

**PLANNING AND REGULATORY COMMITTEE
NOTICE OF MEETING**

Date: Wednesday, 7 December 2022
Time: 10.30 am
Place: Council Chamber, Woodhatch Place, 11 Cockshot Hill, Reigate, Surrey, RH2 8EF

Contact: Joss Butler

Email: joss.butler@surreycc.gov.uk

[For queries on the content of the agenda and requests for copies of related documents]

APPOINTED MEMBERS [11]

Tim Hall (Chairman)	Leatherhead and Fetcham East;
Ernest Mallett MBE	West Molesey;
Penny Rivers	Godalming North;
Jeffrey Gray	Caterham Valley;
Jonathan Hulley (Vice-Chairman)	Foxhills, Thorpe & Virginia Water;
Victor Lewanski	Reigate;
Jeremy Webster	Caterham Hill;
Scott Lewis	Woodham and New Haw;
Catherine Powell	Farnham North;
Richard Tear	Bagshot, Windlesham and Chobham;
Edward Hawkins	Heatherside and Parkside;

EX OFFICIO MEMBERS (NON-VOTING) [4]

Saj Hussain	Vice-Chair of the Council	Knaphill and Goldsworth West;
Tim Oliver	Leader of the Council	Weybridge;
Denise Turner-Stewart	Deputy Leader of the Council	Staines South and Ashford West
Helyn Clack	Chair of the Council	Dorking Rural;

APPOINTED SUBSTITUTES [11]

Stephen Cooksey	Dorking South and the Holmwoods;
Nick Darby	The Dittons;
Amanda Boote	The Byfleets;
Luke Bennett	Banstead, Woodmansterne & Chipstead;
David Harmer	Waverley Western Villages;
Trefor Hogg	Camberley East;
Riasat Khan	Woking North;
Carla Morson	Ash;
Mark Sugden	Hinchley Wood, Claygate and Oxshott;
Buddhi Weerasinghe	Lower Sunbury and Halliford;
Fiona White	Guildford West;

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

AGENDA

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

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

2 MINUTES OF THE LAST MEETING

(Pages 1 - 12)

To confirm the minutes of the meeting held on 26 October 2022.

3 PETITIONS

To receive any petitions from members of the public in accordance with Standing Order 84 (please see note 5 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 6 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 RE22/00775/CON - REIGATE PARISH SCHOOL, 91 BLACKBOROUGH ROAD, REIGATE, SURREY RH2 7DB

(Pages 13 - 36)

Construction of a new artificial grass surfaced Multi-Use Games Area (MUGA), macadam-paved access route, provision of new perimeter gates and fencing and associated works without compliance with Condition 3 of Planning Permission ref: RE15/01766/CON dated 16 October 2015 to extend the hours of use of the MUGA to allow use by the community.

8 SURREY COUNTY COUNCIL PROPOSAL TA/2021/1213 - ST PETER AND ST PAUL CE INFANT SCHOOL, 93 ROOK LANE, CHALDON, CATERHAM, SURREY CR3 5BN

(Pages 37 - 96)

The construction of a single storey extension to the existing school to accommodate the expansion of the school from a 1FE Infant School to a 1FE Primary School, including the construction of teaching classrooms with related support accommodation, WC facilities, library, enlargement of the existing hall and associated off-site highway works (AMENDED).

9 DATE OF NEXT MEETING

The next meeting of the Planning & Regulatory Committee will be on 25 January 2023.

Joanna Killian
Chief Executive
29 November 2022

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting.

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

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

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

Thank you for your co-operation

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

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

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

NOTES:

1. Members are requested to let the Democratic Services Officer have the wording of any motions and amendments not later than one hour before the start of the meeting.
2. Substitutions must be notified to the Democratic Services Officer by the absent Member or group representative at least half an hour in advance of the meeting.
3. Planning officers will introduce their report and be able to provide information or advice to Members during the meeting. They can also be contacted before the meeting if you require information or advice on any matter. Members are strongly encouraged to contact the relevant case officer in advance of the meeting if you are looking to amend or add conditions or are likely to be proposing a reason for refusal. It is helpful if officers are aware of these matters in advance so that they can better advise Members both before and during the meeting.
4. Members of the public can speak at the Committee meeting on any planning application that is being reported to the Committee for decision, provided they have made written representations on the application at least 14 days in advance of the meeting, and provided they have registered their wish to do so with the Democratic Services Officer no later than midday on the working day before the meeting. The number of public speakers is restricted to five objectors and five supporters in respect of each application.
5. Petitions from members of the public may be presented to the Committee provided that they contain 100 or more signatures and relate to a matter within the Committee's terms of reference. The presentation of petitions on the following matters is not allowed: (a) matters which are "confidential" or "exempt" under the Local Government Access to Information Act 1985; and (b) planning applications. Notice must be given in writing at least 14 days before the meeting. Please contact the Democratic Services Officer for further advice.
6. Notice of public questions must be given in writing at least 7 days before the meeting. Members of the public may ask one question relating to a matter within the Committee's terms of reference. Questions on "confidential" or "exempt" matters and planning applications are not allowed. Questions should relate to general policy and not detail. Please contact the Democratic Services Officer for further advice.
7. On 10 December 2013, the Council agreed amendments to the Scheme of Delegation so that:
 - All details pursuant (applications relating to a previously granted permission) and non-material amendments (minor issues that do not change the principles of an existing permission) will be delegated to officers (irrespective of the number of objections).
 - Any full application with fewer than 5 objections, which is in accordance with the development plan and national policies will be delegated to officers.
 - Any full application with fewer than 5 objections that is not in accordance with the development plan (i.e. waste development in Green Belt) and national policies will be delegated to officers in liaison with either the Chairman or Vice Chairman of the Planning & Regulatory Committee.
 - Any application can come before committee if requested by the local member or a member of the Planning & Regulatory Committee.

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

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

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

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

Development plan

In Surrey the adopted development plan consists of the:

- Surrey Minerals Local Plan 2011 (comprised of the Core Strategy and Primary Aggregates Development Plan Documents (DPD))
- Surrey Waste Local Plan 2019-2033 adopted December 2020 (comprised of the Surrey Waste Local Plan Part 1 Policies and Surrey Waste Local Plan Part 2 Sites)
- 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) 2021 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 2021; 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 July 2021. The revised NPPF replaces the previous NPPF published in March 2012 and revised in July 2018 and February 2019. 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 219 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.

MINUTES of the meeting of the **PLANNING AND REGULATORY COMMITTEE** held at 10.30 am on 26 October 2022 at Surrey County Council, Woodhatch Place, 11 Cockshot Hill, Reigate, Surrey, RH2 8EF.

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

Members Present:

Tim Hall (Chairman)
Ernest Mallett MBE
Penny Rivers
Jeffrey Gray
Jonathan Hulley (Vice-Chairman)
Victor Lewanski
David Lewis
Scott Lewis
Catherine Powell
Richard Tear
Jeremy Webster

66/22 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

None received.

67/22 MINUTES OF THE LAST MEETING [Item 2]

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

68/22 PETITIONS [Item 3]

There were none.

69/22 PUBLIC QUESTION TIME [Item 4]

There were none.

70/22 MEMBERS' QUESTION TIME [Item 5]

There were none.

71/22 DECLARATIONS OF INTERESTS [Item 6]

Jonathan Hulley confirmed that he would be speaking as a local Member on the Land at Trumps Farm application and would therefore leave the room during the item's debate.

The Chairman agreed to reorder the agenda.

72/22 MINERALS/WASTE EL2022/1648 - SILVERMERE HAVEN PET CEMETERY, BYFLEET ROAD, COBHAM, SURREY KT11 1DZ [Item 11]

Officers:

Dawn Horton-Baker, Planning Development Team Leader

Speakers:

The Local Member, Tim Oliver, attended the meeting virtually and made the following comments:

1. That he was opposed to the application.
2. That building in the Green Belt should not be approved except in very special circumstances, and that the reasons for special circumstances outlined in the report were inadequate.
3. That the potential harm to the Green Belt was not clearly outweighed by other considerations and therefore the application should be refused.
4. That the Member was surprised that the applicant claimed not have known that permission was required when the buildings were installed two years ago.
5. That the Byfleet Road was already a congested road.
6. That the site should not be allowed to expand simply for commercial gain.
7. That Paragraphs 29 to 31 of the report set out clearly all the reasons why the application breached the Elmbridge Development Plan Policy DM17.
8. That the application did not adequately address the loss of openness of the Green Belt or the inappropriateness of the development.
9. That the application was a significant industrial operation and did not meet the test of having very special circumstances.
10. The Member urged the Committee to refuse the application.

Key points raised during the discussion:

1. Officers introduced the report and provided a brief summary. Members noted details of the application which was a retrospective application to retain an office building and cold store unit building for a temporary period. Details of the application, photographs and plans could be found from page 457 of the meeting's agenda.
2. The Chairman noted that the Committee had previously visited the site during a site visit.
3. A Member stated that most Members were opposed to the process of receiving retrospective applications.
4. A Member of the Committee disagreed with the report which stated that the application site was predominately within a rural area. Furthermore the Member stated that the site was for industrial use and was inappropriate for a residential area.
5. A Member highlighted that improvements to Junction 10 of the M25 included changes to the start of Byfleet Road which would cause congestion. Further increased congestion due to the proposed development was therefore unwelcomed.
6. A Member stated that the additional buildings were only required due to increased demand for new services provided by the crematorium.

7. A Member said that the benefits of the application did not outweigh any potential impact to the Green Belt.
8. A Member stated that there had been no complaints received on the service provided by the applicant, and as the buildings were for a temporary period, they had no objection to the application.
9. A Member stated that they felt uncomfortable with the lack of neutrality within the report and the references to a potential future application.
10. A Member said that the local area was residential and not industrial. Furthermore the Member stated that they felt the report had been written with the assumption that the application would be approved.
11. A Member noted that it was legal to submit a retrospective application and was therefore not a proper reason for refusal. The Member further said that a crematorium for humans was allowed within Green Belt Law. The Member went on to state that additional congestion on the A3 caused by one small business was not a worthy consideration and would likely not be upheld if a refusal was appealed.
12. The Committee noted that under Planning case law an animal crematorium was for waste use.
13. Officers explained that in their view there was very special circumstances for the application as the 'use' was already on site and planning permission was granted around 50 years ago. Officers further highlighted that the crematorium onsite had remained the same size and that the proposed was to improve the way of operating rather than for expansion.
14. Members noted officers comments which were that they believed the application would not cause harm to the Green Belt area.
15. A Member reiterated that they felt that there was not adequate reasons to approve the development within the Green Belt.
16. The Chairman moved the recommendation which received 7 votes For, 3 votes Against and 1 Abstention.

Actions / Further information to be provided:

None.

Resolved:

The Committee permitted application EL/2022/1648 subject to the conditions and informatives set out in the report.

73/22 PROPOSED AMENDMENTS TO STANDING ORDERS RELATING TO PUBLIC SPEAKING AT THIS COMMITTEE [Item 12]

Officers:

Judith Shephard, Senior Lawyer

Catherine Valiant, Countryside Access Officer - Commons

Key points raised during the discussion:

1. Officers introduced the item and provided an overview of the proposal.
2. Members noted that the proposal was related to commons, town and village greens and not Rights of Way matters.

Actions / Further information to be provided:

None.

Resolved:

The Committee agreed:

1. The proposed changes to the Standing Orders relating to public speaking at this committee (as set out in paragraph 12 of the report)
2. That a report be taken to Council seeking approval of the proposed changes and amendment of the Council's Constitution.

The Committee adjourned between 11:25am – 11:30am.

74/22 MINERALS/WASTE TA/2021/1655 - LAND AT KINGS FARM, TILBURSTOW HILL ROAD, SOUTH GODSTONE, SURREY RH9 8LB [Item 10]

Officers:

Samantha Murphy, Planning Development Team Leader

Speakers:

Peter Murphy made representations in objection to the application. The following key points were made:

1. Concerns related to the additional Heavy Goods Vehicle (HGV) traffic caused by the application.
2. That the applicant had only recently clarified that there was no current gas production from the site, and that the proposed wellhead had been capped since initial exploration, all proposed gas extraction of the consequent emissions would be new.
3. That the statement that there would be no increase in the production, and that the proposed development would lead to a decrease in greenhouse emissions, was incorrect.
4. That the current gas to hydrogen proposal was the most damaging environmentally.
5. That all the carbon dioxide produced by the high energy intensive process would be released into the atmosphere on site.
6. That there was no realistic possibility of 'carbon capture' technology being viable for the installation.
7. That a recently commissioned report by the United Kingdom (UK) Government had warned of the dangers of direct hydrogen leakage into the atmosphere. That the application had failed to mention any potential venting or leakage of hydrogen during the starting and stopping of the production process or loading of trailers.
8. That the applicant had not responded to a query related to what would happen if the transport to and from the site was disrupted.
9. That a recent IPCC report made clear that there was no amount of new fossil fuel extraction was consistent with climate safety.
10. That the council had declared a climate emergency and had set a target for 56% emissions reduction across all industry in the county by

2035, and that the emissions from grey hydrogen production would put the target further out of reach.

On behalf of the applicant, Jonathan Rowlett and Ross Glover spoke in response to the public speakers' comments. The following key points were made:

1. That the single reason for refusal that had been identified was related to inappropriate development in the Green Belt, and that the 2020 consent concluded inappropriate development however very special circumstances were accepted.
2. That the only issue now included in the officer report was related to the physical size of the development as it had been assessed against the 2015 approved rather than the 2020 approval. When assessing against the 2020 approval the only real difference was a ~10% increase in plant site coverage and a 3-metre increase in flue height. All other elements were as approved in 2020. The two schemes were not materially different. Therefore the very special circumstances that justified the 2020 consent still existed.
3. That it was essentially concluded that the proposals would have no impact on the openness or character of the green belt and are not materially different from what had already been approved.
4. That the application responded to the ongoing energy crisis, the nation's energy transition, climate change, and the county's ambitions to improve air quality.
5. That the application responded to five of the government's 10 points in their plan for a green industrial revolution.
6. That the government's hydrogen policy grappled with putting in place infrastructure to facilitate the development of a future clean technology economy, and that the proposal would do exactly that for Surrey.
7. That the Surrey low emissions transport strategy acknowledged that Surrey was one of the worst polluted counties in the UK. That the proposed project would produce fuel cell quality hydrogen suitable for powering buses, refuse collection and the like.
8. That domestic energy production brought energy security, investment, and jobs.

Key points raised during the discussion:

1. The officer introduced the report and provided a brief summary of the proposal. Members noted that the proposal was for the installation of two steam methane reformation (SMR) units for the production of hydrogen from methane extracted from Bletchingley Wellsite and layout alterations including: a compressor package, surge tank, nitrogen supply tank, the laying of pipelines adjacent to the access track, two pre-reformer units, a Distribution Network Operator switch room, one 2MW generator, a tanker loading area for three transportation trailers, and a pressure reducing separation package on some 1.78 hectares and use of the access track for export of hydrogen for a temporary period with restoration to agriculture. Full details, including the officers' reasons to recommend refusal, photographs and plans could be found from page 381 of the agenda.
2. A Member stated that the proposal was clearly an inappropriate development for the greenbelt.

3. A Member said that there was a positive use for hydrogen however if the extraction increased carbon dioxide in the atmosphere, then it negated the good.
4. That Chairman moved the recommendation which received unanimous support and therefore the application was refused.

Actions / Further information to be provided:

None.

Resolved:

The Committee refused planning application ref: TA/2021/1655

75/22 MINERALS/WASTE MO/2017/0953/SCC - AUCLAYE BRICKWORKS, HORSHAM ROAD, CAPEL, SURREY, RH5 5JH [Item 9]

Officers:

Samantha Murphy, Planning Development Team Leader
Abigail Grealy, Principal Transport Development Planning Officer

Speakers:

Lesley Bushnell made representations in objection to the application. The following key points were made:

1. That local residents had been campaigning against the application since 2017.
2. That the permission granted in 1976 was for a low-key brickmaking operation spread over several years. The present proposal was for a shorter-term application, with none of the clay processed onsite,
3. That the 1976 permission imposed a limit of 16 vehicles movements per day, and 50 per week. The current proposal was for 150 HGV movements per day, or 825 per week.
4. That the point of access for the site was on a notoriously dangerous bend. Over the years local residents had photographed accidents along the road however not all accidents were recorded by the Police.
5. That Police and Surrey Highways had recently reduced the speed limit from 50MPH to 40MPH.
6. Stated that there would be an impact on neighbouring properties and an impact on quality of life along the Horsham Road.
7. That North Farm Drive was not wide enough to accommodate two HGVs and the traffic lights proposed would impede on the freedom of residents.
8. That, in summary, the proposed traffic movements for the updated application, the extra traffic travelling along the A24, and the intensity of the operation were fundamentally different from the permission granted in 1976 and should not be considered under the ROMP process.
9. That, if granted, an amendment was made to have much lower movements applied.

David Taylor made representations in objection to the application. The following key points were made:

1. That about 50 people had received a letter from Surrey County Council around five years ago on the proposal and that it was a surprise to local residents. The application had not shown up in local searches when properties were being bought and sold.
2. That the proposal may have an adverse impact on property values.
3. That visibility was okay at present due to the hedge being cut back however hedge cutting may change if the event of new ownership.
4. Raised concerns around the danger to drivers and cyclists when HGVs leave and enter the site
5. Raised concerns around whether the site would abide by the hours of operation.

Craig Stewart made representations in objection to the application. The following key points were made:

1. Raised concerns around the increase in vehicle movements on a notoriously dangerous section of the A24
2. That, when entering the site, there was a risk of HGVs causing traffic on the A24 causing chaos and a risk to life.
3. That machinery would be around 10 metres away from his property boundary causing noise and dust to enter and preventing use of the land during spring and summer months.
4. That there would be an open view of the site's works from his property impacting the resident and his family.
5. Noted that there may be an impact on his properties resell value.
6. That the applicant had shown no consideration for the neighbouring properties and had previously started works at 6am and finished works past 10pm on weekends.

