Planning and Regulatory Committee did not raise concerns or objections to the detail of the School Travel Plan and therefore no further information was sought in respect to Condition 5. As such there is no further update to Condition 5 in this report.
4. This report is a further Officer report to accompany that presented to the Committee in August 2019. It does not seek to change or provide further extensive information on the matters that have not been amended since August 2019. This report should therefore be read in conjunction with the original report and update sheet which are appended.

THE ADDITIONAL INFORMATION

5. The applicant has submitted a further Technical Note dated March 2020, addressing the matters raised by the Committee in relation to Condition 3 of planning permission Ref: WA/2012/0695 granted on 26 June 2012.
6. As set out in the Officers report presented to the Planning and Regulatory Committee in August 2019, an assessment of the school movements on the highway network indicated that some mitigation measures were still considered necessary from those identified to be assessed within the 2012 Travel Plan as set out in Condition 3. The works which were considered necessary in the 2019 application are listed below and were installed in September 2019:

- Four uncontrolled pedestrian crossings facilities: located at the University for the Creative Arts (UCA) access road (opposite Potters Gate); two across Falkner Road (to the east of the UCA access junction and immediately to the east of the junction with Potters Gate); and Potters Gate (approximately 20 metres south of the junction with Falkner Road).
 - No waiting at any time restrictions to the east of the UCA vehicle access, to prevent vehicles parking too close to the junction (blocking sight lines for both pedestrians wishing to cross Falkner Road and drivers egressing the UCA site).
 - Existing tactile paving to be removed and footway made good at the pedestrian access at the southeast corner of UCA with Falkner Road, previous tactile paving had been laid incorrectly.
7. Following the concerns of the Committee, the applicant has now undertaken a technical review of the baseline conditions associated with traffic flow, speed and accident history in the area. In addition, further review of the Potters Gate mode share between 2012 (predicted) and 2019 (actual) has been undertaken to understand the impact of the School movements within the surrounding area.
8. The review of the baseline data demonstrates there are no significant highway safety issues from the perspective of: changes in pupil/staff travel demand at Potters Gate School from that predicted in the original 2012 consent; changes in localised traffic flow; evidence of vehicle speeds; and evidence of recorded accident history that would warrant local highway improvements over and above that proposed to date as part of the discharge of Condition 3. However in order to address the concerns of the Committee a number of further physical improvements have been identified and are proposed to be installed as part of this application. These measures, which are in addition to those proposed in 2019, are set out in the table below and are shown on Drawing No. 2160-110-T-110, Proposed Highway Improvements – Preliminary Design General Arrangement Plan, Rev A, Dated Feb 20, submitted with this application:

Location*	Description of Works Assessment
Location B – Beavers Road	Provision of a dropped kerb to facilitate pedestrians and those with buggies accessing/egressing the Public Right of Way which connect Beavers Road with Beavers Close. No tactile paving as there is no pavement on the west side of the road (not yet installed).
Location C – Beavers Road	Dropped kerb and tactile paving (not yet installed).
Location F – Potters Gate	Removal of the remaining tree stump (not yet carried out).
Location H – Falkner Road	Proposed kerb build out. Will require amendments to UCA minor road markings and minor amendments to recently implemented dropped kerb to tie in with kerb realignment (not yet carried out).
Location I – Falkner Road	Provision of dropped kerbs and tactile paving either side of the UCA access (not yet installed).
Locations J & K – Falkner Road	Amendment to the existing non-compliant tactile paving and resurfacing of footway (not yet carried out).
Location L – Falkner Road	Provision of an uncontrolled crossing in the form of dropped kerbs and tactile paving (not yet installed).

Table 2 – Additional Highway Improvement Works

9. The aim of the measures as set out above and in addition to those indicated as necessary in 2019 and subsequently implemented, is to provide an improved pedestrian route along Beavers Road and Falkner Road in the vicinity of the Potters Gate Primary School, which are compatible with the 20mph speed limit to be installed separately by the County Highway Authority.

FURTHER CONSULTATIONS AND PUBLICITY

District Council

10. Waverley Borough Council - No further comments received

Consultees (Statutory and Non-Statutory)

11. Transportation Development Planning - No objection, subject to conditions to secure the implementation of the proposed works and School Travel Plan.

Parish/Town Council and Amenity Groups

12. Farnham Town Council - No further comments received
13. The Farnham Society - No further comments received

Summary of publicity undertaken and key issues raised by public

14. All previous publicity is set out in the August 2019 Officers report. Further publicity on the additional information was carried out in April 2020 and involved notification to all those owner/occupiers of neighbouring properties who had previously made representations on the proposal. No further comments have been received.

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 consists of the Waverley Borough Council Local Plan Saved Policies 2002 and Waverley Borough Local Plan Part 1: Strategic Policies and Sites 2018. Waverley Borough Council are currently preparing a pre-submission version of the Local Plan Part 2: Site Allocations and Development Management Policies, which will form the second stage of Waverley's local plan and will replace the Saved Policies of the Local Plan 2002. Given the early stages of this Plan no weight can currently be applied to its 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 planning permission at the School site, namely Ref: WA/2012/0695 dated 26 June 2012. 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.
18. 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 are satisfactory. In this case the main planning considerations are whether the details submitted satisfy the matters raised by the Planning and Regulatory Committee and address the conditions as set out on the original permission.

HIGHWAY AND TRAFFIC IMPLICATIONS

Further information received

- a) Reference to the 2012 proposed School Travel Plan measures, and the status of their implementation;
19. The 2012 Draft Framework Travel Plan submitted at the time of the application to expand the School (Ref: WA/2012/0695), suggested various measures which should 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 expansion of the School. The County Highway Authority responded at the time of the 2012 application indicating that further investigation from the applicant on the measures proposed was required to determine whether these are practical and/or desirable in the area. As a result, Condition 3 was attached to the permission requiring the submission of an assessment of the proposed highway mitigation measures and as a result the proposed measures to be implemented.
20. The highway improvements as outlined in paragraphs 6.7 to 6.15 of the Draft Framework Travel Plan, dated 23 May 2012 (referenced within Condition 3) and the status of their implementation as a result of the assessment work undertaken throughout the course of this application is set out in the table below:

2012 Draft Framework Travel Plan	2017 Assessment presented to P&R Committee in August 2019	2019 Assessment, subject of this update to the application
Parking Enforcement	Minor inconsiderate/illegal parking was observed and therefore changes or	No further comments.