On behalf of the applicant, Martin Hull and Richard Armfield spoke in response to the public speakers' comments. The following key points were made:

1. That planning permission was first granted in 1948, and the present renewal related to the 1976 permission.
2. That officers had come to the decision that the permissions remained valid and so the ROMP process was underway. Officers had concluded that the site was dormant.
3. That the list of conditions included within the report addressed the key issues raised by technical consultants, officers and within the Environmental Impact Assessment. Therefore the conditions were new, modern, and addressed all issues.
4. Provided an overview of the history of the site. Noted that, without frustrations caused by the later abandoned A24 improvement project, works could have started in the last century.
5. Highlighted that the purpose of the ROMP application was to set modern conditions and that work had been done to create modern conditions and address issues raised.
6. That officers had set the number of movements per day at 42 movements into the site based on a detailed assessment of the A24 and a review of the road.
7. That the county's consultants had assessed the issues raised and put forward mitigating actions.

8. That the applicant fully supported the creation of a liaison group with representatives of the local community to air concerns and seek agreeable solutions.

Key points raised during the discussion:

1. Officers introduced the report and provided a brief overview. Members noted that the item was a review of planning permission Ref MO/75/1165 dated 30 July 1976 pursuant to the Environment Act 1995 so as to determine full modern working and restoration conditions. Members noted details of the site and application, photographs and plans which could be found from page 255 of the meeting's agenda. Members noted that an update sheet had been circulated. Members noted that, in the intervening period between 2021 and 2022, consultees were contacted again to ensure conditions met best practice and policy, and that the Lead Local Flood Authority had commented as part of the recent consultation. Members further noted that reference to the Historic Buildings Officer in paragraph 74 should have said the MPPF 2021 rather than 2019. In regard to paragraph 109 of the report, it was noted that the word 'not' should be removed so it reads 'the county noise consultant has advised that operation activities should take place away from residential properties. Officers proposed an amendment to the recommendation so that, where the heads of term legal agreement is referenced, it also includes detail on a community liaison group creation and the following additional wording 'in respect of land permitted by NO75/1165 dated 30 July 1976'.
2. Members asked whether the issues raised by residents would be addressed by the conditions proposed. Officers explained that there had been a lot of dialogue with officers and consultees and that officers considered the conditions to be appropriate and were created in accordance with best practice and policy. It was noted that the site would be monitored the same as any other mineral site across the county.
3. Officers stated that they were unable to comment on why the information was not showing on land registry searches.
4. A Member asked whether it was possible to include a 'no right turn' for HGVs only. Officers explained that due to the nature of the road it would not be possible enforce and that there was not adequate justification for the implementation. The Member requested that the community liaison group have a specific item on this to keep the design of the junction under review as traffic increased. Officers suggested that this could also form as part of the construction management plan which was due to be submitted. Both actions were agreed.
5. In regard to the pre-commencement conditions, Members asked whether the applicant could provide a confirmation of the completion of the pre-commencement conditions before starting. Officers explained that it was not usual practice to include a condition requiring this however an informative could be included. This was agreed.
6. A Member asked whether conditions had been included to cover any event of slope instability issues that had not been previously planned. Officers explained that there were conditions covering the early stopping of activities and the need for the applicant to come forward with a restoration plan. The officer proposed that one of the conditions

- on this were amended to include wording for measures related to stability, emergencies, or stability plans. This was agreed.
7. A Member asked whether there could be continuous noise monitoring at the closest sensitive receptors. Officers explained that there was a requirement for a noise management plan to be submitted and approved which would set limits for normal and temporary noise, monitoring, and mitigation. Officers proposed that wording be added to the management plan to include continuous noise monitoring where required. The Member agreed and asked that the wording include reference to the community liaison group.
 8. A Member asked whether the route for HGVs when leaving the site could be conditioned to ensure compliance. Officers explained that it was not normal practice to require the applicant to provide full details on a HGVs route to their next destination.
 9. Members noted details of the lease agreement for the site.
 10. Members stated that they were unaware of any discussion related to moving goods from the site via rail.
 11. In regard to the proximity to neighbouring properties and the impacts of noise, officers explained that the noise management plan would set limits to noise from normal day-to-day operations with monitoring and mitigation procedures. It was further noted that the management plan would include detail of a complaints procedure and could be used to seek to resolved noise related issues. Officers further added that wording could be included within the noise management plan related to a review period to consider suitability and whether it was fit for purpose. This was agreed.
 12. The Chairman moved the updated recommendation which received unanimous support.

Actions / Further information to be provided:

None.

Resolved:

The Committee approved the conditions as proposed by the applicant, with modifications and additional conditions as set out in Column 2 of “The Table of Conditions” and informatives subject to the prior approval of a Heads of Terms Legal Agreement to secure: a) for a 25 year Landscape and Ecological Management Plan and b) a 25 year Management of Geological Conservation Agreement and C) the establishment and maintenance of a community liaison group; in respect of land permitted by MO75/1165 dated 30 July 1976. Subject to amendments to conditions and the addition of an informative as noted within these minutes.

The Committee adjourned between 12:55 – 13:15

76/22 MINERALS AND WASTE APPLICATION RU.20/1047 - LAND AT TRUMPS FARM, KITSMEAD LANE, LONGCROSS, CHERTSEY, SURREY KT16 0EF [Item 7]

Officers:

David Maxwell, Senior Planning Policy Officer

Speakers:

The Local Member, Jonathan Hulley, made the following comments:

1. That he objected to the application.
2. That 160 letters of representation had been received from local residents, a petition was signed by 597 members of the local community and the local residents' association had circulated a written objection on the grounds that there was no proper basis provided on why the site had been chosen and that there was a lack of alternative site option explored.
3. That the Environmental Agency had not lodged a report on its views on the application
4. Asked Members to consider the comments of the County Landfill Site Manager found within paragraphs 333, 334, 335, 336 and 337. The Member summarised that the views provided were that a ground risk assessment did not appear to have been submitted with the application to address the proximity to the boundary of the landfill site. The landfill site was subject to ongoing management of landfill gas and leachate and so there was risk to health and safety being within the proximity of a thermal site. The Member stated that a further detailed assessment was required as highlighted in paragraph 338 of the report before the Committee made a decision.

Cllr Jonathan Hulley left the room for the duration of the debate.

Key points raised during the discussion:

1. Officers introduced the report and provided a brief summary. Members noted that the proposal was for the erection and operation of a small-scale clinical waste thermal treatment facility including ancillary buildings, structures, parking, hardstanding, and landscape works. Members noted details of the application, photographs and plans which could be found from page 9 of the meeting's agenda.
2. A Member stated that they felt uncomfortable making a decision on an application when the Environmental Agency had not provided any indication on whether consent would be received. Officers explained they were informed that the EA had low resource and needed to prioritise the applications they respond to. The current application was not deemed to be a priority. Members noted that the applicant would need to apply for a permit so would receive any feedback from the EA during that process. The Member reiterate their discomfort and felt a response should be provided by the EA before the committee's consideration.
3. A Member asked whether it would be possible to include a condition to ensure the facility processed local waste rather than national waste. Officers explained that they had considered the need for the proposal and had received evidence of the catchment area for waste which included Northern Surrey and the M3 corridor. Members had a discussion on whether there were options available to restrict the applicant from receiving waste outside of the county.
4. Officers noted that the height of the proposed flue would be set by the Environmental Agency however assessments had been based of a

height of 26 metres which was the maximum as noted in paragraph 34 of the report.

5. Members noted that the European Union directives noted in the report were currently preserved until expiration at the end of 2023.
6. A Member raised that the report stated that clinical waste was renewable however stated that it was not renewable.
7. Members raised concern around the proximity of the thermal facility to the landfill site. Officers explained that the applicant had provided a Phase 1 Contamination Risk Assessment which concluded that there was a risk of contamination and that it was highly likely that mitigation would be required. The Phase 1 assessment also provided a scope for a Phase 2 assessment. The Phase 2 assessment was proposed as a pre-commencement condition.
8. A Member raised concern that some of the issues raised were outside of the control of the Planning process.
9. The Chairman moved the recommendation which received 9 votes For and 1 Against. Therefore the recommendation was agreed.

Actions / Further information to be provided:

None.

Resolved:

The Committee agreed that, subject to referral to the Secretary of State under paragraph 9 of The Town and Country Planning (Consultation) (England) Direction 2009, and in the absence of any direction by the Secretary of State, to PERMIT subject to the conditions.

77/22 MINERALS/WASTE GU22/CON/00006 - LAND TO THE NORTH EAST OF SLYFIELD INDUSTRIAL ESTATE, MOORFIELD ROAD, GUILDFORD GU1 1RR [Item 8]

Officers:

Janine Wright, Principal Planning Officer

Key points raised during the discussion:

1. The officer introduced the report and provided a brief summary. Members noted that the application was for the construction and operation of a new sewage treatment works and associated above and below ground infrastructure, including new final effluent and storm water outfall, and new transfer tunnel. Members noted details of the application, photographs, and plans as noted within the report from page 129 of the meeting's agenda. Members noted that an update sheet had been circulated.
2. A Member stated that they were uncomfortable with building a water treatment centre above a landfill site. The Member further stated that they felt the conditions would be difficult to enforce.
3. A Member said that there was a need to build infrastructure to meet the needs of society.
4. A Member reiterated another Members concerns related to building a water treatment facility above a landfill site.
5. A Member stressed that there was a need to be very careful as the proposal was the first of its kind.

6. A Member raised concerns around discharge into the River Wey. Officers explained that the existing sewage treatment plant discharged into the River Wey and that there had been extensive work with the EA and the applicant to ensure that the water discharged would not harm the habitat and life within the river.
7. Members noted details of timescales as noted within the construction plan.
8. The Chairman moved the recommendation which received unanimous support.

Actions / Further information to be provided:

None.

Resolved:

The Committee agreed that, subject to the prior completion of a Section 106 Legal Agreement, to PERMIT subject to conditions and informatives.

78/22 DATE OF NEXT MEETING [Item 13]

The date of the next meeting was noted.

Meeting closed at 2.40 pm

Chairman

To: Planning & Regulatory Committee

Date: 7 December 2022

By: Planning Development Manager

District(s) Reigate & Banstead Borough Council **Electoral Division(s):**
 Reigate
 Mr Lewanski

Case Officer:
 Chris Turner

Purpose: For Decision

Grid Ref: 526264 150038

Title: Surrey County Council Proposal RE22/00775/CON

Summary Report

Reigate Parish School, 91 Blackborough Road, Reigate, Surrey RH2 7DB

Construction of a new artificial grass surfaced Multi-Use Games Area (MUGA), macadam-paved access route, provision of new perimeter gates and fencing and associated works without compliance with Condition 3 of Planning Permission ref: RE15/01766/CON dated 16 October 2015 to extend the hours of use of the MUGA to allow use by the community.

Reigate Parish School is an existing infant school located on the north side of Blackborough Road, to the south east of Reigate town centre. The school is surrounded to the east, south and part of the west side by long established residential development. Immediately to the north is Reigate Grammar School. To the west of the school site is a small, mainly overgrown, largely wooded area. The whole of the school site, along with the adjoining Reigate Grammar School and the churchyard to the north west of the school is designated urban open land.

The school buildings are centrally located in the site with car parking at the front behind a belt of mature trees on the Blackborough Road frontage. To the rear of the school buildings is a hard play area and the MUGA which is the subject of this planning application.

Planning permission ref: RE15/01766/CON granted the construction of a MUGA to the rear of the school adjoining the northern boundary in October 2015. That MUGA was granted permission subject to, inter alia, condition 3 which stated:

The artificial turf pitch hereby permitted shall only be used between the hours of 08.00 and 18.00 on weekdays, with the following exception; the pitch may be used at weekends on up to 15 days in any calendar year between the hours of 09.00 and 19.00 for events organised by the school or its Parent Teacher Association or for the benefit of families of current pupils or staff of the school. The school shall maintain a record of any weekend use which shall be made available to the County Planning Authority on request.

This current application seeks to amend this condition to allow for the MUGA to be used by the school and wider community as follows:

08:00 – 19:30 weekdays

09:00 – 19:00 Saturdays

14:00 – 18:00 on 12 Sundays

The application has been significantly amended since first submitted and the proposed hours of use reduced through negotiation by officers with the applicant’s agent to achieve a proposal that could be supported.

There were 5 letters of objection received on the original application containing comments on numerous grounds but primarily on the impact on the residential amenity of existing residents (which officers have addressed through negotiations as stated above) and the impact on the parking/ traffic in the local area.

The implications of the development have been assessed in terms of the impact on residential amenity and on the impacts on highways and parking.

Officers are satisfied that the amended, negotiated proposal, in respect of the nature and the hours of use, and the highways aspects, would not have a materially harmful impact on the residential amenity of surrounding neighbours nor the highway.

The County Council therefore recommends the application for approval subject to conditions.

The recommendation is approval subject to conditions.

Application details

Applicant

Reigate Parish School

Date application valid

15 March 2022

Period for Determination

10 May 2022

Amending Documents

Email from planning agent dated 11 July, 03 November 2022 and 23 November 2022

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
Impact on Residential Amenity	Yes	24
Highways Impact and Parking	Yes	43

Illustrative material

Aerial Photographs

- Aerial 1: Site Context
- Aerial 2: Application Site
- Aerial 3: Site Boundary

Site Photographs

Figure 1 - Looking NE towards No.3 Blackborough Close Boundary

Figure 2 - Looking E towards No.1 Blackborough Close

Figure 3 - Looking SE towards No. 93 Blackborough Close

Figure 4 - Looking SE towards No. 93 Blackborough Road

Figure 5 - Looking S towards existing play area. No. 93 Blackborough Road Visible

Figure 6 - Looking SE directly at No. 93 Blackborough Road

7

Background

Site Description

1. Reigate Parish School is an existing infant school located on the north side of Blackborough Road, to the south east of Reigate town centre. The school is surrounded to the east, south and part of the west side by long established residential development. Immediately to the north is Reigate Grammar School. To the west of the school site is a small mainly overgrown, largely wooded area. The whole of the school site, along with the adjoining Reigate Grammar School and the churchyard to the north west of the school is designated urban open land.
2. The school buildings are centrally located in the site with car parking at the front behind a belt of mature trees on the Blackborough Road frontage. To the rear of the school buildings is a hard play area and the MUGA which is the subject of this planning application. These both extend up to the school's boundaries with the Grammar School and the rear boundaries of dwellings on Blackborough Close. There is a gate on this boundary which facilitates the school's use of the Grammar School's sports facilities.
3. The boundaries between these houses and the MUGA comprise domestic close board fence and willow screening.

Planning History

4. The most relevant planning permission is Planning permission ref: RE15/01766/CON granted the construction of a MUGA to the rear of the school adjoining the northern boundary in October 2015. That MUGA was granted permission subject, inter alia, to condition 3 which stated:

The artificial turf pitch hereby permitted shall only be used between the hours of 08.00 and 18.00 on weekdays, with the following exception; the pitch may be used at weekends on up to 15 days in any calendar year between the hours of 09.00 and 19.00 for events organised by the school or its Parent Teacher Association or for the benefit of families of current pupils or staff of the school. The school shall maintain a record of any weekend use which shall be made available to the County Planning Authority on request.

Reason: *To maintain planning control over the use of the development in the interests of the residential amenities of the area pursuant to Policy Cf2 of the Reigate and Banstead Local Plan 2005.*

5. Details of surface water pursuant to Condition 8 was approved in December 2015 (ref: RE15/02471/CON).

The proposal

6. As outlined above, the MUGA was granted planning permission in 2015 with the following hours of use restricted by a condition on that permission:

08:00 – 18:00 weekdays

09:00 - 19:00 on 15 weekends in the year for events organised by the school or its Parent Teacher Association or for the benefit of families of current pupils or staff of the school.

7. The school originally submitted this current application to vary that condition on the basis of seeking the following hours of use:
- 3 weekday evenings to 21.00 and up until 19:30 on the other two weekday evenings
 - Saturdays, 09.00 – 19.00
 - 12 Sunday afternoons per year (14.00–18.00)

This was to enable the MUGA to be used by the wider community outside of school hours. The school submitted a statement in support of the application which stated the following:

Now that it is in use its potential benefits can be fully appreciated and the opportunities it provides to the school have become clearer. A growing school size and the “wellbeing” of staff have added to the benefits of the MUGA.

The Department of Education’s “School Sport and Activity Action Plan” (July 2019) and the government’s manifesto commitment to make sure children get an active start to life demonstrate the importance that is seen by central government to activity and sport for young people. Those commitments seek to ensure that every child has access “to at least 60 minutes of daily physical activity through quality PE, sport sessions, clubs and facilities inside and outside of school hours.” Added to this, Sports Minister Nigel Adams said “By opening up school sports halls and playing fields to sports clubs and the wider community, we will increase opportunities, particularly for those with the least access and from the most deprived areas and deliver on our manifesto commitment.”

Health Minister Jo Churchill said: “We all know that exercise has huge benefits for both our physical and mental health - this is especially important for our children and young people as they grow and develop.” “Sports and physical activity can inspire and empower young people to fulfil their potential and live longer, healthier lives, and it’s fun.”