through Police, PCSOs and School Staff	increases to the existing parking enforcement arrangements was not considered necessary.	
Parking enforcement through CCTV	Given that inconsiderate and illegal parking was not considered an issue, it is advised that in the event that conditions deteriorate in the future the School should make contact with the parking enforcement team at the County Council and request an increased frequency of patrols for a period.	No further comments.
Repair of Footways and Kerbs on western side of Potters Gate	Visual inspection of the condition of the footways concluded that they do not present a safety hazard to pedestrians travelling to or from the School.	No further comments.
Raising of kerbs and use of bollards to prevent parking on footway	No evidence of vehicles mounting the kerbs or parking partially on the footway causing obstruction to pedestrians. It is therefore not considered necessary or appropriate to implement raised kerbs or place bollards on the footway.	No further comments.
Making Potters Gate 'no entry' from West Street	Changes to prevent traffic turning into Potters Gate from West Street have already been implemented and completed by the County Highway Authority separate to this application.	No further comments.
Build outs to improve pedestrian visibility from crossing at junction of Potters Gate, Beavers Road, Falkner Road and UCA site access.	<p>A build out was not considered 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 was therefore proposed, to focus on providing an improved pedestrian route between the School and the Upper Hart Car Park. This comprised drop kerbs and where feasible tactile paving at the following locations:</p> <ol style="list-style-type: none"> 1) UCA access road (opposite Potters Gate) 2) Two locations across Falkner Road (to the east of the ICA access junction and immediately to the east of the Junction with Potters Gate) 3) Potters Gate (approximately 20 metres south of the junction with Falkner Road). <p>These works also included an extension to the existing double yellow lines to</p>	Kerb build out now proposed to be installed, includes amendment to UCA minor arm road marking and amendment to recently implemented dropped kerb. This would also include the installation of bollards along the build out area to stop vehicles parking on the pathway. This was originally de-scoped due to potential issues with horizontal visibility and confusion over the sudden narrowing of the carriageway as traffic travels east bound. However during discussion with the County Highway Authority it was considered that the reduction in speed and the addition of bollards would alleviate these issues and prevent parking which will be of benefit to pedestrian visibility and

	prevent waiting at any time near the UCA vehicular access to avoid blocking pedestrian sight lines and the removal of overhanging vegetation on footpaths.	reduce the width of the crossing point.
--	--	---

Table 3 – Status of the implementation of the measures from the 2012 Draft Framework Travel Plan.

- b) Provision of up to date data comparing the expected impact of the School expansion in 2012 with the actual impact of the School expansion witnessed to date;
21. The Transport Assessment (dated 20 February 2012) submitted with the original application (Ref: WA/2012/0695 dated 26 June 2012) concluded that the development would result in an increase in trips by car and on foot to the School site, however this was considered gradual, as the School would not be running at full capacity until 2018. At the time it was assumed that approximately 50% of pupils (including car sharing and Park and Stride) and 73% of staff would travel to and from the School by car.
22. The most recent travel mode share survey was carried out in February 2019. It can be seen from the recent mode share data that as a 420 place Primary School, 56% of pupils travel to the School by car (including car sharing and Park and Stride). The remaining trips are undertaken by sustainable modes, primarily on foot accounting for a large proportion of the modal share. In terms of the staff travel surveys undertaken at the same time, the majority (73.8%) of staff travel alone by private car to and from the School. However, it should be noted that in 2012 it was predicted that the staff at the School would increase from 51 to 82 and at present there are 45 members of staff, which has resulted in 33 less trips than predicted in 2012.
23. Between 2012 and 2019, whilst the figures presented by the applicant show a slight increase in pupil trips by car, the number of staff trips has reduced and as such the resulting overall car demand is therefore considered to be no worse than was predicted by the Transport Assessment which accompanied the 2012 planning application. In this regard the highway infrastructure measures as recommended remain relevant to the predicted and actual level of activity generated by the School today.
- c) Information on travel characteristic (including liaison with the School to obtain the latest pupil/staff travel information to capture recent mode share data and association home postcode demand);
24. As set out within the submitted Technical Note, dated March 2020, a review has been conducted of the current postcode locations for pupils and staff to understand the potential to travel by more sustainable modes of travel to and from the School site. It is evident from the data presented that approximately 80 pupils (i.e. 45%) and 20 staff (i.e. 32%) live within the maximum recommended walking distance of 2 kilometres (km) of the site in the surrounding town of Farnham. Comparing this to the mode share data approximately 43.2% of pupils currently travel to School on foot or by bicycle/scooter, which is therefore realistic.
25. In terms of staff there is further propensity to encourage more staff to travel by more sustainable modes of transport to and from the School. Approximately 38% of staff live between 2 to 5 kilometres distance of the site, within the residential areas of Rowledge,

Badshot Lea, Upper Hale and Shortheath, making sustainable modes of travel viable. This is reflected in the submitted School Travel Plan dated June 2019, which seeks to encourage and promote staff cycling to the School, staff car sharing and use of public transport. The targets as set out within the School Travel Plan seek to increase staff cycling from 0% to 2%, within the first three years of its implementation, alongside an increase in walking and use of public transport, to reduce private car use from 73.8% as current to 67.8%, within three years. The progress of these initiatives will be monitored and reviewed in accordance with the process as set out within the School Travel Plan, including the re-issuing of staff and pupil surveys annually.

d) Description of changes and improvements to the immediate highway network since 2012;

26. As set out in Table 1 and the bullet point list in paragraph 6 of this report, since the meeting of the Planning and Regulatory Committee in August 2019, some retrospective pedestrian improvements have been undertaken on Falkner Road, Beavers Road and Potters Gate. These primarily involve the implementation of dropped kerbs and tactile paving in four locations to improve the pedestrian routes to and from the School site from the Upper Hart Car Park to the east.
27. The County Highway Authority have also installed new road signage, which permits only cyclists to turn into Potters Gate from both directions on West Street, which has assisted in making Potters Gate a one-way road to avoid congestion. In addition, a County Highway Authority led scheme to implement a localised speed reduction, which would result in a new lower 20mph zone limit on Beavers Road, Falkner Road and Potters Gate, which will be supported by a two way vehicle activated sign, has been through a community consultation with no objections raised and is expected to be implemented. This would encourage slower speed limits on the roads used by children and parents who walk to Potters Gate Primary School. The speed limit reduction will be implemented by the County Council using S106 money from the Taylor Wimpey development on Crondall Lane, and is therefore to be implemented separately from this application.

e) Identification of any existing highway problems in the local area;

Traffic Flows

28. In order to identify traffic flow changes in the vicinity of Potters Gate School in the recent years, traffic flow data within the vicinity of the site has been compared and interrogated, to determine if background traffic volumes have changed since the determination of the planning application in 2012. The submitted Technical Note, dated March 2020 reviews traffic flow data from 2014, 2017 and 2018. This data concludes that there was no significant change in traffic flows observed between 2014 and 2017, with a 2% increase in AM peak and a 2% decrease in the PM peak hour. Similarly, an interrogation of the Department for Transport (DfT) Annual Average Traffic Flow data from a counter located west of the Crondall Lane/West Street junction, indicates that there has been a decrease in vehicular traffic flows between 2014 and 2018. Overall, the review of the data indicated that there have been no increases in traffic volumes in proximity to the site that could have a negative impact on the highway safety in the local area.