The financial investment in the MUGA has already happened. The school wishes to promote the use of the MUGA for its pupils and staff wellbeing as well as enabling it to benefit the wider community, but its use is restricted by the time limitations imposed by conditions. To this end the school wishes to review the conditions that were attached as their needs have developed”

Officers considered the proposal and following comments made by the County’s noise consultant, and nearby residential dwellings, officers undertook negotiations with the applicant and secured agreement to reduced hours (notably to ensure these did not extend beyond 19.30 **on any day**)

The proposal has now been amended and the school is now seeking to amend condition 3 - hours of use to enable the MUGA to be used by the school and wider community as follows:

08:00 – 19:30 weekdays

09:00 – 19:00 Saturdays

14:00 – 18:00 on 12 Sundays per calendar year

8. This would therefore result in an extended use of the MUGA from 18.00 to 19.30 on weekdays, together with the use of it on Saturdays as required (with no number limit but a time limit from 0900 to 19.30 throughout the year), together with the use from 14.00 to 18.00 on 12 Sundays per calendar year only. The school also wish for the MUGA to be available for use by the wider community not just limited to current pupils, staff or the parent teacher association.
9. The applicant states that extending the hours that the MUGA can be used will enable the school to run sports practices, play fixtures, and host external events as they are currently restricted to offering extra practice sessions because they cannot use the MUGA in the evening or over weekends. In support of the application, the applicant has submitted a noise assessment and a statement in support written by the school (as summarised above). Officers would point out that this MUGA does not have the benefit of floodlights and the use of it during the winter months would be limited by daylight hours.

Consultations and publicity

District Council

Consultees (Statutory and Non-Statutory)

10. Reigate & Banstead Borough Council – No objection
11. Sport England - No comment made – Not in their remit
12. County Noise Consultant – No objection subject to conditions
13. Transport Development Planning – No objection subject to conditions.

Summary of publicity undertaken and key issues raised by public

14. The application was publicised by the posting of two site notices and an advert was placed in the local newspaper. A total of 50 owner/occupiers of neighbouring properties were directly notified by letter. Following the first round of publicity when considering the originally proposed condition wording 5 letters have been received objecting on the grounds of:
 - The proposal would result in the harm to the amenity of existing neighbours.
 - The existing permission is a good compromise between needs of the school and local residents.
 - The additional hours of use of the MUGA will require the additional sound proofing on adjacent properties.
 - The proposal will result in an increase in noise and congestion. Currently parking on the road has reached a level that precludes a safe exit from our driveway during school drop off and pick up times. The prospect of losing periods of calm is of concern.
 - Strongly opposed to proposed extension of hours of use of the facilities.
 - Will there be any restriction on the use of the MUGA by the public?

- Will the gate providing access to the school on the east side be locked once the school has finished and before the public arrive?
- The proposal would result in unacceptable noise increase until 9pm in the evening. If the hours of use for the MUGA are extended to 9pm it will be used by adults.
- Concern about the use of language by adults using the MUGA late in the evenings.
- Extending the use to this late hour will significantly change the character of the road.
- The noise we can hear at the moment from normal play times and school camps in the holidays is loud but acceptable as we knowingly bought a house next to a school.

Other matters were raised by the objectors included:

- Why has the parish school objected to the development of sports facilities at the adjacent RGS school.
- Existing screening for the site is inadequate from a safe guarding perspective.

However these other matters are not material to this planning application.

Introduction

15. The guidance on the determination of planning applications, found at the end of this report, 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 the Reigate and Banstead Core Strategy 2014/2019 and the Reigate and Banstead Development Management Plan 2019.
17. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations.
18. 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 impact on residential amenity and the impact on highways and parking.

Planning considerations

Principle of Development

19. The principle of development was established by the granting of planning permission RE2015/01766/CON. Whilst the applicant is applying for a variation of Condition 3 of permission 2015/0150, under Section 73 of the Town and Country Planning Act 1990 (as amended), if granted the proposal will constitute a new planning permission. The original permission remains intact and unamended.
20. In considering the current application Officers have been mindful of any material changes in planning circumstances since the granting of that original permission, including the adoption of the revised National Planning Policy Framework in 2021, the adoption of the Reigate Banstead Core Strategy Review 2019 and the adoption of the Reigate Banstead Development Management Plan 2019. Officers also note that there has been a material change in site circumstances since that application, given that the MUGA has now been constructed.
21. On an application pursuant to Section 73 of the Town and Country Planning Act 1990 (as amended) the local planning authority shall consider only the question of the conditions subject to which planning permission should be granted. If members decide that planning

permission should be granted subject to condition differing from those subject to which the previous permission was granted they shall grant permission accordingly. This may be done where the conditions do not amount to a fundamental alteration of the proposal put forward in the original application. If they decide that planning permission should be granted subject to the same conditions as those subject to which the previous permission was granted, they shall refuse the application.

22. The local planning authority may consider conditions other than those the subject of the application and impose new conditions (R v London Docklands Development Corporation ex parte Sister Christine Frost (1997).
23. Notwithstanding the changes in circumstances outlined above, Officers consider that the assessment made under RE2015/01766/CON with regards to the following issues would not be affected by the variation of this condition, and the original assessments and conclusions on these issues remain:
 - Impact on Urban Open Land
 - Impact on trees
 - Ecological Impacts
 - Archaeology

24. Impact on Residential Amenity

Reigate and Banstead Core Strategy 2014

Policy CS10 – Sustainable Development

Reigate and Banstead Development Management Plan 2019

Policy DES1 – Design of New Development

25. Government Guidance on Noise states that Plan-making and decision making need to take account of the acoustic environment and in doing so consider:
 - whether or not a significant adverse effect is occurring or likely to occur;
 - whether or not an adverse effect is occurring or likely to occur; and
 - whether or not a good standard of amenity can be achieved
26. In line with the Explanatory Note of the Noise Policy Statement for England, this would include identifying whether the overall effect of the noise exposure (including the impact during the construction phase wherever applicable) is, or would be, above or below the significant observed adverse effect level and the lowest observed adverse effect level for the given situation. As noise is a complex technical issue, it may be appropriate to seek experienced specialist assistance when applying this policy.
27. Policy CS10 of the Reigate and Banstead Core Strategy states that development will be designed in order to minimise pollution including noise pollution.
28. Part 5 of Policy DES1 of the Reigate and Banstead Development Management Policies document considers the impact on amenity. The Policy states that new development should not adversely impact upon the amenity of occupants of existing nearby buildings.
29. The school site is located within the residential area, adjacent to existing residential properties. The closest residential dwellings are located to the east of the both the school site and the MUGA. These are no. 1 Blackborough Close which is immediately to the east of the MUGA with trees in between; and no. 93 Blackborough Close of which the very rear most of the garden is located to the east of the MUGA. There is limited vegetation along this boundary. No. 3 Blackborough Close is the north of the school site, with the corner of their land touching the north east corner of the school site with trees in between the residential property and the MUGA.

30. As the proposal is seeking to amend the condition wording for the hours of use of the MUGA the proposal would not alter the physical relationship with these properties in terms of an overbearing impact, harmful loss of light or outlook. The proposal does not include the installation or use of external lighting to light the MUGA in the hours of darkness.
31. However, the proposal will result in the increase in the hours of use of the MUGA. Whilst there are no specific, fixed criteria for noise from sports areas, the noise impact assessment provided does refer the section of the SCC Guidelines for Noise and Vibration Assessment Control that specifically refers to MUGAs and provides recommended criteria. The Surrey Noise Guidelines recognises that Regulation 3 applications can generate noise through increases in traffic and the use of facilities such as MUGAs. Paragraph 5.14 of the Guidelines states that noise impacts from sports areas including MUGAs can vary depending on a number of factors including location to sensitive receptors, hours of use, days of use and frequency of use. An appropriate noise assessment should be carried out where extension of hours is sought. The Guidelines provide detail as to how such a noise assessment should be conducted. The application is supported by such a noise assessment which has been assessed by the County Noise Consultant.
32. The proposed amendments to the hours of use would result in a longer generation of activity and exposure to noise owing to the longer hours of use. However school pitches and MUGAS are generally considered to be compatible with residential use and schools are invariably located within residential areas close to residential dwellings. Officers also recognise that schools do increasingly wish for their facilities including MUGAs to be made available for use by the local community which as stated above under *proposed development* is encouraged.
33. The hours of use proposed, have been assessed below:
34. The existing condition of the parent permission RE15/01766/CON allows for the following hours of use:
- 08:00 – 18:00 weekdays
- 09:00 - 19:00 on 15 weekend days in the year (either Saturday or Sunday (not both) for events organised by the school or its Parent Teacher Association or for the benefit of families of current pupils or staff of the school.
35. It is understood these hours were suggested by the applicant at the time of that planning application and were not at the suggestion of the Planning Authority or as considered the maximum by the Planning Authority. The reason for imposing the condition reflects this and is stated as '*To maintain planning control over the use of the development in the interests of the residential amenities of the area pursuant to Policy Cf2 of the Reigate and Banstead Local Plan 2005.*' At the time of that application, the location of the MUGA was an existing grassed play area and there was no intention to change the existing pattern of use. No lighting was proposed that could lead to intensification. Officers at the time did not consider the proposed levels of use to be excessive.
- ~~36.~~ As stated in paragraph 7 above the applicant first sought permission for longer hours : This was considered by Planning Officers to result in an unacceptable increase in hours of use which could potentially be harmful to the adjoining neighbours, as during summer months in particular (as the site has no floodlights) the use could extend into the late evening.

37. Following these comments, ~~the County Council~~ the case officer has worked positively and proactively with the applicant and the applicant has now agreed to amend those hours to the following:
- 08:00 – 19:30 weekdays
 - 09:00 – 19:00 Saturdays
 - 14:00 – 18:00 on 12 Sundays per academic year
38. These proposed hours would continue to only allow the use until 19:30 in the evening on any day albeit it is acknowledged that during the winter months the natural cut off time will be significantly earlier than this and will vary according to the hours of darkness. It is considered appropriate to reflect that in any condition attached to this permission such that the need for the use of artificial light would then be avoided. It is considered that this increase in the hours at 'sociable' times will not give rise to any adverse impact (in accordance with government guidance in paragraph 27 above) and therefore, would not result in an unacceptable increase in noise or intensity of the use of the site and would not lead to long term harm to the residential amenity of the adjoining neighbours
39. Notably the County Council has received no complaints over the previous 4 years regarding noise disturbance from the use of the MUGA at weekends and therefore officers consider the above comments apply to weekends similarly to weekdays subject to the evening curfew recommended being adhered to. The applicant has also confirmed that no complaints have been received by the school regarding this matter.
40. The County Noise Consultant reviewed the originally proposed hours and the noise assessment and raised concerns that during the proposed extended hours (as originally submitted to 21.00), that noise levels could be elevated with no noise mitigation. The County Noise Consultant requested confirmation as to whether there had been any noise issues or complaints due to the current use of the MUGA as if there are existing noise issues the extended hours are likely to exacerbate existing problems. Officers have investigated this point and note that no noise complaints have been received with regards to the current use of the MUGA. Indeed as shown in the representations above, neighbours acknowledge a degree of noise from the site but that this is currently acceptable and reasonable.
41. The County Noise Consultant has suggested that in the event that there are non-acoustic reasons for granting the permission and no complaints had been received it would be reasonable to grant permission for a temporary period of 12 months to allow for a trial period in order to assess the effect of the extended hours on the area. Given that the MUGA has already been used at weekends without complaint, and given the time limit condition being recommended, officers do not consider that a trial period is reasonable or necessary in this case.
42. In the absence of any complaints and owing to the relatively minor increase in the hours of use of the proposal, Officers consider the proposed amendment to the hours of use of the proposal would not result in an unacceptable noise increase which would be detrimental to the residential amenity of the surrounding residential properties in accordance with Policy CS10 of the Reigate Banstead Core Strategy and Part 5 of Policy DES1 of the Reigate Banstead Development Management Policies.

43. *Highways Impact and Parking*

Reigate and Banstead Development Management Plan 2019
Policy TAP1 – Access, parking and servicing

44. Policy TAP1 of the Reigate Banstead Development Management Plan states that all types of development, across the borough, will be required to:

- a. Provide safe and convenient access for all road users, taking account of cumulative impacts, in a way which would not:
- i. Unnecessarily impede the free flow of traffic on the public highway, or compromise pedestrians or any other transport mode, including public transport and cycling.
 - ii. Materially exacerbate traffic congestion on the existing highway network.
45. The proposal itself does not result in any changes to the number of pupils attending this school. Given the proposed weekday hours (as amended) Officers do not consider that this would result in a substantial change to the pattern of use and do not consider that this would materially effect traffic generation at the school. Officers do note that the proposal seeks to increase usage over the weekend above the existing situation.
46. The Council's Transport Development Planning Team have reviewed the application. They note that owing to the size of the MUGA it is unlikely that given the probable numbers of participants that can practically use the MUGA at any given time, the likely volume of vehicular traffic to and from the site will have a significant impact on the flow of traffic on the network.
47. The proposal will give rise to an increase in parking demand but this increase will be outside of the normal school hours when existing on-site parking will be available. In addition the use of the existing parking in this way to provide for weekend use was permitted as part of the original proposal and this application is merely seeking an extension to the number of days in this regard. Finally the school has used the MUGA (and parking) outside of school hours for the last four years without complaint or highway safety issues.
48. As the proposal is served by a large car park situated at the front of the schools site which has 41 spaces and there is some unrestricted parking available on adjoining roads, it is not considered that the proposal would result in an unmanageable parking demand and would not result in material harm. The car park would be available outside of school hours and at weekends. Officers note that representations have referred to increased parking at the site however this proposal would not seek to increase usage around normal school pick up/ drop off times.
49. A condition is also recommended to ensure records are kept for the use of the MUGA so these can be used to monitor the use particularly in relation to the Sunday use.
50. The proposal is therefore considered to be acceptable on highways grounds and to accord with Policy TAP1 of the Reigate Banstead Development Management Plan.

Human Rights Implications

51. The Human Rights Act Guidance for Interpretation, found at the end of this report, is expressly incorporated into this report and must be read in conjunction with the following paragraph.
52. In this case, the Officer's view is that while the potential for impacts on amenity caused by noise or traffic are acknowledged, the scale of such impacts 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

53. The proposal seeks to extend the hours of use of the school MUGA for use by the local community alongside that of the school pupils, parents and parent teacher association as existing. The proposal extends parking demand on the school site but outside of normal school hours enabling the use of existing on-site parking. Officers are satisfied that this

increase in parking demand can be accommodated by the existing school car park on the site and on the adjoining roads if it was necessary.

54. Owing to the moderate increase of hours of use of the MUGA, within sociable hours, Officers have considered the impact on the residential amenity of adjoining neighbours with regards to noise and given the lack of existing complaints regarding the MUGA use and the moderate increase in the hours of use, Officers are satisfied that the proposal would not result in material harm to the residential amenity of the adjoining neighbours.

Recommendation

That, pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, application no. RE22/00775/CON be PERMITTED subject to the following conditions:

Conditions:

1. The development hereby approved shall be carried out in all respects strictly in accordance with the following plans/drawings of application RE15/01766/CON:
B1727899/P/050.001, rev. 0 Site Location plan dated 23.06.15,
B1727899/P/050.002, rev. 0 Existing Site Layout dated 23.06.15,
B1727899/P/050.003, rev. 0 Proposed Site Layout dated 23.06.15,
B1727899/P/050.004, rev.0 New MUGA Indicative Plan and Sections as Existing, dated 23.06.15,
B1727899/P/050.005, rev.0 New MUGA Indicative Plan and Sections as Proposed, dated 23.06.15,
B1727899/P/050.006, rev.0 Construction Traffic Management Plan - Site Layout, dated 23.06.15,
TPP 01- MUGA Tree Removals and Tree Protection Plan, dated 23.07.15.
SCC/RPCS/006 Fencing Plan, dated September 2015.
2. The artificial turf pitch hereby permitted shall only be used between the following hours: 08.00 and 19.30 hours (subject in winter months to cessation of the use upon darkness) on weekdays,
09:00 – 19:00 hours Saturdays; subject in winter months cessation of the use upon darkness and
14:00 – 18:00 hours for 12 Sundays subject in winter months cessation of the use upon darkness in any calendar year for events organised by the school or its Parent Teacher Association or for the benefit of families of current pupils or staff of the school; and for community use. The school shall maintain a record of any weekend use which shall be made available to the County Planning Authority on request.
3. No later than twelve months from the date of this permission, a scheme of replacement planting in the woodland area shall be submitted for the written approval of the County Planning Authority. The approved scheme shall be implemented in full no later than in the first planting season after that approval.

The scheme shall comprise planting plans; written specifications for operations associated with tree or shrub planting, schedules of trees shrubs and plants noting species, sizes positions and proposed numbers / densities and an implementation programme.

Any replacement planting carried out pursuant to Condition 4 above shall be maintained for a period of five years beginning with the date on which the details are approved.