Vehicle Speeds

29. With regard to vehicle speeds surrounding the school, the County Council's Road Safety team have conducted an investigation into traffic speeds along Beavers Road and Falkner Road, which recorded the following speeds:

Location	Direction	Average Mean Speed	85 th Percentile Speed
Beavers Road	Westbound	20	26
	Eastbound	22	26
Falkner Road	Westbound	24	29
	Eastbound	26	31

Table 4 – Speed Survey Results taken from Table 2-5 of the submitted Technical Report dated March 2020.

30. The above recorded speeds justifies a localised speed limit reduction on these roads from 30mph to 20 mph, and implementation of a mobile Speed Indicator Device (SID) on Faulkner Road to manage the speed limit reduction. As set out above this has been taken forward by the County Highway Authority for implementation.

Accident History

31. An Investigation of personal injury accident data on the roads surrounding the school in the last 5 year period shows that three accidents have occurred over this period on Beavers Road and Faulkner Road. Of these, all three were reported as minor accidents in 2014, 2015 and 2018, with one of these accidents involving a child (on Beavers Road). Given the volume of traffic using Faulkner Road and Beavers Road and the location of a school in proximity to these roads (and associated demand from vulnerable road users), this does not highlight that there is an existing road safety issue that needs addressing.
- f) Consideration for the implementation of any further highway measures.
32. Based on the data as outlined above, there are no significant highway safety issues from the perspective of changes in pupil/staff travel demand since the original 2012 permission, changes in localised traffic flow or evidence of recorded accidents that would warrant local highway improvements over and above that originally proposed. However, in order to further consider the concerns raised by the Committee, the propensity of further highway improvements has been assessed via a series of site visits and meetings. These were undertaken between September 2019 and January 2020, and included the County Highway Authority and the applicants Technical Consultants.
33. A further 12 physical improvement measures were first considered in a high level plan form as set out in Appendix B of the Technical Note, dated March 2020. These measures were subject to review and discussion with the County Highway Authority and County Road Safety Team which resulted in eight additional areas of highway improvement proposed to be taken forward for implementation. The table below outlines all those measures considered and the assessment undertaken into the feasibility of this installation. Those proposed to be installed are in addition to those that have already been implemented as set out at Paragraph 6 of this report.

Location	Description of Works	Assessment
----------	----------------------	------------

Location A – Beavers Road	Provision of a dropped kerb either side of residential access.	Insufficient width of kerb and conflict with levels and drainage on private land to accommodate dropped kerbs and tactile paving.
Location B – Beavers Road	Provision of dropped kerb to facilitate pedestrians and those with buggies accessing/egressing the public right of way which connects Beavers Road with Beavers Close.	Included in scope of proposed works.
Location C – Beavers Road	Proposed raised table crossing opposite 7 & 9 Beavers road.	It is considered that dropped kerbs and tactile paving should be implemented instead of a raised table due to negligible level differences between the road and pavement.
Location D – Beavers Road	Relocation of School crossing sign	The existing School crossing sign cannot be suitably relocated to another lamp column further west along Beavers Road as it would likely be struck by a goods vehicle.
Location E – Along Beavers Road and Falkner Road	Proposed Speed limit reduction from 30mph to 20mph	This is to be taken forward as part of the County Highway Authority's own programme of highway improvements, following the receipt of S106 money from the Taylor Wimpey Development. These works have been consulted on in the local community and no objection was raised.
Location F – Potter Gate	Removal of tree stump to improve pedestrian use of footway	Included in scope of proposed works, subject to investigation.
Location G – Potters Gate	Provision of dropped kerbs and tactile paving either side of the road.	Included in scope of proposed works and retrospectively installed in September 2019.
Location H – Falkner Road	Proposed kerb re-alignment, kerb build out, bollard, minor road markings, beacon and repositioning of pedestrian crossing	Included in scope of proposed works. This was originally de-scoped due to potential issues with horizontal visibility and confusion over the sudden narrowing of the carriageway as traffic travels east bound. However during discussion with the County Highway Authority it was considered that the reduction in speed and the addition of bollards would alleviate these issues and prevent parking which will be of benefit to pedestrian visibility and reduce the width of the crossing point.

Location I – Falkner Road	Proposed drop kerbs and tactile paving either side of UCA access.	This feature was originally de-scoped on the basis of requiring extensive works on private land and resulting in an out of tolerance cross fall. However the measure has been repositioned and can be taken forward as part of the proposed works.
Location J & K – Falkner Road	Existing non-compliant tactile paving to be replaced with compliant tactile blocks (3x rows x 3x wide) and minor resurfacing.	Included in scope of proposed works.
Location L – Falkner Road	Proposed drop kerbs and tactile paving	Included in scope of proposed works.

Table 5 – Description and Assessment of all highway improvement works considered.

34. The Transport Development Planning Team has reviewed the additional proposed measures and are satisfied that the works proposed adequately mitigate for the impact of the 2012 expansion and the current capacity of the School, by providing an improved pedestrian route along Beavers Road, Falkner Road and Potters Gate, in addition to the speed reduction measures to be implemented in the area.
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 of the highway network within the vicinity of the School and a comparison of the predicted and actual pupils and staff movements to and from the School site. As a result the applicant is proposing to implement the measures that are considered to be necessary and relevant to the area to help improve the pedestrian routes to and from the School following the 2012 expansion. The combination of the proposed off-site highway measures and the on-going implementation and monitoring of the School Travel Plan are considered acceptable and accord with the development plan policy in this regard, and specifically policy ST1 of the Waverley Borough Council Local Plan Part 1: Strategic Policies and Sites 2018 and Saved Policies D1 and CF3 of the Waverley Borough Council Local Plan 2002.

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. The applicant has submitted a further technical note in relation to Conditions 3 (traffic mitigation measures) and 5 (School Travel Plan) of planning permission WA/2012/0695 dated 26 June 2012, that seeks to address the previous concerns of the Planning and Regulatory Committee meeting held in August 2019. In this regard the applicant has undertaken a review of baseline conditions associated with traffic flow, accident history, changes to Potters Gate mode share between 2012 (predicted) and 2019 (actual), and associated vehicle speeds as requested by the Committee. The applicant has demonstrated that whilst no significant highway safety concerns have been identified, the potential for further highway improvements has been assessed and further measures have now been proposed. The package of further measures as detailed that can be achieved in the locality, are considered to provide an improved pedestrian route to and from the School from the surrounding area, and can be achieved alongside the County Highway Authority's scheme to reduce the speed limit on the three surrounding roads to 20mph.
39. The Transport Development Planning Team has raised no objection to the proposal, subject to conditions to ensure the implementation of the works and the School Travel Plan. 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 terms of ensuring traffic levels are compatible with the local highway network and are such that they do not harm residential amenity with regards to noise or traffic congestion; and seek to encourage non car use and prioritisation of pedestrian transport mode.