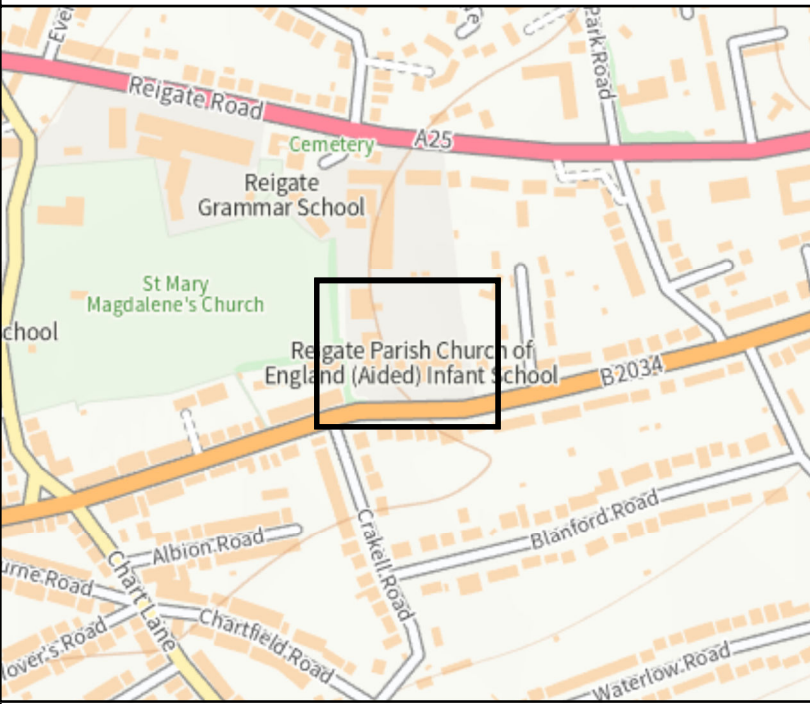
Such maintenance shall include the replacement of any tree or shrub which is removed, uprooted or destroyed or dies or becomes in the opinion of the County Planning Authority

4. The surface water drainage scheme for the site, shall be maintained in accordance with the approved details of RE15/02471/CON and managed in accordance with this permission.
5. Prior to the adoption of the extended hours a Travel Statement shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework 2021, and Surrey County Council's "Travel Plans Good Practice Guide", explaining to users of the MUGA how they can access the site via none car modes of transport such as use of any local train and bus services, walking and cycling from Reigate Town Centres.
6. No external lighting shall be installed around or in the vicinity of the MUGA, or on any adjacent buildings or fences without the prior written consent of the County Planning Authority in an application on that behalf.

Reasons:

1. To comply with Section 91 (1)(a) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. To maintain planning control over the use of the development in the interests of the residential amenities of the area pursuant to Policy DES1 of the Reigate and Banstead Development Management Plan Document.
3. In the interests of the amenities of the site and area pursuant to Policy DES1 of the Reigate and Banstead Development Management Plan Document.
4. To prevent any increased risk of flooding on and off the site, pursuant to policy CS8 of the Reigate and Banstead Core Strategy 2014.
5. The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).
6. To maintain planning control over the use of the development in the interests of the residential amenities of the area pursuant to Policy DES1 of the Reigate and Banstead Development Management Plan Document.

Site Location: **Reigate Parish School, 91 Blackborough Road, Reigate, Surrey RH2 7DB**



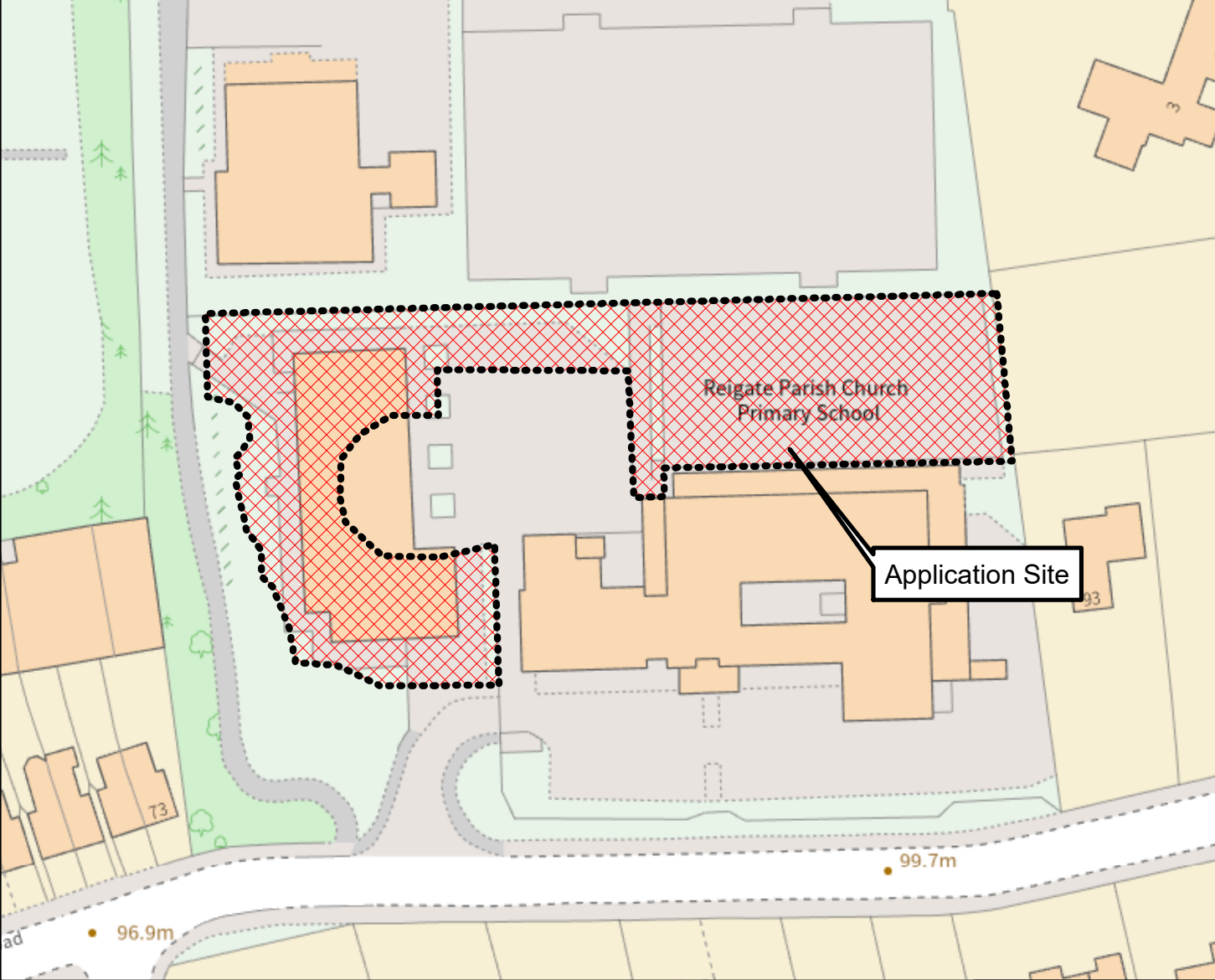
Construction of a new artificial grass surfaced Multi-Use Games Area (MUGA), macadam-paved access route, provision of new perimeter gates and fencing and associated works without compliance with Condition 3 of Planning Permission ref: RE15/01766/CON dated 16 October 2015 to extend the hours of use of the MUGA to allow use by the community.

Application numbers:
RE22/00775/CON

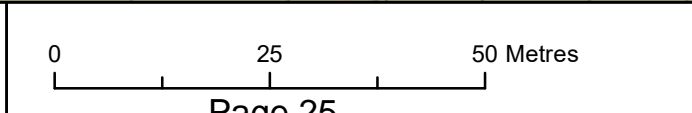
Electoral divisions:
Reigate

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Note: This plan is for indicative purposes only



Ref No:
SCC Ref 2022/0014



Scale: **1:880**
Printed on: 16/11/2022

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Aerial 1: Site Context





2022 Aerial Photos

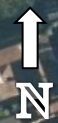
Aerial 2: Application site



Application Site Area



Page 28



All boundaries are approximate



2022 Aerial Photos

Aerial 3: Site Boundary



Page 29



All boundaries are approximate

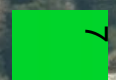




Figure 1: Looking Northeast towards No.3
Blackborough Close Boundary



Figure 2: Looking East towards No.1 Blackborough Close





Figure 3: Looking Southeast towards No. 93
Blackborough Close



Figure 4: Looking Southeast towards No. 93
Blackborough Close





SURREY
COUNTY COUNCIL

Figure 5: Looking South towards existing play area.
No. 93 Blackborough Road Visible



Figure 6: Looking Southeast directly at No. 93 Blackborough Road



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To: Planning & Regulatory Committee

Date: 7 December 2022

By: Planning Development Manager

District(s) Tandridge District Council

Electoral Division(s):

Caterham Hill

Mr Webster

Case Officer:

Janine Wright

Purpose: For Decision

Grid Ref: 531419 154933

Title: Surrey County Council Proposal TA/2021/1213

Summary Report

St Peter and St Paul CE Infant School, 93 Rook Lane, Chaldon, Caterham, Surrey CR3 5BN

The construction of a single storey extension to the existing school to accommodate the expansion of the school from a 1FE Infant School to a 1FE Primary School, including the construction of teaching classrooms with related support accommodation, WC facilities, library, enlargement of the existing hall and associated off-site highway works (AMENDED).

The proposal comprises of the construction of a new building at the rear of the existing school to provide four teaching classrooms, extension to the hall, WC facilities, library and associated off-site highway works. Nine trees will be removed to accommodate the development, however, the applicant is proposing replacement planting. The retained trees will be protected throughout the development and root protection zones introduced to ensure that trees are adequately protected during the construction works. The proposed development includes mitigation measures for traffic management during the construction and operational phases of the development.

The County Highway Authority raised an initial objection to the proposal on highway safety grounds. However, following further discussions with the applicant the scheme was revised to include a number of off-site highway works to improve the safety of pedestrians/pupils travelling to and from the school. The proposed amendments include the introduction of speed cushions, speed control zones and lay-by parking provisions. As well as the widening of the school entrance to facilitate safe passage for pupils and the submission of a detailed Travel Plan.

The off-site highway works include the introduction of a 20mph speed zone along Rooks Lane as well as speed tables and cushions. Additional parking provisions are also proposed along the eastern approach to the school.

The proposal would result in the expansion of St Peter and St Pauls CE Infant School to a one form entry (1FE) primary school for pupils aged 4 to 11 years, offering a capacity of 210 places across reception to national curriculum year 6. This would result in an increase of 120 pupils across all year groups. It is proposed that the school would be at full capacity as a 1FE primary school by September 2027/28. In September 2022, an additional Year 3 class of 24 pupils commenced without the existing building (this did not require planning permission).

TDP require that the highway works are carried out prior to the occupation of the new extension, in order to overcome the original highway objection. No objections have been received from the other

statutory consultees. 74 letters of representation have been received. 51 objections, 13 in support and 11 comments have been received.

The letters of representation have been summarised in the report.

The proposal has been assessed and subject to the implementation of the off-site highway works and other planning conditions, the proposal is considered to comply with the relevant Development Plan Policies.

That, pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, planning application ref: TA/2021/1213 be permitted subject to conditions.

Application details

Applicant

SCC Property

Date application valid

22 June 2021 (The application has been amended since it was originally submitted)

Period for Determination

21 September 2021

Amending Documents

Email received from applicant dated 27 July 2022, attaching document 29-07-22 0706_R01_REVC_Preliminary Ecological Appraisal OPT

Additional documentation has been submitted as part of the application.

- Preliminary Ecological Appraisal ref: 20-07-22 0706_R01_Rev C
- Stage 1 RSA and Designer response document ref: 51160J44 doc 01 and RW Ltd Designers response RSA
- Tree Survey, Arboricultural implications Assessment and outline method statement ref: 2063-WWA-ZZ-XX-RP-L-0601-PL03 dated March 2022.
- Heritage Statement ref: R14943 dated April 2022
- Landscape assessment dated May 2022
- Environment Noise Assessment ref: 220516 status S3 prepared by Mach Group
- Plant Noise Assessment ref: RP210716 status S1 prepared by Mach Group.
- Updated Planning and Green Belt statement prepared by Vail Williams dated July 2022
- Transport statement ref: 4874/002/001A prepared by Robert West dated June 2021
- Traffic Management Plan ref: 4874/002/002B prepared by Robert West dated October 2021
- Transport addendum ref: 4874/002/005B prepared by Robert West dated April 2022.
- Construction Logistics Plan ref: 4874/002/007 prepared by Robert West dated May 2022
- Stage 1 Safety Audit submitted by email on 14.9.22 by the applicant.

- Email received from applicant dated 16.9.22 attaching an updated school travel plan ref: 4874_002_006D
- Email received from the applicant dated 17.11.22 attaching revised Landscape planting plan with biodiversity enhancements (ref: 0434-22-B-1A) and ecological mitigation and management plan report (ref: 16-11-22 0706_R02_Rev A).

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
Principal of Development and Educational Need	Yes	42-55
Design and Visual Amenity	Yes	56-64
Residential Amenity	Yes	65-82
Trees, Landscaping and Ecology	Yes	91-124
Highway Considerations	Yes	125-157
Green Belt	Yes	183-209
Sport Pitch	Yes	174-182
SuDS	Yes	83-90
Heritage	Yes	158-173

Illustrative material

Site Plan

Plan 1 Site Location Plan and Application Site

Aerial Photographs

Aerial 1 Surrounding Area

Aerial 2 Application Site

Site Photographs

Photo 1 Approaching school from the west along Rook Lane
 Photo 2 & 3 View from the car park opposite the school
 Photo 4 & 5 Entrance of School
 Photo 6 View along Rook Lane from the school entrance
 Photo 7 - 10 Views along Rook Lane
 Photo 11 & 12 View of Mount Avenue
 Photo 13 & 14 View of the rear of the school
 Photo 15 Play area at school
 Photo 16 & 17 School Parking Area
 Photo 18 Wiley Broom Lane

Background

Site Description

1. St Peters and St Pauls Church of England Infant School lies to the east of Chaldon Village. The school building was constructed in the 1960's and is set back from Rooks Lane. Access to the school is via a footpath and vehicular entrance which leads to the main school building. The Chaldon Village hall is situated adjacent to the entrance and fronts onto Rooks Lane.
2. Residential properties are located to the north, south and east of the site. The school playing fields are located at the rear of the school building with a maintenance access off Willey Broom Lane. A staff car park is located on the western side of the school, behind the village hall and provides 17 staff parking bays.
3. The school building is contained within the site and the building is predominantly single storey with the exception of the hall which has an elevated roof. The building is constructed from brick.
4. St Peters and St Pauls Church of England Infant School provides co-educational schooling for 4 – 7 year old pupils within the village of Chaldon. The school has an intake of 30 pupils per year group (Year R-Year 2). In September 2020 the school expanded to include an additional year R bulge intake. It was further expanded in September 2022 to include a year 3 intake.
5. In September 2022, provisions were made to further expand the school to incorporate a year 3 intake. The SEN/wraparound care room was altered in order to provide an additional year 3 classroom.
6. The application site is within the Metropolitan Green Belt and is also within an Area of Great Landscape Value.

Planning History

2008/1619	Erection of a single storey flat roofed rear extension to provide a classroom, store room and disabled WC and erection of retaining wall	Approved
2002/1198	Erection of single storey extension to north, west and south elevations of school building.	Approved
2002/1149	Continued stationing of temporary classroom building for a further period of one year.	Withdrawn
2001/0750	Retention of temporary building	Approved
2000/1003	Temporary stationing of demountable classroom unit for 1 year.	Refused
92/353/A	Extension to school to enlarge staff room, office and head teacher's room. (amended parking layout)	Approved

The proposal

7. The proposal is for the construction of a single storey extension to the existing school to accommodate the expansion of the school from a 1FE infant school to a 1FE primary school, including the construction of four teaching classrooms with related support accommodation, WC facilities, library, enlargement of the existing hall and associated off-site highway works.
8. The proposed expansion will allow for the inclusion of key stage 2, providing education for 4-11 year olds.
9. The Pupil Admission Number (PAN) will remain at 30 (except for the additional intake admitted in September 2020 and September 2022). The resulting number on role (NOR), including the additional year groups, will be 150 increasing to 240 pupils. In 2027/2028 the NOR will reduce to 210.
10. The main school building is located north of the site with the sport fields situated to the south. A playground is located along the eastern side of the site and the staff car park is on the western side.
11. The new facilities will be arranged around a central space and linked to the main school via the extended hall. The corridor link from the hall will continue through to the playing fields.
12. The proposed single storey extension includes 4 general teaching classrooms with related storage, a practical teaching area, library area, pupil WC and an increase in the size of the hall. The kitchen facilities will be altered to allow for the expansion in pupil numbers.
13. The proposed extension comprises of a square shape building with a central area corridor linking the new and existing structures. The rear extension will measure approximately 18.83m in length, with a maximum width of 25.62m and a height of 4.3m. The existing hall will be extended by 4.6m in length and 8.2m in width and the height will be 4.4m extending over the previous extension. Overall, the proposal will have an internal floor area of 605m².
14. The building will be clad in brickwork to match the existing building and will have white polyester powder coated aluminium window frames and contrasting doors and ironmongery. A green/blue roof designed to assist with water attenuation and biodiversity enhancement has been incorporated into the design of the extension. Solar PV panels are also proposed to improve the building's energy efficiency. The roof coping will be pressed stainless steel sections with a balustrade edge protection.
15. The proposal also includes the expansion of the staff car park from 17 to 26 parking bays, resulting in 9 additional parking bays. The site entrance will be improved to allow for pupils to enter and exit the site safely.
16. The off-site highway works include the provision for vehicle and/or mini-bus lay-bys and speed cushions along Rook Lane with a maximum speed limit of 20mph near to the school. The speed limits in the surrounding roads, Doctors Hill, Hill Top Lane and Church Lane, will be reduced to 30mph. A park and stride is proposed from Mount Avenue and a park and ride is proposed from Westway Community Centre.
17. The planning application has been amended since it was originally submitted in June 2021. The amendments to the proposal include off-site highway works.

Consultations and publicity

District Council

18. Tandridge Borough Council
I write to advise you that this Council as the Local Planning Authority consider that the proposal would constitute inappropriate development within the Green Belt however it is for the County Council to consider whether there are sufficient 'Very Special Circumstances' in this case to outweigh the resulting harm. The

development would have no adverse impact upon amenities of neighbouring properties or the character and appearance of the locality. The District Council have requested a tree protection condition to be added should the County Council be minded to grant planning permission. There are potential highway concerns resulting from the additional trip generation associated with the enlargement of the school and increase in pupil numbers however this is also a matter for the County Council, and more specifically the County Highway Authority, to consider.