RECOMMENDATION

40. 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 hereby approved shall be carried out in all respects 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
 Drawing No. 2160/1100/100 Rev D Highway Improvements: General Arrangements dated 15 July 2019
 Drawing No. 2160/1100/200 Rev C Highway Improvements: Site Clearance dated 15 July 2019
 Drawing No. 2160/1100/400 Rev C Highway Improvements: Road Markings dated 15 July 2019
 Drawing No. 2160-1100-T-110 Rev A Proposed Highway Improvements - Preliminary Design General Arrangement Plan dated February 2020.
 Drawing No. 2160-110-T-111 Rev A Proposed Highway Improvements - Preliminary Design Locations B&C - Proposed Uncontrolled Pedestrian Crossing, Dropped Kerb & Minor Re-Surfacing dated February 2020.
 Drawing No. 2160-110-T-112 Rev A Proposed Highway Improvements - Preliminary Design Locations F & G - Implemented Pedestrian Crossing & Proposed Tree Clearance dated February 2020.
 Drawing No. 2160-1100-T-113 Rev A Proposed Highway Improvements - Preliminary Design location H - Kerb Build Out, Amended Crossing and Minor Lining dated February 2020.
 Drawing No. 2160-1100-T-116 Rev A Proposed Highway Improvements - Preliminary Design Location I - Uncontrolled Pedestrian Crossing dated February 2020.
 Drawing No. 2160-110-T-114 Rev A Proposed Highway Improvements - Preliminary Design Locations J & K - Upgrade to Existing Non-Compliant Pedestrian Crossing dated February 2020.
 Drawing No. 2160-110-T-115 Rev A Proposed Highway Improvements - Preliminary Design Location L - Uncontrolled Pedestrian Crossing February 2020.

2. 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 Drawing No. 2160/1100/100 Rev D, Highway Improvements: General Arrangements, dated 15 July 2019, as detailed in Appendix B of the Velocity Transport Planning Report, TN002 Version 2.0 dated May 2019 and Drawing No. 2160-110-T-110 Rev A Proposed Highway Improvements - Preliminary Design General Arrangement Plan dated February 2020, as detailed in Annex C of the Velocity Transport Planning Report, TN000x Version 0.2 dated March 2020.
3. 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.

Reasons:

1. For the avoidance of doubt and in the interests of proper planning.
2. 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.
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

Informatives:

1. 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.
2. The applicant 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.
3. 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)
4. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (Section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or is being built. Planning consent for a development does not provide a defence against prosecution under this Act.

Trees and scrub are likely to contain nesting birds between 1 March and 31 August inclusive. Trees and scrub are present on the application site and are assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity during this period and shown it is absolutely certain that nesting birds are not present.

5. 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

Katie Rayner

TEL NO

020 8541 9322

Background papers

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

For this application the deposited application documents and plans, and responses to consultations, are available to view on [our online planning register](#). The representations received are publicly available to view on the district/borough planning register held by Waverley Borough Council under reference [WA/2019/0854](#).

OTHER DOCUMENTS

The following were also referred to in the preparation of this report:

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

Other Documents

Officer Report and Update Sheet on Planning Application Ref: WA/2019/0854

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

7

7

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:

Parking Enforcement through Policy, PCSOS and School Staff & Parking Enforcement through CCTV

7

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.

7

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

7
7
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).

7
7

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

This page is intentionally left blank

UPDATE SHEET

SURREY COUNTY COUNCIL PROPOSAL WA/2019/0854

DISTRICTS(S) WAVERLEY BOROUGH COUNCIL

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)

AMENDING DOCUMENT

Replace “Covering Letter Addendum, dated 23 July 2019” with “Letter dated 23 July 2019 from Agent (Paul Carnell, Strutt & Parker). No change to document submitted but a clearer description of the document for the purposes of the Officer report.

RECOMMENDATION

Conditions:

Condition 1 – Remove as the development has commenced within the timescale specified, which has now expired.

Condition 2 –

Wording in Officer Report	Proposed Amended Wording	Reason for Amendment
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	1. 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	To re-number and add reference to Highway Improvements Plan for clarity, submitted in respect to the current application.

<p>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.</p>	<p>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. Drawing No 2160/1100/100 Rev D Highway Improvements: General Arrangement dated 15 July 2019</p>	
---	--	--

Condition 3 -

Wording in Officer Report	Proposed Amended Wording	Reason for Amendment
<p>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.</p>	<p>2.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 Drawing No 2160/1100/100 Rev D Highway Improvements: General Arrangement dated 15 July 2019 as detailed in Appendix B of the Velocity Transport Planning Report to Satisfy</p>	<p>To re-number and refer to the full title of the Plan and the document.</p>

	<p>Condition 3 (Project No: 2160/110 Doc: TN002, Version 2.0) dated May 2019</p>	
--	---	--

Condition 4 – Remove as the development to which it relates has been completed and constructed in accordance with the details as approved with the original planning permission Ref: WA/2012/0695 dated 26 June 2012.

Condition 5 – Re-number to Condition 3.

Condition 6 – Re-number to Condition 4

Condition 7 – Remove as the development to which it relates has been completed and constructed in accordance with the details as approved with the original planning permission Ref: WA/2012/0695 dated 26 June 2012.

Condition 8 -

Wording in Officer Report	Proposed Amended Wording	Reason for Amendment
<p>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.</p>	<p>5. 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 submitted with application Ref: WA/2012/0695, dated 26 June 2012. 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</p>	<p>To re-number and update the condition so it refers to the planning application which the report was submitted with.</p>

	in the same location as that originally planted.	
--	--	--

Reasons:

Reasons 1, 4 and 7 – Remove

Reasons 2, 3, 5,6 and 8 – To be re-numbered to reflect removal of Conditions 1, 4 and 7.

Reasons 6 and 8 – Amend the wording from “Policy” and “Policies” to “Saved Policy” and “Saved Policies”, where reference is made to the Saved Policies of the Waverley Borough Local Plan 2002 for consistency.