Consultees (Statutory and Non-Statutory)

- | | |
|------------------------------------|--|
| 19. Arboriculturalist | No objection subject to planning conditions. |
| 20. Caterham Valley Parish Council | No comments received. |
| 21. Ecologist: | No objection subject to planning conditions |
| 22. Godstone Village Association | No comments received. |
| 23. County Landscape Consultant | No objection, overall the landscape and ecological mitigation proposal is welcome and should result in enhancements to biodiversity and habitat connectivity within the site and adjacent land. Whilst there is some tree removal new trees and extensive native hedging is proposed plus wildflower and green roof areas. |
| 24. RPS- Noise: | No objection, subject to planning conditions. |
| 25. RPS – Lighting | No objection, subject to planning conditions. |
| 26. Sport England: | Objection Withdrawn, as the land does not constitute playing fields under the statutory definition. |
| 27. SuDS: | No objection, subject to planning conditions. |
| 28. Surrey Wildlife Trust: | No response received. |
| 29. County Highways Authority: | Objection Withdrawn, subject to mitigation measures proposed and planning conditions. |
| 30. Heritage Conservation Team: | No objection to the proposal. |
| 31. Chaldon Village Council | Supports the school expansion plans but has grave fears over the safety of the proposed traffic management plan. The idea of sending minibuses and parents' cars down single-track lanes (Church Lane and Doctors Lane) neither of which have pavements nor street lighting), whilst school children and parents are trying to walk on the roads at the same time is not a sensible approach. These roads are dangerous enough at present with some residents reporting damage to their property caused by cars trying to pass each other. |

Many other better options could be found and once they are in place we will fully support the expansion plans.

32. Archaeological Officer: No objection to the proposal due to low archaeological potential on site.

33. Legrew Memorial Charity Chaldon Village The parking design proposed blocks the fire escape route for users of the village hall. The proposal needs to be amended to allow a width of 120cm free access to the east side gate. The area of land shown for extra car parking spaces is currently on a grassed area. This area is frequently wet and spongy under foot and slopes gently downwards towards the Hall boundary fence and tarmac area. The drainage channel along the eastern side would be easily overwhelmed by surface water flowing rapidly from a more solid car park area. The hall's kitchen has flooded following heavy rain. Action needs to be taken to prevent water running off the car park into the hall. Wiley Broom Lane is a narrow unadopted gravel track. Unless the 'turn left' requirement is rigorously enforced together with a ban on U-turns, there could well be increased safety risks outside the School and Hall. School users think that the village hall car park belongs to the school and attempt to park or turn there. With increased numbers of parents dropping off children and greater afterschool use, this is likely to get worse. Overall, the trustees strongly support the call for a properly researched, realistic traffic management plan and travel plan and will be happy to cooperate in any way to reach solutions.

34. Officers have considered the comments raised by the Legrew Memorial Charity Chaldon Village and respond as follows:

- The proposed scheme will include a range of sustainable drainage features which will take the site constraints into consideration. The Lead Local Flood Authority (LLFA) have reviewed the proposal and are satisfied that the development would not increase flood risk elsewhere.
- Details of the design as well as a verification report, to ensure that the scheme is properly implemented and maintained throughout the lifetime of the development, will be submitted to the LLFA for approval.
- The applicant will be required to carry out a highway safety audit to ensure that the proposed highway works are safe for all highway users.
- The village car park is situated on private land and does not form part of the pending application. Officers are therefore unable to comment on the use of this area.

Summary of publicity undertaken and key issues raised by public

35. The application was publicised by the posting of site notices and an advert was placed in the local newspaper. Further consultations were undertaken in August 2022 by posting site notices.

36. A total of 104 owner/occupiers of neighbouring properties were directly notified by letter. A total of 74 letters of representation have been received. 51 letters of objection, 11 letters of no comment and 13 letters of support have been received.

37. The following concerns have been raised within the letters of representation:-

- Significant increase in traffic volumes / congestion
- Limited parking along Rooks Lane
- Parked car restricting traffic flow and causing traffic jams
- Highway safety concerns for road users and pupils/pedestrians
- Speeding traffic
- Impact on character of Village

- Inadequate sports facilities for school pupils
- Restricted access for residents along Rooks Lane
- Loss of school sports fields to facilitate the expansion of the school
- Loss of trees, shrubs and wildflowers
- Disruption to local residents
- Limited site creating a cramped environment
- Impact on Green Belt
- Rook Lane is a county road and a main route to the M25 which is already congested
- Previous plans to expand the school were refused due to highway safety
- Inadequate broadband and mobile phone services available at the school, restricting education
- Side Roads not suitable for parking
- Difficult for road users, delivery vans, HGVs and buses to use Rook Lane during school drop off and pick ups
- Impact on residential amenity
- Statutory Nuisance - breach of rights under article 8 of the Environmental Protection Act 1998
- Increased noise disturbances, often out of hours
- Unsuitable for expansion
- Restricted access to the school
- Extended opening hours of the school during evenings and weekends causing disruption to local residents
- Acoustic Barrier should be built along the southern boundary of the school to reduce the noise levels
- Illegal parking along private road (Willey Broom Lane)
- Parking restrictions should be imposed
- Road Rage due to commuters travelling dangerously fast along Rook Lane
- Traffic calming measures to be imposed and restricted speed limits
- Staggered drop off and collection times would be problematic for residents and would result in prolonged periods of traffic
- 'Green School' measures to slow traffic and reduce traffic must be part of the school's ethos to reduce its carbon footprint. Few parents walk to school, as the very least school buses and walk and cycle routes must be insisted upon
- Location of school, why does the village school not serve the village of Chaldon.
- Unsuitable pedestrian access due to narrow footpaths and overgrown hedges
- Disruption during construction works
- Proposal would endanger the lives and welfare of the neighbourhood, residents and pupils attending the school
- The transport of the children has not been adequately researched.
- Doctors Lane is a narrow road with no passing spaces which would be problematic for the minibus routes resulting in the use of Rooks Lane. Doctors Lane is a quiet residential area without lighting or pavements adding buses twice a day would cause a hazard to residents.

Representations received in support of the application have raised the following points:-

- Chaldon is a unique village centred around a vibrant school, church and community centre
- St Peters and St Pauls Infant School provides outstanding education.
- Failure to grow the school could see its closure.
- Objectors should be fully aware that without this approval the village will suffer, families will leave and a once thriving school will be shut down with its land sold off for flats

- The expansion of the school would enable families living in immediate village to reduce their car usage
- The schools' expansion would result in more local family placements reducing the overall catchment area and pupils travelling in from further afield
- The increase in traffic management has been given careful consideration and the proposals have been prepared to manage the impact of the increase in pupil numbers
- Staggered drop-off and pick-up times and increase wrap-around care have been introduced
- The expansion of St Peters and St Pauls School and the removal of year 3 at St Johns School would be beneficial to traffic flow in the immediate vicinity and wider Caterham area. Parents/guardians who travel between both schools by car would no longer have to do so, reducing journeys across town and making other modes of transport much more viable
- The expansion of St Peter and St Paul School is the best option to meet increasing need for high quality primary education in the area.

38. Officers have considered all the comments raised by the representatives and has respond as follows:

- Appropriate highway safety audits will be undertaken prior to the implementation of the highway works. Slower speed limits will also beneficial the residents within the locality.
- The applicant will be required to submit a revised Travel Plan which meets the requirements of the Modeshift Stars Programme in conjunction with the County Highways Authority.

Planning considerations

Introduction

39. The guidance on the determination of planning applications contained in the Preamble/Agenda frontsheets is expressly incorporated into this report and must be read in conjunction with the following paragraphs.

40. In this case the statutory development plan for consideration of the application consists of the Tandridge District Core Strategy 2008 (TDCS) and the Tandridge Local Plan: Part 2 (TDLPP2). Caterham, Chaldon and Whyteleafe Neighbourhood Plan 2021 and Guidance on Parking Standards. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations

41. 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: principle of development, design and visual impact, residential amenity, highways, biodiversity and Green Belt.

Principle of Development and Educational Need

Tandridge District Core Strategy 2008 – Policies CSP13 and CSP18

Tandridge Local Plan Part 2: Detailed Policies 2014-2029 – Policies DP1, DP18

National Planning Policy Framework 2021 – paragraph 95

42. Paragraph 95 of the NPPF states that local planning authorities should give great weight to the need to create, expand or alter schools. Policy DP1 of the TDLPP2 states that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Planning applications that accord with the policies will be approved without delay, unless material considerations indicate otherwise.

43. Policy CSP13 of the TDCS states that improved community facilities that meet the needs of all sections of the community will be encouraged. Policy DP18 of the TDLPP2 states that the provision of new community facilities will be encouraged where they are sustainably located and are suitable to meet the needs of the local community.
44. St Peter and St Paul CE infant school is a one form entry (1FE) Infant school for pupils aged 4 to 7 years with a published admission number (PAN) of 30 places and permanent accommodation for up to 90 pupils. The school is voluntary aided and part of the Diocese of Southwark.
45. Surrey County Council, in partnership with the Governing Body of St Peter and St Paul CE Infant School and the Diocese of Southwark, are proposing to expand St Peter and St Paul CE Infant School from a 1FE infant School to a 1FE primary school from September 2023.
46. The proposal would allow for St Peter and St Pauls infant CE school to expand to a 1FE primary school with a total capacity of 210 pupils from year R to year 6. Providing an opportunity for pupils and siblings to remain at the school during their primary school education. The proposal would also provide modern and improved facilities for the pupils.
47. The Local Authority has a statutory duty to ensure that there are sufficient school places in Surrey. This proposal provides Surrey County Council with the opportunity to re-organise school places in the area of Caterham.
48. The primary projections for Caterham primary places over a ten-year period are shown below:-

Caterham						
School year	Year R PAN	Year R Forecast	Surplus / Deficit	Year 3 PAN	Year 3 Forecast	Surplus / Deficit
2021-22	270	283	-13	270	241	29
2022-23	270	278	-8	270	264	6
2023-24	270	279	-9	270	293	-23
2024-25	270	282	-12	270	284	-14
2025-26	270	283	-13	270	279	-9
2026-27	270	280	-10	270	278	-8
2027-28	270	281	-11	270	279	-9
2028-29	270	282	-12	270	278	-8
2029-30	270	283	-13	270	275	-5

49. Current forecasts indicate an ongoing demand for primary school places and a deficit of places across the area. The applicant had considered expanding other schools within the Caterham area, however, the expansion of St Peters and St Pauls Infant school and the removal of a year 3 PAN at St Johns CE primary school was considered to be the most viable solution.

50. To meet the immediate demand and to enable children to be placed locally, an additional reception class was formed at St Peters and St Paul's CE infant school within the existing building in September 2020. A new year 3 class also commenced in September 2022, also within the existing building ahead of the proposed permanent expansion of the school.

51. The proposed expansion allows St Peter and St Paul CE infant school to offer additional junior places and in turn supports the reduction of a year 3 intake at St John's CE primary school. Both schools are under financial pressure, as overall capacity is reduced, due mainly to the organisation of places. Additional funding will be allocated to St Peters and St Pauls infant school to reduce the financial pressure and improve overall capacity numbers, ensuring that both schools share the organisation of junior school places within the area.

52. The expansion of the school would enable pupils to continue their primary education at St Peters and St Paul's school minimising disruption to their learning and promoting health and well-being during this crucial stage of their learning development.
53. As part of the school's expansion, breakfast and afternoon club provisions will be extended. The extended hours would accommodate earlier drop offs and later pickups for pupils at the school, facilitating the changing needs of the local school community.
54. The proposed expansion of the school would support the learning development and educational needs of local children as well as creating a sustainable future for the school.
55. Given the above, officers are satisfied that the applicant has demonstrated an educational need for the expansion of the school as proposed.

Design and Visual Amenity

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

DP7: General Policy for New Development

Tandridge District Core Strategy 2008

Policy CSP18: Character and Design

National Planning Policy Framework 2021 – paragraphs 123, 126, 130

56. Policy DP7 of the TLPP2 states that proposals should respect and contribute to the distinctive character, appearance and amenity of the area in which it is located.
57. Policy CSP18 of the TDCS states that new development is of a high standard of design that must reflect and respect the character, setting and local context, including those features that contribute to local distinctiveness.
58. Paragraph 123 of the NPPF states that Local Planning Authorities should support proposals that (b) make more effective use of sites that provide community services such as schools, provided this maintains or improves the quality of service provision. Subsection a, b, c and f of paragraph 130 of the NPPF states that planning decisions should ensure that developments function well and add to the overall quality of the area over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; sympathetic to local character and history, including built environment and landscape setting; creating places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
59. Paragraph 126 of the NPPF states that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creating better places in which to live and helps make development acceptable to communities.
60. The proposed development would comprise of a single storey extension to the existing building, providing 4 teaching classrooms, a practical teaching area, library area with cloakroom/WC facilities and the enlargement of the main school hall. The building would have a predominantly flat biodiverse green roof with solar PV panels to increase the energy efficiency of the building. The materials to be used on the extension would match those on the existing building. The existing lean-to-roof of the hall will be replaced and will match the height of the existing hall. The main pedestrian entrance, off Rook Lane, will be widened to allow for pupils to enter and exit the school safely.
61. Although the proposed development has a footprint which is almost double that of the existing building, the applicant has sought to reduce the mass of the building by keeping it as low as possible.

The flat roof of the building enables the installation of solar PV panels and a biodiversity/rain water attenuation green/blue roof, to improve the energy efficiency of the building and promote biodiversity opportunities.

62. The proposed extension will be located at the rear of the existing school building. This location is considered to be the most practical location for this development, as it minimises the loss of the outdoor and playing areas. The design and proposed materials will ensure that the new addition integrates appropriately with the existing building.

63. As set out above, the proposal will be located at the rear of the school building and would not be visible from Rook Lane. The building would however be partly visible from Willey Broom Lane (public footpath) which is situated along the western boundary of the school. Although it would be partly visible, mainly during the winter months, the extension would be within the main school complex, appearing subservient and in keeping with the existing built form on site.

64. Officers consider that the proposed development does reflect and respect the character, appearance and amenity of the existing building. As such officers consider that the proposal accords with the development plan policies in this regard.

Residential Amenity

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

DP7: General Policy for New Development

Tandridge District Core Strategy 2008

Policy CSP18: Character and Design

65. Policy DP7 of the Tandridge Local Plan Part 2 states that proposals should not significantly harm the amenities and privacy of occupiers of neighbouring properties by reason of pollution (noise, air and light), traffic or other general disturbances. Proposals should provide a satisfactory environment for the occupiers of both the existing and new development.

66. Policy CSP18 Tandridge District Core Strategy requires that development does not significantly harm the amenities of the occupiers of neighbouring properties through overlooking, overshadowing, visual intrusion, noise and traffic.

67. The main impacts on residential amenities arising from the proposal are considered to be noise, traffic generation and construction works.

68. The nearest residential properties are 91, 97 and 99 Rook Lane and Reculver and Shadoes located along Willey Broom Lane. Oak Cottage, Willey Broom Lane is situated at the rear of the school building and shares the southern boundary. Due to the location of the extension and the orientation of the school site, the proposal would not cause overlooking, overshadowing or visual intrusion to the occupants of these residential properties. The existing and proposed landscaping, along the western elevation of the site, would further screen the proposal from views. The existing vegetation along the southern boundary, shared with Oak Cottage, will remain unchanged and the proposal would be fully screened from this viewpoint. The screening, location of the extension and the separation distances between the proposed development and the neighbouring residential properties lead officers to conclude that there would be no harm, caused by overlooking, overshadowing or visual intrusion to the residential amenities of these properties.

Lighting

69. The applicant has submitted a plan showing the external lighting, ref: 4495-E100 Rev P2. The drawing shows that the security lighting is to be installed around the building and no lighting is proposed within the car park area. Low level bollards are to be installed to illuminate the footpath and lux levels demonstrate no off-site light spillage.

70. The County light consultant has reviewed the plan and application documentation and is satisfied with the information which has been provided. The proposed external lighting is not considered to have an impact on the nearby residential properties at Wiley Broom Lane provided that the levels of light generated do not extend beyond the site boundaries. A planning condition is recommended to ensure that any external lighting is installed downwards.

71. The proposed development is likely to cause noise disturbances during the construction and operational phases of the development. As part of the application a Noise Assessment (NA) and Plant Noise Impact Assessment (PNIA) has been prepared and submitted.

72. The submitted NA and PNIA has identified noise disturbances during the construction and operational phases of the development as:-

- noise caused by the construction of the development
- installation of new plant equipment
- an increase in vehicular traffic
- an increase in the number of users (pupils)

Construction phase

73. It is acknowledged that there would a noise impact, as a result of the construction works, on the residential amenities of the nearby occupants. The applicant has suggested that a Construction Environmental Management Plan (CEMP) be prepared for the development. The CEMP will contain established control measures for environmental protection that will be adopted during the construction works. A planning condition is recommended to secure the submission of the CEMP prior to the commencement of the development.

74. The County Noise consultant has reviewed the submitted documentation and recommended that an hours of working condition be imposed to ensure that the impact on the nearby residential properties is reduced during the construction phase of the development. The proposed hours of construction are:

Monday to Friday: 07:00 to 18:00 hours

Saturday: 07:00 to 13:00 hours

Sundays or Public and Bank Holidays: No works to take place

75. Officers have considered the noise impacts and are satisfied that the mitigation through the noise monitoring, restricted working hours and the submission of a CEMP would overcome any harm to the neighbouring residential amenities. It is also noted that some construction works will occur during school hours and as such the noise levels would be kept to a minimum to ensure that the pupils are able to fully engage with their learning.

76. It is also acknowledged that the construction works will be temporary and once completed the potential adverse impacts on the nearby residents would cease. Officers therefore consider that any harm caused by the construction phase of the development, though minimised by the submission of a CEMP and a condition controlling hours, is not a reason to withhold planning permission.