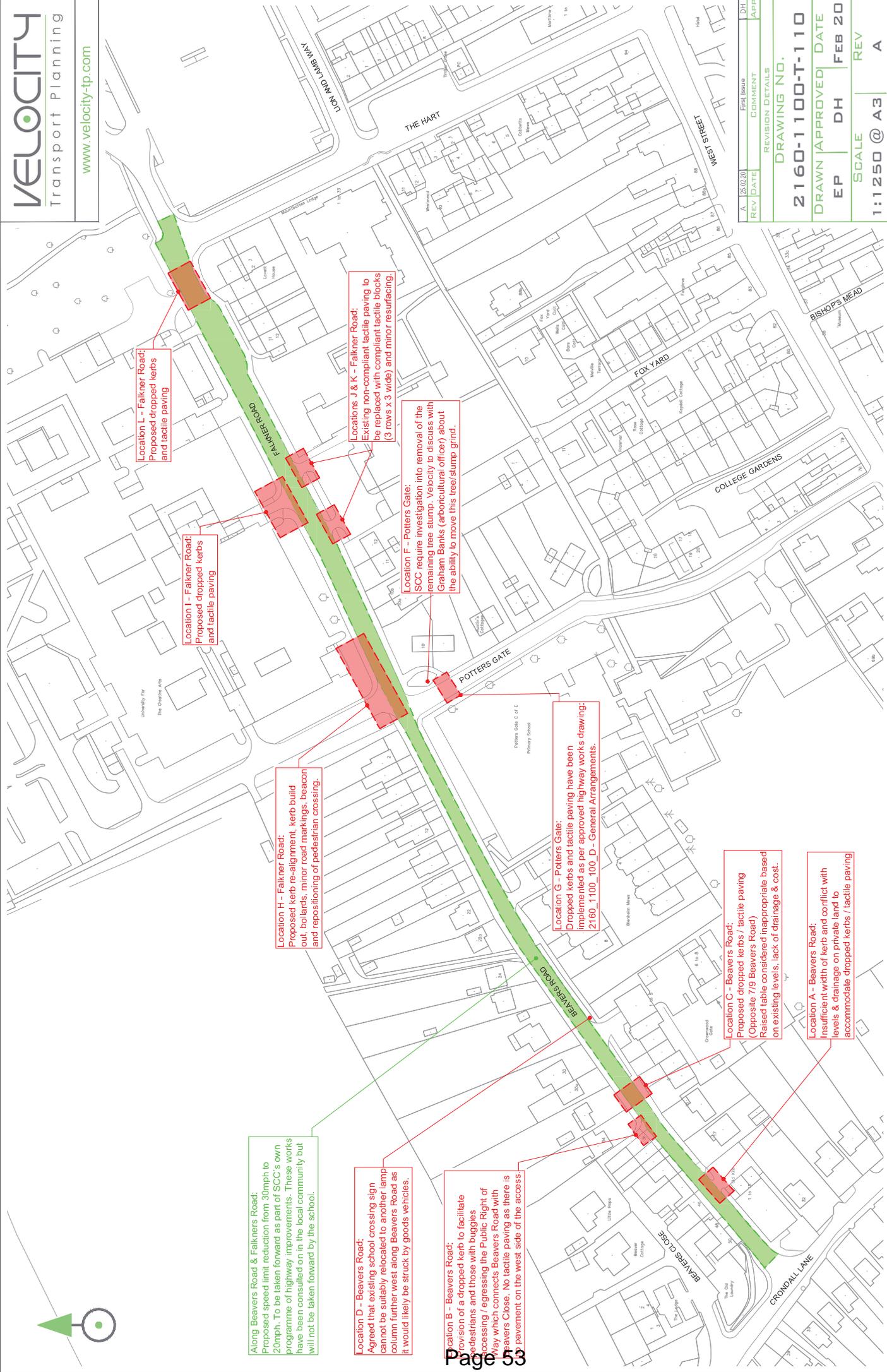
Informatives:

Informative 2 –Remove as the development has now been constructed

Informatives 3, 4 and 5 – To be re-numbered to reflect the removal of Informative 2.

Informative 5 – Add new Informative to read as follows:

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.



Location L - Falkner Road:
Proposed dropped kerbs and tactile paving

Location I - Falkner Road:
Proposed dropped kerbs and tactile paving

Location H - Falkner Road:
Proposed kerb re-alignment, kerb build out, bollards, minor road markings, beacon and repositioning of pedestrian crossing.

Location D - Beavers Road:
Agreed that existing school crossing sign cannot be suitably relocated to another lamp column further west along Beavers Road as it would likely be struck by goods vehicles.

Location B - Beavers Road:
Provision of a dropped kerb to facilitate pedestrians and those with buggies accessing / egressing the Public Right of Way which connects Beavers Road with Beavers Close. No tactile paving as there is pavement on the west side of the access.

Locations J & K - Falkner Road:
Existing non-compliant tactile paving to be replaced with compliant tactile blocks (3 rows x 3 wide) and minor resurfacing.

Location F - Potters Gate:
The SCC require investigation into removal of the remaining tree stump. Velocity to discuss with Graham Banks (arboricultural officer) about the ability to move this tree/stump grind.

Location G - Potters Gate:
Dropped kerbs and tactile paving have been implemented as per approved highway works drawing: 2160_1100_100_D - General Arrangements.

Location C - Beavers Road:
Proposed dropped kerbs / tactile paving (Opposite 7/9 Beavers Road)
Raised table considered inappropriate based on existing levels, lack of drainage & cost.

Location A - Beavers Road:
Insufficient width of kerb and conflict with levels & drainage on private land to accommodate dropped kerbs / tactile paving

Along Beavers Road & Falkners Road:
Proposed speed limit reduction from 30mph to 20mph. To be taken forward as part of SCC's own programme of highway improvements. These works have been consulted on in the local community but will not be taken forward by the school.

REV	DATE	DESCRIPTION	APP
A	25/02/20	FIRST ISSUE	DH
REVISION DETAILS			
DRAWING NO. 2160-1100-T-110			
DRAWN	EP	DATE	FEB 20
APPROVED	DH	REV	A
SCALE		1:1250 @ A3	

DRAWING TITLE

SURREY COUNTY COUNCIL
POTTERS GATE PRIMARY SCHOOL

PROPOSED HIGHWAY IMPROVEMENTS - PRELIMINARY DESIGN
GENERAL ARRANGEMENT PLAN



This page is intentionally left blank



Along Beavers Road & Falkners Road:
Proposed speed limit reduction from 30mph to 20mph. To be taken forward as part of SCC's own programme of highway improvements. These works have been consulted on in the local community but will not be taken forward by the school.

Location D - Beavers Road:
Agreed that existing school crossing sign cannot be suitably relocated to another lamp column further west along Beavers Road as it would likely be struck by goods vehicles.

Location B - Beavers Road:
Provision of a dropped kerb to facilitate pedestrians and those with buggies accessing / egressing the Public Right of Way which connects Beavers Road with Beavers Close. No tactile paving as there is no pavement on the west side of the access.

Location C - Beavers Road:
Proposed dropped kerbs / tactile paving (Opposite 7/9 Beavers Road)
Raised table considered inappropriate based on existing levels, lack of drainage & cost.

Location A - Beavers Road:
Insufficient width of kerb and conflict with levels & drainage on private land to accommodate dropped kerbs / tactile paving

Location H - Falkner Road:
Proposed kerb re-alignment, kerb build out, bollards, minor road markings, beacon and repositioning of pedestrian crossing.

Location G - Potters Gate:
Dropped kerbs and tactile paving have been implemented as per approved highway works drawing: 2160_1100_100_D - General Arrangements.

Location I - Falkner Road:
Proposed dropped kerbs and tactile paving

Location L - Falkner Road:
Proposed dropped kerbs and tactile paving

Locations J & K - Falkner Road:
Existing non-compliant tactile paving to be replaced with compliant tactile blocks (3 rows x 3 wide) and minor resurfacing.

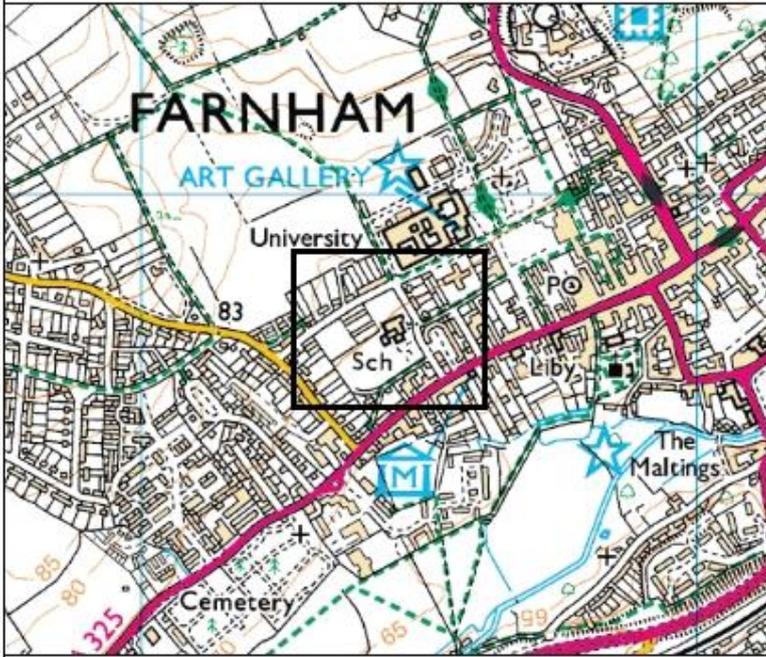
Location F - Potters Gate:
SCC require investigation into removal of the remaining tree stump. Velocity to discuss with Graham Banks (arboricultural officer) about the ability to move this tree/stump grind.

A	25.02.20	First Issue	DH
REV	DATE	COMMENT	APP
REVISION DETAILS			
DRAWING NO.			
2160-1100-T-110			
DRAWN	APPROVED	DATE	
EP	DH	FEB 20	
SCALE		REV	
1:1250 @ A3		A	



This page is intentionally left blank

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



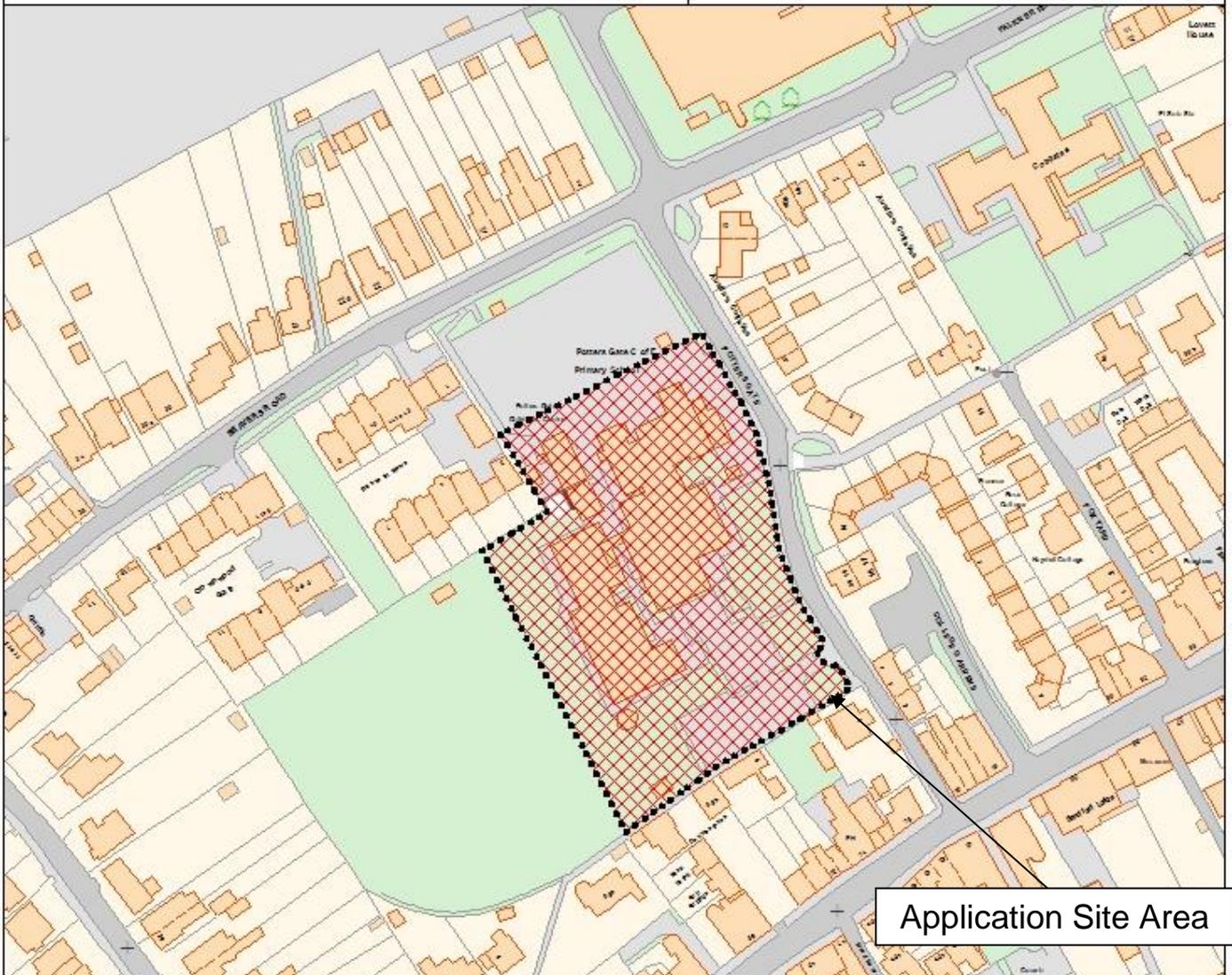
Single storey extensions and associated works to facilitate the expansion of the School without compliance with Conditions 3 (Transport Mitigation Measures) and 5 (Travel Plan) of planning permission Ref. WA/2012/0695 dated 26 June 2012 (retrospective).