Operational phase

77. The noise generated during the operational phases are considered to include vehicular traffic, plant equipment and an increase in pupil numbers.

78. The proposed expansion to a 1FE Primary School will result in an increase in traffic generation in the locality, particularly along Rook Lane. The increase in traffic generation will result in some noise and disturbances to local residents, particularly those situated within close proximity to the school site. However, it must be noted that the site is an existing school and some disturbances, to local

residents, already occur during the morning and afternoon peak periods. The peak periods are limited to two small periods (drop off and pick up) during the school day, term time only.

79. Officers have considered the impact of the traffic generation, and this is considered within the Highway section of the report. Officers have concluded that the proposed increase in traffic generation would cause some harm to the amenities of the occupiers of neighbouring properties, however, the need for school places and the community facilities are considered to outweigh any harm caused by the additional traffic disturbances. Furthermore, these disturbances are likely to occur for short periods of time twice a day during school peak periods, term time only.

80. The increase in pupil numbers has the potential to cause some noise disturbances from children playing in the outdoor areas. The school play areas are located to the south of the main building and the closest residential properties are those situated along Wiley Broom Lane. The proposed extension would be built on a section of the existing play area, along the south western side of the school and would screen some of the noise generated from the remaining play areas. Existing fencing and landscaping would attenuate any source noise and as such officers consider that an increase in the noise levels, generated by the additional pupils, would not be significant over the existing situation

81. The applicant has advised that new plant equipment will be installed during the building works. The proposed plant equipment includes air source heat pumps which will provide an under floor heating system. The County Noise consultant has reviewed the application and submitted documentation and has recommended a planning condition to ensure that the noise levels from the plant equipment do not have an impact on the residential amenities of the nearby neighbours.

82. Overall, officers are satisfied that the proposal would not cause significant harm to the neighbouring residential amenities. The proposal is therefore considered to comply with development plan policies in this regard.

Flooding And SuDS

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

Policy DP21 (d)

Tandridge District Core Strategy 2008

Policy CSP15: Environmental Quality

National Planning Policy Framework – paragraph 167

83. Paragraph 167 of the NPPF states that in determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate applications should be supported by a site-specific Flood Risk Assessment (FRA).

84. Policy DP21(d) of the TLPP2 refers to Flood Risk. The policy seeks to secure opportunities to reduce the cause and impact of flooding, through the use of green infrastructure and sustainable drainage systems (SuDS). The SuDS systems should ensure that the discharge of surface run off is restricted to that of the pre-development site. Consideration should also be given to the future maintenance of any proposed SuDS schemes.

85. Policy CSP15 of the TDCS states that in order to promote high quality flexible, safe living environments and to minimise the impact on the natural resources the Council will require Sustainable Drainage Systems (SuDS) to be included where necessary; encourage innovative construction methods, such as 'green roofs' to impede the flow of surface water run-off.

86. The application site is located within Flood Zone 1 and therefore there is a low risk of flooding. The development is therefore appropriate for the Flood Zone and does not require the Sequential Test nor Exception Test.

87. The applicant has submitted a FRA and drainage strategy, dated 28 May 2021, in support of the application. The proposed development will be built in accordance with BS8533:2017 'Assessing and managing flood risk in development'.

88. The submitted drainage strategy states that the proposal will manage runoff from the new extension through the use of a blue/green roof and swale structures. The blue/green roof will be laid on all available areas on the new extension and should discharge water into the swale through the use of downpipes and appropriate outlets. The swale would be located around the extension to the east and south, with an engineered fall towards the west of the site. A pipe will convey the surface water out of the swale and into the existing foul water network which is already serving the school. The proposed scheme will integrate a range of features, in line with the SuDS Manual philosophy, taking into consideration site constraints. The maintenance details regarding the SuDS on site are set out within paragraph 5.7 of the FRA, ensuring that the SuDS operate effectively for its lifetime.

89. The Lead Local Flood Authority (LLFA) have reviewed the FRA and has raised no objections to the proposal, subject to planning conditions which include the submission of details of the design as well as a verification report, to ensure that the scheme is properly implemented and maintained throughout the lifetime of the development.

90. The proposed development is considered to be appropriate in flood risk terms and would accord with development plan in this regard.

Trees, Ecology, Landscaping

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

DP7(12 and 13): General Policy for New Development

DP19: Biodiversity, Geological Conservation & Green Infrastructure

Tandridge District Core Strategy 2008

Policy CSP17: Biodiversity

Policy CSP18: Character and Design

91. Policy DP7(12) of the TDLPP2 states that proposals should ensure that landscaping is an integral element in layout design, making provision for suitable new planting, trees and boundary treatments to enhance the appearance, character and amenity of the site from the outset. The proposal is also expected to retain existing important features such as trees and hedgerows where possible. Part 13 states that where trees are present on a site, a landscaping scheme should be submitted alongside the planning application which makes provision for the retention of existing trees that are important by virtue of their significance within the local landscape. Their retention should be reflected in the proposed development layout, allowing sufficient space for new and young trees to grow to maturity, both above and below ground.

Landscaping

92. The application site is situated within the Area of Great Landscape Value (AGLV), a local landscape designation. The rear of the school grounds are within the Chaldon Chalk Down with Woodland (CD4) landscape character area, and adjoins an area of designated ancient woodland (Willey Broom Wood). To the west of the site, a public footpath (FP112) runs along Willey Broom Lane in a north-south direction. The Surrey Hills AONB lies approximately 500m to the south-west of the application site.

93. A landscape appraisal (LA) and landscape planting plan (LPP) have been prepared by the applicant and submitted as part of the application.

94. The LA has provided an overview of the potential landscape and visual effects arising from the off-site highway works along Rook Lane.

95. The LA has concluded that the proposed highway works would result in a degree of urbanisation through the loss/reduction of the grass verge, introduction of new speed cushions and raised tables, as well as the road signage. The County Landscape Architect (CLA) was consulted on the application and comments that interventions need to be carried out to ensure that the rural/semi rural character of the area is maintained. The CLA has requested a planning condition to ensure that the materials used on the highways works are in keeping with the rural character of the area. Officers suggest that an informative is more appropriate in this regard as the details of materials, used in highways works are subject to other requirements relating to safety and noise and are controlled under other legislation.

96. Officers consider that the proposed highway improvements are necessary in this case in order to overcome the highways objections. The proposed works are limited in scale and as such the harm to the Landscape Character is not significant or overriding. On balance, the benefits of the scheme are considered to be greater than the limited harm.

Trees

97. A Tree and Arboricultural Implications Assessment (dated March 2022) has been submitted as part of the application. The document states that 9 trees will be removed as a result of the proposed development. The trees to be removed include 7 low quality or dying trees and 2 mature trees of a moderate quality. Replacement ornamental trees will be planted adjacent to the footpath along the south elevation of the proposal. The location and tree species are shown on the landscape planting plan with biodiversity enhancements, plan reference 0434/22/B/1A dated September 2022.

98. The tree removal will take place outside of the bird nesting season, however, if this is not possible the trees will be inspected by a competent person, preferably a qualified ecologist, before the removal commences. If any active nests are found, the tree removal will be delayed until the nests are no longer active.

99. Existing trees on site will be retained and protective measures, such as fencing, put in place during the construction works. A planning condition will ensure that the retained trees will be adequately protected during the construction works.

100. Every effort will be made to avoid cutting or severing any roots of the retained trees. Where excavation works or the removal of existing paving reveals roots of 25mm or greater in diameter, works will temporarily cease and advice sought from an arboricultural consultant. Hand digging will be instructed if it is considered to be necessary to protect the tree roots.

101. A 15m buffer zone will be put in place in order to protect the Ancient Woodland, located along the southern boundary outside of the application site. No construction works or materials will be placed and/or stored within this area. The proposed buffer zone will be installed in accordance with Natural England's standard advice. The County ecologist has requested confirmation from the applicant that a gap will be left between the ground and heras fencing, to allow for badgers (if present) to access the site. The applicant has confirmed that, if present, badger will not be obstructed by the construction works.

102. The applicant has advised that all new planting, including the rain garden, will be watered and maintained during the first two full growing seasons in accordance with the BS8545:2015. Future watering will be undertaken as required to maintain health and growth. All dying or dead trees will be replaced to the same specifications. A planning condition will be imposed to ensure that this requirement is met.

103. The County Aboricultural Officer and County Landscape Architect have been consulted on the aboricultural aspects of the proposal and have raised no objections, subject to planning conditions.

Ecology

104. Paragraph 174 of the NPPF requires that planning decisions contribute to and enhance the natural environment by minimising impacts on and providing net gains for biodiversity.

105. Policy DP19 of the TDLP2 states that there will be a presumption in favour of development proposals which seek to protect, enhance or increase provisions of multi-functional green infrastructure and promote nature conservation and management. Part B states that proposals which would result in significant harm to local and national sites will be refused planning permission unless the proposal incorporates measures to avoid the harmful impacts arising.

106. A Preliminary Ecological Appraisal (PEA) dated 5 July 2022 has been submitted as part of the application. The PEA has identified protected species and habitats within the site and the wider area.

107. The school site is surrounded by residential development with a broadleaved ancient woodland situated to the south. The wider area comprises predominantly of residential development, patches of broadleaved woodland and arable fields.

108. The PEA has considered the potential impacts of the proposal on the ecological features identified within the application site. These include:-

- Foraging and commuting bats
- Hazel dormouse
- Badger
- Hedgehogs
- Nesting birds
- Great crested newts

109. Foraging and commuting bats; there are unlikely to be any impacts on the bats, however, careful consideration should be given to any lighting designs.

110. Hazel dormouse; may be present within the surrounding woodland and area. Small areas of shrubs will be removed to facilitate the proposal, including dense cherry laurel along the western boundary and an area of overgrown shrub at the north-eastern corner of the site. The loss of these small areas of shrub will not sever any habitat corridors or impact connectivity within the locality.

111. Badger; no signs of badger activity have been recorded within the site. However, there is the potential for badger setts within the ancient woodland, to the south of the site. The construction site lies approximately 30m from this area of woodland and therefore any impacts to a badger whilst it is occupying its sett is unlikely. The applicant has confirmed that badgers would have access to the wider site and would not be obstructed by the construction phase of the works.

112. Hedgehogs; the proposal is unlikely to have an impact on hedgehog populations. Precautionary measures to reduce the risk of killing or injuring hedgehogs will be put in place.

113. Nesting birds; it is unlikely that that the proposal will have an impact on the bird nesting habitats for common and widespread bird species, as well as those listed as Red and Amber within the bird of conservation concern. Mitigation measures will be put in place to ensure that the bird nesting season is avoided.

114. Great crested newts; there are two ponds both located within 150m from the site boundary. These ponds may provide suitable aquatic habitat to support great crested newts. Great crested newts typically disperse during the breeding season to suitable terrestrial habitat that are within 250m. The proposal is to be constructed largely on areas of existing hardstanding and short sward

length grassland, which constitutes negligible and low quality terrestrial habitats for great crested newt species. The pond at the south-eastern corner of the site provides terrestrial habitat of moderate suitability for great crested newts, if present. The highway works include impacts to a small area of neutral grassland that comprised long sward length at the time of the survey. This area provides terrestrial habitat of moderate suitability for great crested newts, if present. Due to the strict legal protection afforded to the habitat of great crested newts, a district level licensing scheme will be entered into as an alternative to undertaking presence /absence survey work of off-site ponds.

115. The PEA has also provided suitable mitigation measures to ensure that habitats and woodland are protected during the construction works. These are set out in section 12 of the PEA and include:

116. A 15m buffer zone between the construction site and the woodland will be put in place. No heavy machinery or materials will be stored or operated within this area and refuelling, repair or maintenance to equipment or machinery should not be carried out within 30m of the woodland. Dust suppression measure should be put in place, if appropriate, and a spill management plan should be in place during the construction works. Waste materials should be safely stored and removed from site as soon as possible.

117. Works to vegetation and trees shall be undertaken outside of the bird nesting season and should this not be possible a nesting bird survey should be undertaken by an experienced ecologist at least 48 hours prior to any works. If nesting birds are found, no further works should commence that are likely to damage or significantly disturb a nest. Site clearance works will be carried out by hand in a sensitive manner to minimise potential harm to habitats. It is recommended that the small on site pond be drained with care between November and February to minimise impacts to aquatic life. Any closeboarded fencing will be fitted with small openings to ensure that badger and hedgehogs have access throughout the site. All holes and excavations should be covered over each night to prevent animals from being trapped or injured. Lighting columns will be kept low to avoid any light spillage and LED lighting should be used on site to avoid light trespass.

118. The applicant has proposed enhancements measures which are considered to have the potential to improve the value of habitats within the site. The proposed measures include:

119. Enhanced grassland areas around the site to provide habitats for wildlife such as mammals, mice, birds and invertebrates. Appropriate management of the grassland to include plants such as common knapweed, birdsfoot trefoil, daisy and field flowers to encourage butterflies and bumblebees.

120. Log piles would be created and placed within the site to provide hibernating and sheltering opportunities for reptiles, amphibians and small mammals.

121. Tree planting within the site and along the verge will be beneficial for nesting birds and foraging bats. Planting around the building extensions would include flower rich species to enhance biodiversity.

122. Bird boxes would be integrated into the building. The boxes should be located close to eaves and on the north or east elevations to avoid direct sunlight. Bird boxes could also be installed within the site on mature trees.

123. The County Ecologist has reviewed the accompanying information and has raised no objections to the proposal, subject to planning conditions and informatives.

124. Overall, officers are of the opinion that the proposal would not have an adverse impact on the habitats within or near to the application site. The proposed green/blue roof of the extension and the enhancement measures will provide biodiversity opportunities on site. Therefore, subject to planning conditions the proposal is considered to accord with the development plan policies.

125. This section of the report considers the traffic generation and access arrangements, the impact on the highway network and the accessibility of the site. The application is accompanied by a Transport Statement (TS), Addendum to the Transport Statement (TA) and an interim Travel Plan (TP).
126. Paragraph 95(a) of the NPPF states that planning authorities should give great weight to the need to create, expand or alter schools.
127. Paragraph 110 of the NPPF states that in assessing planning applications for development it should be ensured that;
- a) appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - d) 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.
128. Paragraph 111 of the NPPF further states that development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. Paragraph 113 states development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
129. Policy DP5 of the TDLPP2 states that development will be permitted where the proposal complies with the highway authority's design guidance; it does not impede on free flow of traffic on the existing network or create hazards to traffic and other road users; provision for safe and suitable access to the site must be achieved by all users.
130. The application was originally submitted in June 2021. The County Highway Authority originally raised an objection to the proposal on highway safety grounds and following discussions the proposal has been revised to include off-site highway works. These works comprise of:
- the widening of the pedestrian access,
 - on street lay-by parking provisions (option 1 to include 20 vehicle bays and option 2 to include 14 vehicle bays and 3 minibus bays),
 - reduction in speed limits along Rook Lane to 20mph and 30mph limits on adjoining roads,
 - installation of speed tables and cushions along Rook Lane,
 - park and stride facilities at Mount Avenue,
 - park and ride facilities off-site at Westway Community Centre.
131. The proposal includes the construction of a single storey rear extension to provide teaching classrooms, library space, WC facilities and a plant room. The proposal also includes the expansion of the school hall and the internal refurbishment of the existing kitchen, enabling the expansion of the school from a 1FE infant school to a 1FE primary school. There will also be an increase in the number of staff members and the projected increase is anticipated to be 33 staff members, with 25 being on site at any one time.
132. The proposed development will be accessed off Rook Lane, immediately to the east of Chaldon Village Hall. A pedestrian access is provided by a segregated footway. Both the vehicle and pedestrian accesses are individually gated from Rook Lane.

133. The TS states that the designated parking areas are situated to the west of the main school building. The parking bays are unmarked and provide space for approximately 17 vehicles. The car parking provision on site will increase to 26 spaces (including 2 disabled spaces) to allow for additional parking provisions for staff members. Cycling and scooter provisions will be accommodated on site.
134. The TA has provided information on current pupil and staff travel modes. Paragraph 3.7 of the TA provides a table (3.1) which shows the current mode of transport used by pupils and staff members. The table shows that the majority of pupils and all staff (70%) currently travel to school by car. Eighteen pupils travel from Chaldon and the remaining pupils and staff travel from Caterham and South Croydon. Twelve (12%) pupils walk to school and one (1%) pupil cycles. Four (4%) pupils arrive by taxi and thirteen (13%), siblings and colleagues, car share. These results are characteristic for a school situated within a remote area.
135. The projected trip generation for the school, following the expansion and including the net increase, for pupils and staff members is shown in paragraph 3.11 of the TA (table 3.2). The figures are based on the assumption that pupils will continue to travel to and from school as per the travel survey.
136. Table 3.2 of the TA shows that the pupil trip generation by vehicle modes would increase by ninety-one vehicle trips (including car, car share and taxis) with eight additional vehicle trips expected to be generated by staff. Walking and cycling will increase to twenty-five and two respectively.
137. Overall the expansion is expected to generate an additional 73 pupil vehicle trips and 8 staff vehicle trips. The staff vehicle trips are expected to occur outside of the morning and afternoon peak drop off hours. In addition, the school offers breakfast and wrap around childcare provisions. These provisions further reduce the number of vehicles at peak hour drop off as vehicle journeys would be staggered.
138. The proposed expansion of the school to a full primary school would increase the ability for siblings to attend the school and would partially reduce traffic congestion for parents travelling between the infant school and other primary schools. It would also allow for the use of other non-car modes, as the school would be more attractive for local families.
139. The expansion of the school will result in an increase in additional traffic generation and the demand for on-street parking provisions. The applicant has held discussions with the County Highway Authority and is proposing mitigation measures to ensure that the proposal does not impact the road network or compromise highway safety.
140. The proposed mitigation measures include the following:-
141. Improvements to the access to allow for the widening of the pedestrian footpath to 3m where possible. This would allow for passing places along the existing footpath for multiple pedestrians and would clear any impasse.
142. The speed limit through the village will be reduced to 20mph to create a 20mph zone between Mount Avenue and Hill Top Lane. Traffic calming measure by way of tables and cushions will be constructed to implement the speed reductions.
143. The introduction of road tables and speed cushions are proposed between 65m to 100m intervals to encourage drivers to adhere to the speed limits. Raised tables and speed cushions marked with arrows indicating bi-directional traffic flow are proposed along Rook Lane, in between raised road tables.
144. A preliminary design for car parking provisions along Rook Lane has been proposed. The design accommodates 14 car parking spaces in lay-bys and three minibus spaces in lay-bys. Parking restrictions would be in operation during the school collection period to ensure that the minibus lay-bys are available for use. These lay-bys would be available to vehicles during the morning drop-

off periods. Therefore the maximum car parking capacity along Rook Lane during the morning would be 20 cars reducing to 14 during the afternoon.