Application numbers:
WA/2019/0854

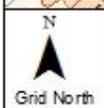
Electoral divisions:
Farnham Central

© Crown copyright. All rights reserved Surrey County Council, 100019813, 2019

Note: This plan is for indicative purposes only



Application Site Area



Ref No:
SCC Ref 2019/0089

0 50 100 Metres

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

This page is intentionally left blank

2018 Aerial Photos

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





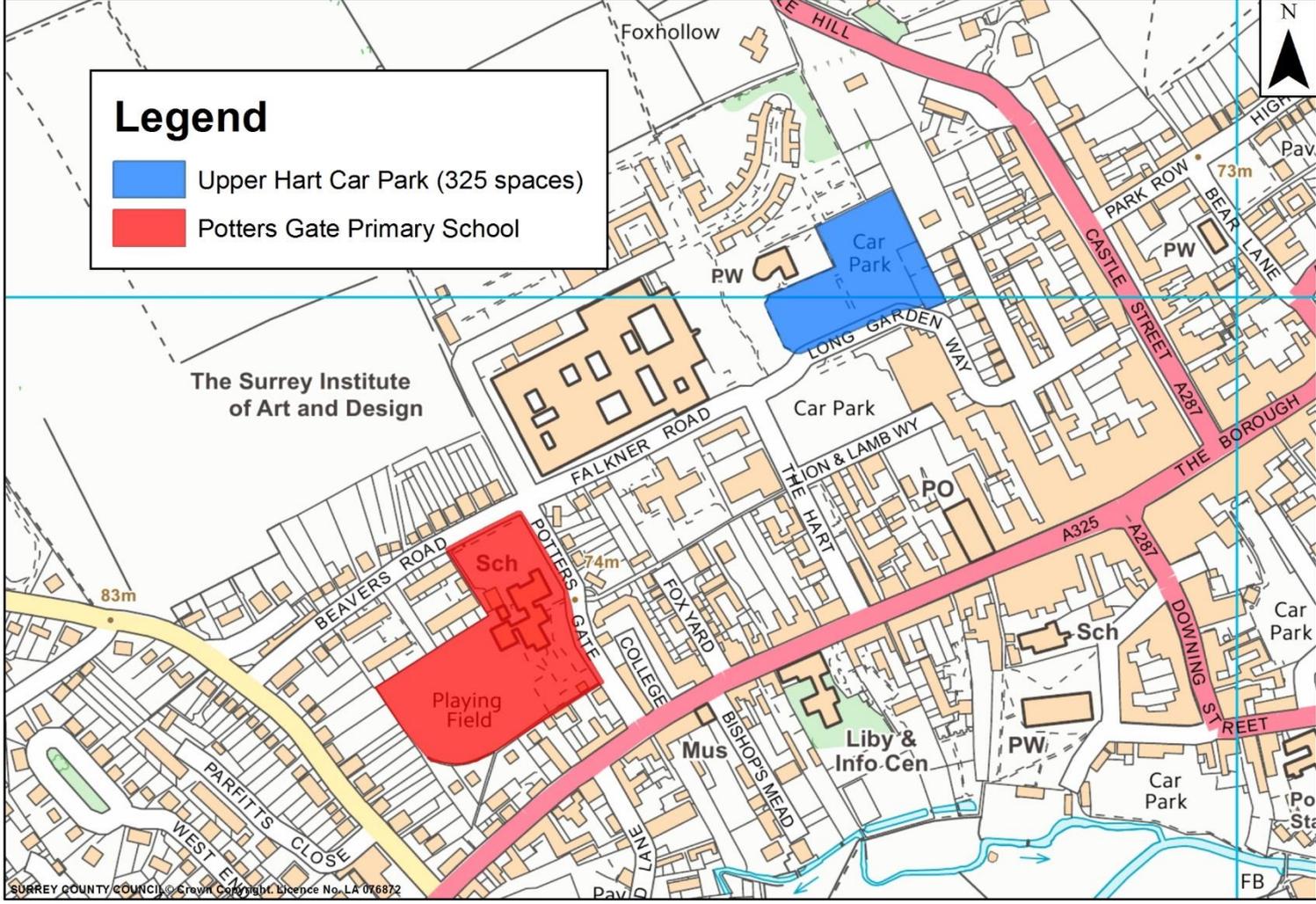
2018 Aerial Photos

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





Location of Potters Gate Primary School and the Upper Hart Car Park

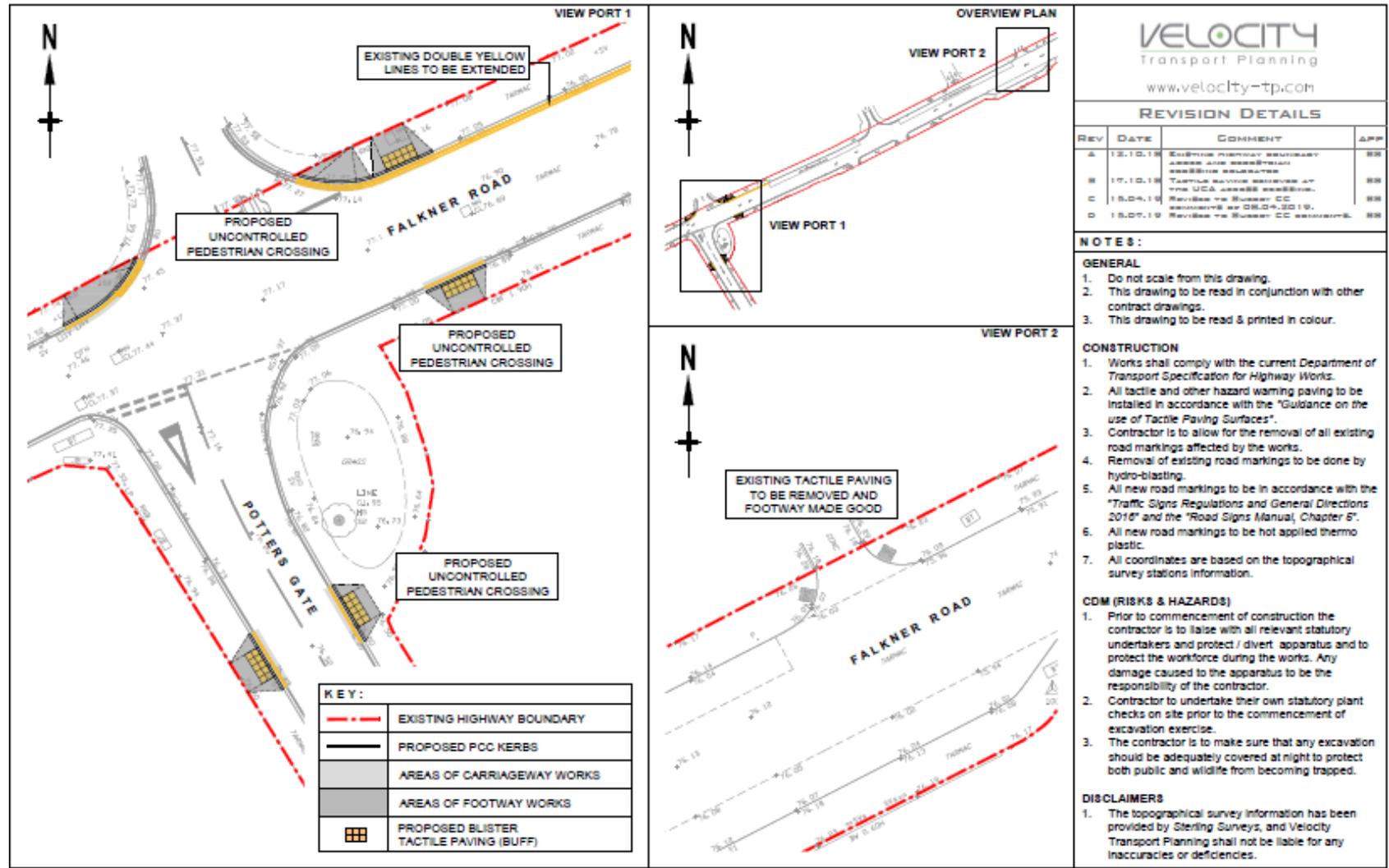




SURREY

Highway Improvements – General Arrangement August 2019

Page 62





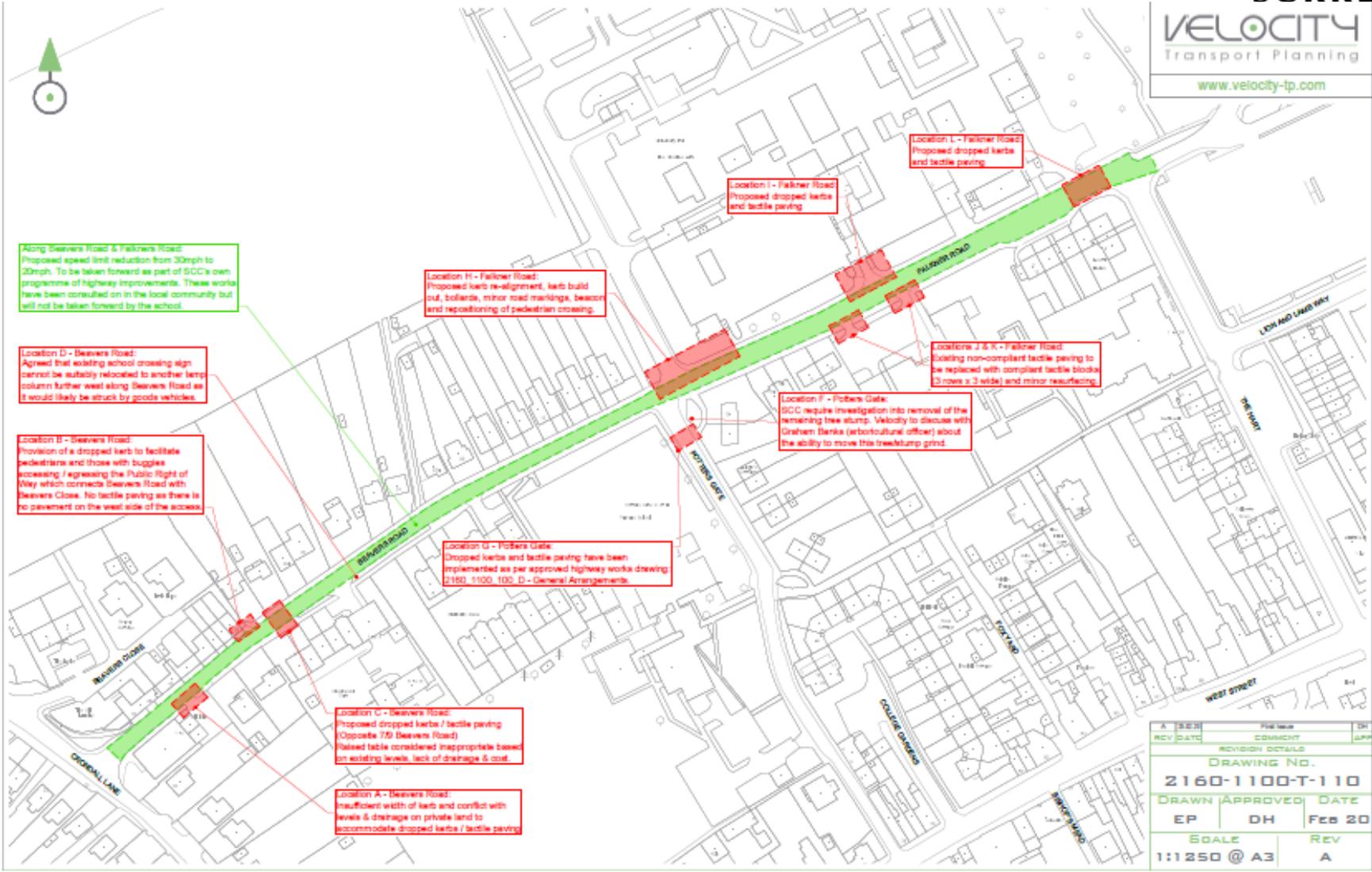
SURREY

Further Highway Improvements – General Arrangement March 2020

VELOCITY
Transport Planning

www.velocity-tp.com

Page 63



A	REV	DATE	BY	CHKD	DESCRIPTION

ROVING DETAILS

DRAWING NO.
2160-1100-T-110

DRAWN	APPROVED	DATE
EP	DH	Feb 20

SCALE
1:1250 @ A3

REV
A

CLIENT
SURREY COUNTY COUNCIL

PROJECT
POTTERS GATE PRIMARY SCHOOL

DRAWING TITLE
**PROPOSED HIGHWAY IMPROVEMENTS - PRELIMINARY DESIGN
GENERAL ARRANGEMENT PLAN**





SURREY

View of Falkner Road looking east towards the University for the Creative Arts (UCA)



View of Falkner Road looking west towards junction with Potters Gate and access to UCA.





SURREY

View of the northern end of Potters Gate Road looking north



View of the northern access point to Potters Gate Primary School on Beavers Road, looking west.





SURREY

Further view of Beavers Road looking west



Western end of Beavers Road looking west towards Crondall Lane



This page is intentionally left blank