145. Alongside the inclusion of lay-bys, provisions to improve the footways running alongside the new lay-bys are proposed and the existing footway, immediately adjacent to the carriageway, will be extended to allow for parents and children to easily pass.
146. Mount Avenue is a residential street, cul-de-sac, located approximately 700m east of the school. The road lies to the south of Rook Lane and is connected via the southern footway. It is proposed that Mount Avenue would provide informal parking provisions for parents to utilise as a park and stride. The walk from Mount Avenue to the entrance of the school is approximately nine minutes (based on an adult walking speed), although it is acknowledged that this time may vary depending on the age of the children. It is estimated that parents would take 20-30 minutes to use Mount Avenue as a park and stride point.
147. A number of park and ride sites have been considered and provide further mitigation measures for the expansion of the school. The most appropriate park and ride location is the Westway Community Centre (WCC) which is located approximately 2km to the northwest of the school in Caterham, where the majority of the school's catchment area lies.
148. The WCC has been identified as a location and waiting area for parents and pupils using the park and ride. The site is considered to be the most suitable to provide minibus transportation, in support of the school's proposal. The park and ride provisions would be required during the afternoon collection period. Drop off and collection points are proposed in minibus lay-bys along Rook Lane and parking restriction will be imposed to ensure that parking is available for the minibuses. Officers have considered the park and ride with minibus provisions and are of the opinion that further information and input is required from the school to ensure the long-term viability of the minibus service.
149. The proposed highway works will be carried out within the extents of the public highway and will be maintained at public expense. The final details of the traffic calming scheme will be confirmed during the detailed design stage, following the recommendation of the Road Safety Audit. The works will be supervised by the Highway Authority.
150. The mitigation measures proposed above would be implemented on a phased basis as the school expands and details of the phasing will be required to be submitted by planning condition.
151. The mitigation measures proposed by the applicant are required in order to provide a safer environment for the expansion of the school and overcome highway objections. The increase in the PAN will lead to increased vehicular traffic and parking provisions at and around the school.
152. Rook Lane is used as a main route for commuters and is a fast stretch of road. The proposed scheme would introduce a 20mph speed zone controlled by speed cushions and tables with additional parking provisions along the approach to the school. The proposed provisions along Rook Lane would be beneficial for parents and pupils attending both the school and nursery, at the Chaldon Village hall.
153. To ensure that that the proposal does not have an impact on highway safety or cause severe traffic and transport impacts on the highway network, it is proposed that the mitigation measures put forward by the applicant are implemented before the first occupation of the school's extension. The CHO has assessed the application on safety, capacity and policy grounds and has recommended planning conditions be imposed. As such, the original objection from the County Highways Authority has been satisfactorily addressed and overcome, subject to the inclusion of planning conditions.

154. As set out above, the proposed off-site highway works would improve highway safety and reduce congestion along Rook Lane, providing benefits to the school, community and residents within the village.
155. As part of the application, an interim Travel Plan (TP) has been submitted. The TP is designed to encourage staff, pupils and visitors to:
- minimise the impact of traffic on the local community and promote sustainable transport choices;
 - improve traffic conditions within the local area;
 - reduce adverse effects on health associated with increased vehicle use;
 - reduce air pollution and consumption of fossil fuels;
 - increase attractiveness of transport such as walking and public transport;
 - promote social inclusion;
 - reduce cost of staff and pupil journeys promoting alternatives that are cheaper and more environmentally friendly;
156. The TP will include management measures for the school site, Mount Avenue and other off-site locations. These measures will be set out within the TP and distributed to all staff and parents. The interim TP will need to be upgraded to include input from the parents and staff in accordance with the standard requirements by the Modeshift Stars Programme. A planning condition is recommended to secure the submission of an appropriate and up to date TP.
157. The County Highway Officer has been consulted on the revised proposal and has raised no objections, subject to the inclusion of planning conditions. The assessment has been undertaken in relation to highway safety, net additional traffic generation, access arrangements and parking provisions. The highways officer is now satisfied that subject to the proposed off site highway works the proposal would not have a material impact on the safety and operation of the adjoining public highway, subject to the inclusion of planning conditions. The proposal, subject to compliance with the conditions, is considered to accord with development plan policies in this regard.

Heritage

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

Policy DP20: Heritage Assets

National Planning Policy Framework – paragraphs 189-203

158. Section 66(1) of the Planning (Listed Building and Conservation Area) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historical interest which it possesses.
159. One of the core principles of the NPPF is that heritage assets should be conserved in a manner appropriate to their significance. Paragraphs 189-199 sets out the framework for decision making in planning applications relating to heritage assets and this application takes account of the relevant considerations in these paragraphs. Paragraph 195 sets out that 'Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including development affecting the setting of a heritage asset) taking into account the available evidence and any necessary expertise. Paragraph 199 further states that 'when considering the impact of the proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

160. Paragraph 202 of the NPPF outlines that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

161. Policy DP20 of the TDLPP2 states that there is a presumption in favour of development proposals which seek to protect, preserve and wherever possible enhance the historic interest, cultural value, architectural character, visual appearance and setting of the districts heritage assets and environment. When granting planning permission the Council will require the works to be sympathetic to the heritage asset and/or its setting in terms of quality of design and layout (scale, form, bulk, character and features) and materials; the development conserves or enhances the character of the area and its setting, including protecting any existing views into or out of the area.

162. In accordance with paragraph 194 of the NPPF, the application is supported by a Heritage Statement (HS). The HS has identified three Grade II listed building as being within close proximity to the application site. These include:

- Rook Cottage,
- Barn 15 Yards North of Rook Farm House
- Rook Farm House

163. The Chaldon Conservation Area is located approximately 325m north west of the proposed development, with existing vegetation, woodland and built form development separating the Conservation Area and the application site. The HS has concluded that the proposed development would have no impact on this heritage asset and the County Historic Buildings Officer (CHBO) is in agreement.

164. There are no known heritage assets recorded within the application site boundary and the proposal would not result in the alteration or demolition of a listed building. Therefore, it is appropriate to assess whether the proposal, including the highway works, would harm the setting of the listed buildings identified and/or their significance.

Rook Cottage, Rook Lane

165. Rook Cottage is a Grade II listed building situated to the north of Rook Lane. The building is identified as late 16th century, with a timber frame, red and brown brick with a thatched roof with end stacks. The two storey building has casement windows across the first floor. Its historical interest is derived from it being one of the few houses which would have been present in the late 16th century, its thatched roof emphasises Chaldon's rural origins. The cottage is of regional significance and has a medium heritage value.

166. The proposed development would not be visible from Rook Cottage due to the location of the development and the existing built form. However, the proposed off-site highway works, would introduce speed cushions and parking provisions (lay-bys) along Rook Lane, with the parking provisions partially eroding the existing verge. Although the building would have historically been located within a rural setting, this setting has been altered largely due to the surrounding built form and the modern highway. Therefore, officers are of the opinion that the harm caused by the proposed development, including the off-site highway works, are considered to be less than substantial.

Barn 15 Yards North of Rook Farm House

167. Barn 15 is a Grade II listed building situated to the south of Rook Lane at the junction with Doctor's Lane. The barn is identified as a 17th century, with 18th century additions, timber framed barn with weatherboard cladding and a thatched roof. The barn is of regional significance and has a medium heritage value.

168. The proposal would not be visible from the Barn due to the location of the development and the existing built form. However, the proposed off-site highway works, including the introduction of raised tables at the junction of Rook Lane and Doctors Lane and the parking provisions (Lay-bys) along Rook Lane, would partially erode the verge. Whilst the Barn would have historically been situated within a rural setting, this setting has been altered through other forms of development and as such officers are of the opinion that the harm caused by the proposed development, including the off-site highway works, are considered to be less than substantial.

Rook Farm House

169. Rook Farm House is a Grade II listed building situated to the south of Rook Lane at the junction with Doctors Lane and Rook Lane. Rook Farm House is identified as a late 17th century, restored in 20th century, 2 storey building with knapped flint brick dressings, a plain tiled roof with casement windows across the first floor and casement doors to ground floor (left). A 20th century addition brick porch is set back on the left hand return. The house is one of a few which would have been present in the 17th century and some of its historical interest is in relation to other post-medieval landscape features, notably Rook Cottage and Barn 15. Rook Farm House is of regional significance and has a medium heritage value.

170. The proposal would not be visible from Rook Farm House due to the location of the development and the existing built form. However, the introduction of raised tables at the junction of Rook Lane and Doctors Lane, and the formation of parking spaces (lay-bys) within the verge to the west, would erode the verge. Whilst historically the building would have been set in open countryside, some of the rural character has been lost and as such officers are of the opinion that the harm caused by the proposed development, including the off-site highway works, are considered to be less than substantial.

171. The County Historic Buildings Officer (CHBO) has reviewed the submitted HS and historic records. The officer has noted that the historic and architectural significance of the buildings lie in their status as surviving vernacular buildings from the 17th century and their use of traditional materials including thatch, flint and timber framing. The officer has stated “that whilst historically the buildings would have been set in open countryside, some of this has been lost as a result of development on the south side of the road. The remaining rural character makes some contribution to their significance, however, the appearance of the road is modern and does not reveal anything about the listed buildings”.

172. The CHBO has considered the impact of the proposal and the off-site highway works on the historic assets listed above and has concluded that the proposal would result in less than substantial harm.

173. Officers have considered the impact of the proposed development, in accordance with paragraph 199 of the NPPF, on the significance of the heritage assets. Great weight should be given to the asset’s conservation (and the more important the asset the greater the weight should be). Officers consider that the educational benefits of the proposal, including the improved highway safety measures, are considered to outweigh the less than substantial harm caused to the heritage assets and their setting. The proposal is therefore considered to accord with the development plan policies.

School Playing Pitch

Tandridge District Core Strategy 2008

Policy CSP13: Community, Sport and Recreational Facilities and Services

National Planning Policy Framework – paragraph 99

174. Paragraph 99(b) from the NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless the loss resulting from the proposed development would be replaced by equivalent or better provisions in terms of quantity and quality in a suitable location.
175. Policy CSP 13 of the TDCS states that existing sport facilities will be safeguarded. New or improved facilities to meet the needs of all sections of the community will be encouraged. The Council will encourage the dual use of community and sport facilities.
176. The proposed extension will be constructed at the rear of the school building and will encroach onto a hard surface area as well as the school's playing fields.
177. An initial consultation with Sports England, raised an objection. However, following discussions with the applicant the objection has been removed.
178. Sport England advised that the *“statutory definition of “playing fields” under the 1996 Order is the whole of the site which encompasses at least one playing pitch. A “playing pitch” is a delineated area which, together with any runoff area, is of 0.2 hectares or more and which is used for association football, American football, rugby, cricket, hockey, lacross, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo.”* The 1996 Order, referred to by Sport England, has been superseded by the 2015 Development Management Procedure Order.
179. Sport England have assessed the application and do not consider that the site contains or has contained a 'playing pitch' of 0.2ha or more under the statutory definition. Therefore the site would not meet the Sport England consultation threshold.
180. There are no marked playing pitches at the school. The land at the rear of the site is used informally by pupils as a kickabout and forest school tuition. It is acknowledged that part of this area will be lost, however, the applicant has agreed to provide a small pitch with markings to formalise the playing fields.
181. Officers recognise that the proposal would result in encroachment onto playing field at the rear of the school. However, the area of land south of the proposal, would continue to remain as a playing field and would provide sporting opportunities for the pupils at the school.
182. Officers conclude that although the proposal would not wholly accord with the development plan policies, regarding the safeguarding of sports facilities, the inclusion of a small playing pitch and the educational benefits of the proposal are outweighed by the partial loss of the playing area.

Green Belt

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

Policy DP10(b): Green Belt Development

Policy DP13: Buildings in the Green Belt

National Planning Policy Framework – paragraphs 137, 147-148

183. The Government attaches great importance to Green Belts, with an aim to prevent urban sprawl by keeping land permanently open. The essential characteristics of the Green Belt is the openness and the permanence.
184. Paragraph 147 of the NPPF states that inappropriate development, is by definition, harmful to the Green Belt and should not be approved except in 'very special circumstances'. Paragraph 148 of the NPPF further states, when considering planning applications, Local Planning Authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt, by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

185. Paragraph 149 of the NPPF states that the Local Planning Authority should regard the construction of new buildings as inappropriate in the Green Belt. The paragraph lists a number of exceptions, and sub-section (c) includes the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.
186. Policy DP10(b) of the TDLPP2 states that within the Green Belt, planning permission for any inappropriate development which is, by definition, harmful to the Green Belt, will normally be refused. Proposals involving inappropriate development in the Green Belt will only be permitted where very special circumstances exist, to the extent that other considerations clearly outweigh any potential harm to the Green Belt by reason of inappropriateness and any other harm.
187. Policy DP13 of the TDLPP2 refers to buildings within the Green Belt. The policy states that unless very special circumstances can be clearly demonstrated, the Council will regard the construction of new buildings as inappropriate in the Green Belt. Part e) of the policy refers to exceptions and lists extensions and alterations. The policy further states that extensions or alterations of buildings within the Green Belt, where the proposal does not result in disproportionate addition over and above the size of the original building as it existed at 1 July 1948, or if constructed after the relevant date, as it was built originally. When assessing proposals for the extension of rebuilt buildings, the Council will consider the original building (as defined in criterion 'E') in comparison with the present building and the proposed extension, in order to determine whether the proposal would result in a disproportionate addition.

Harm

188. The proposed development comprises of a large building located at the rear of the existing school building with an internal floor area of 605m². The proposed extension will extend southward toward the school playing field and as such part of the playing field will be lost.
189. The proposal would see a substantial building introduced in an area of the site that is currently free of built form and would therefore have an adverse impact on the spatial aspect of the Green Belt openness. The proposal would therefore not fall within the exception set out in paragraph 149 (c) of the NPPF. Accordingly for planning permission to be granted 'very special circumstances' should be demonstrated.
190. The proposal is considered to be inappropriate development in the Green Belt. The NPPF establishes that substantial weight should be given to any harm to the Green Belt, and development should not be approved except in very special circumstances.
191. The proposed development is for a new single storey extension to the rear of an existing school. The harm caused to the openness of the Green Belt would be as a result of the increase in the footprint of the building and the ancillary hard surfaces. The footprint of the extension would be approximately 605m² and the proposed materials, design, scale and mass would closely match the existing building. Officers consider that the spatial harm to the Green Belt, given the disproportionate nature of the proposed extension, is moderate (taking into account that a smaller extension to the building could be considered proportionate and therefore appropriate). However given the sympathetic design and scale of the extension and location at the rear of the site the visual impact on the Green Belt is less than moderate. Officers therefore conclude that the harm caused to the Green Belt in this case would be moderate and not significant.
192. The proposed off-site highway works will result in alternations being carried out along Rook Lane. These alterations include raised tables and cushions, signage, removal of part of the existing verge and vegetation to accommodate lay-by parking provisions. Local transport infrastructure and engineering operations can be considered to be appropriate development in the Green Belt where those works preserve openness and do not conflict with the purposes of Green Belt. Officers consider that in this case the erosion of part of the grassed highway verge alongside the road,

including the removal of existing vegetation and the laying of hardstanding to create parking provisions, would cause harm to the rural appearance of the area and visual openness of the Green Belt. As such officers consider that less than moderate harm would be caused to the openness of the Green Belt as a result of the urbanised appearance.

193. Officers therefore consider that the built form of the proposal and the off-site highway works would overall cause moderate harm to the openness of the Green Belt by virtue of inappropriate development and loss of openness. Therefore, the proposal may only be permitted where very special circumstances are demonstrated and which clearly outweigh all resulting harm, which in this case also includes the harm caused to the heritage assets as identified in the preceding section of this report.
194. The applicant has submitted a Green Belt Statement (GBS) setting out the very special circumstances for this development. The following considerations have been put forward to demonstrate 'very special circumstances':-

Educational Need

195. The applicant has submitted an Educational Justification Statement (EJS) as part of the application.
196. The EJS outlines that the proposal provides an opportunity to re-organise the primary school places in the Caterham area by providing an all-through primary school at St Peters and St Pauls Infant School. The proposed expansion would be in partnership with the Diocese of Southwark and the Governing Body of the school.
197. The expansion of the school would allow for siblings and pupils to remain at St Peters and St Pauls through-out their primary school education, easing the transition from key stage 1 to key stage 2 and improving the health and wellbeing of the pupils.
198. It would allow for St Peters and St Pauls School to offer additional places to local pupils and in turn support St Johns CE Primary School by allowing them to reduce their Year 3 intake. Both schools are facing financial pressures, due to below overall capacity, and the reorganisation of the school places would benefit each institution by ensuring that all pupils are placed in a local school.
199. The County Council seeks to support, where possible, the availability of local schools for local children. Securing an all-through primary school creates a sustainable future for the school and allows the school to adapt to the changing needs of the local community.
200. The proposed expansion would also result in new and improved facilities, creating a larger sports hall for indoor and recreational events.
201. As part of the expansion, the school is intending to offer additional wrap around childcare provisions to assist parents. The before and after school provisions would also alleviate the traffic congestion along Rook Lane during the peak drop off and pick up times.

Improved Road Network

202. The applicant has stated within the planning statement that the proposal would result in less congestion on the immediate and wider road network as parents/carers would not have to travel to other primary schools to drop off and collection pupils. This would result in a reduction in vehicle journeys, reducing congestion and allowing families to make environmentally friendly choices to walk or cycle to school.
203. The proposed off-site roadworks would provide improved safety measures for pupils and would improve parking and footpath provisions along Rook Lane as well as reducing the speed limits within the village and surrounding roads. These measures would benefit the wider community.

Alternative Sites

204. The expansion of the school would allow for local placement applications and would reduce the need for pupils to travel to other primary schools. Furthermore, the school is an established educational facility within the village which has successfully supported pupils and residents since the 1960s.
205. A comprehensive review of alternative sites, within the area, have been considered and have been found to be inappropriate. St Peters and St Pauls School has been found to be the most suitable to accommodate the growth in school places and as such would secure the future viability of both St Peters and St Pauls School and St John School. The proposal would also enable siblings to be placed at the school, therefore avoiding unnecessary journeys to other schools.
206. Overall, in the opinion of the applicant, the very special circumstances put forward clearly outweigh the harm by reason on inappropriateness and any other harm. As such very special circumstances exist and the proposal accords with paragraph 148 of the NPPF and policy DP10(b) and DP13 of the TDLPP2.

Green Belt conclusion

207. Officers have found that the proposal would be inappropriate development in the Green Belt. The NPPF establishes that substantial weight should be given to any harm to the Green Belt, and development should not be approved except in very special circumstances. The proposal would also have a moderate adverse impact on the openness of the Green Belt and would cause less than substantial harm to the existing heritage assets. Very special circumstances will not exist unless the harm to the Green Belt and any other harm are clearly outweighed by other considerations.
208. Officers have reviewed the considerations put forward by the applicant. Officers accept the County Education Authority's view that the proposed extension of this school is needed to secure the longer term provision of school places in this area by ensuring the viability of both St Peters and St Pauls School in Chaldon and St Johns School in Caterham. Officers consider that great weight can be attributed to providing local school places for pupils and ensuring their safe passage to and from school. Paragraph 95 of the NPPF states that local planning authorities should give great weight to the need to create, expand or alter schools. The highways works arising from the proposal are required to render it acceptable on highway safety ground and officers consider that these measures will also improve highway safety for the wider community.
209. On balance officers conclude that very special circumstances have been demonstrated which outweigh the moderate harm caused to the open character of the Green Belt and the less than substantial harm caused to the heritage assets and therefore planning permission should be granted.

Human Rights Implications

210. 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.
211. It is recognised that the development has the potential to have an impact on the local environment and local amenity. Officers consider that these impacts can be addressed through the imposition of planning conditions and that the scale of any potential impacts are not sufficient to engage in Article 8 or Article 1. As such the proposal is not considered to interfere with any Convention right.

Conclusion

212. The proposed development involves the construction of a single storey extension to the existing school to accommodate the expansion of the school from a 1FE infant school to a 1FE primary

school, including the construction of teaching classrooms with related support accommodation, WC facilities, library, enlargement of the existing hall, and associated off-site highway works.

213. The scale, design and location of the proposed extension will make a positive contribution to the existing school and the surrounding built form. The applicant has selected materials which are in keeping with the existing building and has chosen to install a green/blue roof to allow for biodiversity opportunities and sustainable drainage systems.
214. Given the reasonable separation distances between the nearest residential properties and the existing and proposed landscaping provisions, officers are of the opinion that there would be no adverse impact caused to residents. It is however acknowledged that there would be a disruption to residents during the construction of both the rear extension and the off-site highway works.
215. The arboricultural, landscaping, ecological and surface water drainage impacts of the proposal have been assessed and it is concluded that these would not give rise to any adverse impacts on the locality, subject to planning conditions.
216. It is recognised that the proposed development would encroach onto the school's playing fields. The applicant has agreed to provide a small pitch with markings to formalise the playing fields. Sport England have raised no objections to the proposal and as such officers support the expansion and formalisation of the outdoor areas, including the provision of a small playing pitch.
217. It is acknowledged that the expansion of the school would generate additional traffic on the highway network. The additional traffic would be for a limited period during the peak drop off and collection of pupils in the morning and afternoon. The proposed off-site highway works would result in safety improvements and would improve parking provision and pedestrian footways along Rook Lane.
218. Officers consider that the proposed development would be inappropriate development within the Green Belt and would cause harm to both the openness of the Green Belt and harm to the heritage assets, that cumulative harm is moderate. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm resulting from the proposal is clearly outweighed by other considerations. On balance officers conclude that very special circumstances have been demonstrated which outweigh the moderate harm caused to the open character of the Green Belt and less than substantial harm caused to the heritage assets. Therefore planning permission should be granted, subject to planning conditions.

Recommendation

That, pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, planning application ref: TA/2021/1213 be permitted subject to the following conditions:

Conditions:

IMPORTANT - CONDITION NO(S) [INSERT NO'S] MUST BE DISCHARGED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT.

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

253296-D01 Rev A Location Plan as Existing dated 6 July 2021

253296-D10 Rev A Site Plan As proposed dated 6 July 2021

253296-D11 Rev A Ground Floor Plan as Proposed dated 6 July 2021

253296-D12 Elevation as Proposed dated 6 July 2021

253296-D15 Rev A Block Plan As Proposed dated 6 July 2021

0434-22-B-1 Rev A Landscape Planting Plan with Biodiversity enhancements dated 17 November 2022

4495-E100 RevP2 External Lighting Plan dated 7 July 2021

3. Prior to the commencement of the development hereby permitted full details of the associated off-site highways works as detailed on plan drawing nos 4874-008a Rev P01, 4874-008b Rev P01, 4874-008c Rev P01 and 4874-009a Rev P05, 4874-009b Rev P05, 4874-009c Rev P03 shall be submitted to and approved in writing by the County Planning Authority to demonstrate how these works will be delivered in phases to accord with the requirements of condition 4 and shall include results of full surveys and safety audits of the highway.
4. The extension to the school building hereby permitted shall not be occupied unless and until the off-site highways works associated with the development (as referred to in condition 3) have been fully implemented on Rook Lane in accordance with the approved details, including any phasing.
5. Prior to the commencement of development hereby permitted a Construction Transport Management Plan (CTMP), shall be submitted to and approved in writing by the County Planning Authority. The CTMP shall include details of:

- a) parking of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) HGV deliveries and hours of operation
- f) No HGV movements to or from the site shall take place between the hours of 08:30 and 9:15am and 15:00 and 16:00 nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting in Rook Lane, Mount Avenue, Chaldon Common Road, Doctors Lane, Linden Drive or Church Lane during these times.
- g) On-site turning for construction vehicles.

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

- 6. The development hereby permitted shall not be first occupied until a school travel plan has been submitted to and approved in writing by the County Planning Authority. The submitted details shall include details of measures to promote sustainable modes of transport and provisions for the maintenance, monitoring and review of the impact of the Plan and its further development. The development shall thereafter be carried out in accordance with the approved details.

7. SuDS

The installation of the drainage measures in connection with the development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the County Planning Authority. The design must satisfy the SuDS Hierarchy and be compliant with the National Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

A) Evidence that the proposed final solution will effectively managed the 1 in 30 & 1 in 100 (+20% allowance for climate change) storm events, during all stages of the development . The final solution should follow the principles set out in the approved drainage strategy. If deep-bore infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 1 l/s.

B) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc).

C) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

D) Details of drainage management responsibilities and maintenance regimes for the drainage system.

E) Details of how the drainage system will be protected during the construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

The development shall be undertaken in accordance with the approved details.

8. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the County Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.
9. Prior to the commencement of the development hereby permitted a plan showing the location and details of the proposed Tree Protection fencing shall be submitted to and approved in writing by the County Planning Authority and thereafter the protective measures as approved shall remain in place until all works are completed.
10. The development hereby permitted shall be implemented fully in accordance with the recommendations in the Aboricultural implications Assessment ref: 2063-WWA-ZZ-XX-RP-L-0601 Rev PL03 dated 17.02.22. The development shall thereafter be carried out in accordance with the approved details.
11. The permitted hours for construction works are:
 - Monday to Friday 07:00 to 18:00 hours
 - Saturday 07:00 to 13:00 hours
 - Sunday and public and bank holidays

Details of any works required outside of these permitted hours should be submitted to and approved in writing by the County Planning Authority beforehand.
12. Prior to the commencement of the development, an assessment should be submitted to, and approved by, SCC, demonstrating that the Rating Level, LAr, Tr, of the noise emitted from all plant and equipment associated with the application site shall not exceed the existing representative LA90 background sound level at any time by more than +5 dB(A) at the nearest noise sensitive receptor (NSR). The assessment shall be carried out in accordance with British Standard (BS) 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'.

The existing representative LA90 background sound level shall be determined by measurement that shall be sufficient to characterise the environment. The representative level should be justified following guidance contained within BS4142:2014+A1:2019 and agreed with the County Planning Authority (CPA).
13. The development hereby permitted shall be carried out in accordance with the submitted Landscape Planting Plan with biodiversity enhancement as shown on drawing number 0434/22/B Rev 1A dated September 2022.
14. Any trees, shrubs or planting forming part of the approved landscaping scheme that are found to be dead, dying, severely damaged or diseased within five years of the completion

of the building works or five years of the carrying out of the landscaping scheme (whichever is later) shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season and in the same positions.

15. The development hereby permitted shall be carried out in accordance with the submitted Habitat Mitigation and Enhancement plan ref: 0706_R02_EMMP dated 16 September 2022. The development shall thereafter be carried out in accordance with the approved details.
16. The development hereby permitted shall be carried out in accordance with the submitted extension external lighting plan drawing number 4495 E100 rev P2 dated 07.07.21 and thereafter retained.

Reasons:

1. To comply with Section 91 (1)(a) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt and in the interests of proper planning.
3. To ensure that the development does not prejudice highway safety or cause inconvenience to other highway users and is in accordance with policy DP5 of the TDLPP2.
4. To ensure that the development does not prejudice highway safety or cause inconvenience to other highway users and is in accordance with policy DP5 of the TDLPP2.
5. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users and accords with the National Planning Policy Framework and policy DP5 of the TDLPP2.
6. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users and accords with the National Planning Policy Framework and policy DP5 of the TDLPP2.
7. To ensure that the design meets the National Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site in accordance with policies DP21 of the TDLPP2 and NPPF.
8. To ensure that the drainage system is constructed to the National Non-Statutory Technical standards for SuDS and to comply with policy DP21 of the TDLPP2.
9. To mitigate the loss of trees and to protect and enhance the character and appearance of the surrounding area and to comply with policy CSP21 of the TDLPP2.
10. To protect the retained trees and to comply with policy CSP21 of the TDLPP2.
11. To protect the amenity of noise sensitive receptors during the construction phase of the development and in accordance with policy DP7 of the TDLPP2.
12. To protect the amenity of noise sensitive receptors during the construction phase of the development and in accordance with policy DP7 of the TDLPP2.

13. To ensure that the development integrates well with its surroundings and protects the amenities of the locality in accordance with Policy DP7 of the TDLPP2.
14. To ensure that the development integrates well with its surroundings and protects the amenities of the locality in accordance with Policies DP7 of the TDLPP2.
15. In the interests of biodiversity and in accordance with policies DP19 of the Tandridge District Local Plan Part 2 and CSP18 of the Tandridge District Core Strategy.
16. To safeguard and protect the residential amenities and in accordance with policy DP7 of the TDLPP2.

Informatives:

1. The attention of the applicant is drawn to the requirements of Sections 7 and 8 of the Chronically Sick and Disabled Persons Act 1970 and to Department for Children, Schools and Families Building Bulletin 102 'Designing for disabled children and children with Special Educational Needs' published in 2008 and Department of Education Building Bulletin 104 'Area guidelines for SEND and alternative provision' December 2015, or any prescribed document replacing these notes.
2. This approval relates only to the provisions of the Town and Country Planning Act 1990 and must not be taken to imply or be construed as an approval under the Building Regulations 2000 or for the purposes of any other statutory provision whatsoever.
3. In determining this application the County Planning Authority has worked positively and proactively with the applicant by: (delete as appropriate) 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; forwarded consultation responses to the applicant; considered representations from interested parties; liaised with consultees and the applicant to resolve identified issues and determined the application within the timeframe agreed with the applicant. Issues of concern have been raised with the applicant including impacts of and on noise/traffic/odour/air quality/dust/heritage/flooding/landscape/ecology/visual impact/Green Belt and addressed through negotiation and acceptable amendments to the proposals. The applicant has also been given advance sight of the draft planning conditions and the County Planning Authority has also engaged positively in the preparation of draft legal agreements. This approach has been in accordance with the requirements of paragraph 38 of the National Planning Policy Framework 2021.

- 4. The applicant is advised 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.

[National Planning Policy Framework Planning Practice Guidance waste; traveller sites; planning for schools development; sustainable drainage systems; parking and Starter Homes.](#)

Contact Janine Wright

Tel. no. 020 8541 9897

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, are available to view on our [online register](#). The representations received are publicly available to view on the district/borough planning register.

The Tandridge District Council planning register for this application can be found under application reference TA/2021/1213.

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

Tandridge District Core Strategy 2008 (adopted October 2008)

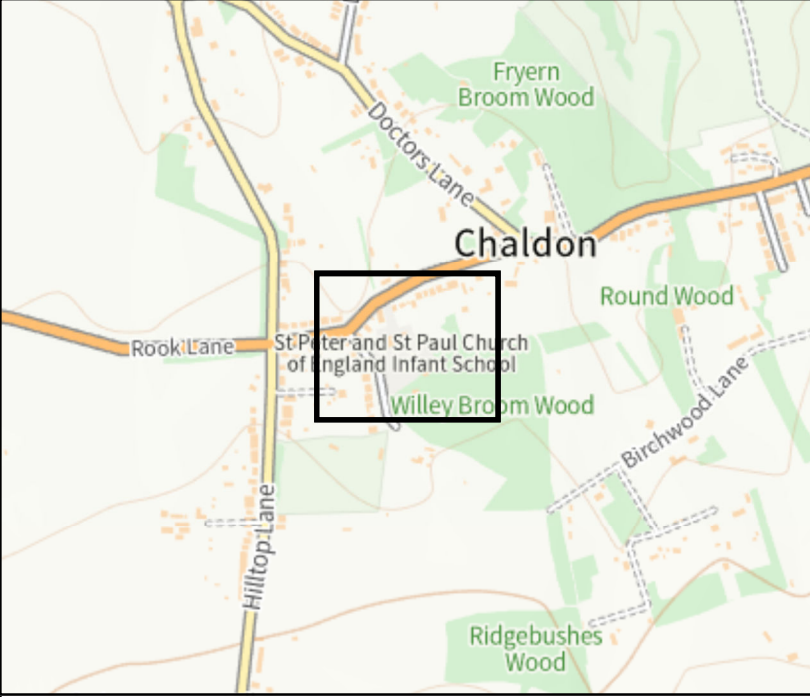
Tandridge Local Plan: Part 2 Detailed Policies 2014 (adopted July 2014)

Caterham, Chaldon and Whyteleafe Neighbourhood Plan 2018 to 2033 (adopted June 2021)

Other Documents

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Site Location: **St Peter and St Paul CE Infant School, 93 Rook Lane, Chaldon, Caterham, Surrey CR3 5BN**



The construction of a single storey extension to the existing school to accommodate the expansion of the school from a 1FE Infant School to a 1FE Primary School, including the construction of teaching classrooms with related support accommodation, WC facilities, library, enlargement of the existing hall, and associated off-site highway works.

Application numbers:
TA/2021/1213

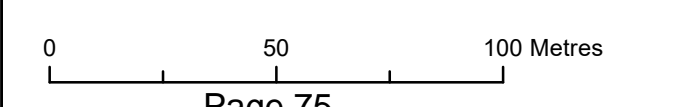
Electoral divisions:
Caterham Hill

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Note: This plan is for indicative purposes only



Ref No:
SCC Ref 2021/0093



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Aerial 1: Site Context





2022 Aerial Photos

Aerial 2: Application site



Application Site Area

Page 78



All boundaries are approximate

Photo 1: Approaching the school from the west on Rook Lane (B2031)





SURREY
COUNTY COUNCIL

Photo 2: View of car park opposite the school – used by the village hall





Photo 3: View opposite the car park – looking towards the village hall





SURREY
COUNTY COUNCIL

Photo 4: Front entrance to the school





Photo 5: school entrance





SURREY
COUNTY COUNCIL

Photo 6: View along Rook Lane from school entrance westward



Photo 7: View further westward along Rook Lane towards Caterham





SURREY
COUNTY COUNCIL

Photo 8: Further views along Rook Lane



Photo 9: View along Rook Lane





Photo 10: View along Rook Lane

Page 88





SURREY
COUNTY COUNCIL

Photo 11: Mount Avenue

Page 89





SURREY
COUNTY COUNCIL

Photo 12: Mount Avenue – view looking south

Page 90



Photo 13: Rear of the school





Photo 14: Rear of school



Page 92



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Photo 15: school play area





Photo 16: School driveway and parking





Photo 17: Staff parking in front of school





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COUNTY COUNCIL

Photo 18: Wileybroom Lane (South off Rook Lane)

