

TO: PLANNING & REGULATORY COMMITTEE **DATE:** 30 July 2014

BY: PLANNING DEVELOPMENT CONTROL TEAM
MANAGER

DISTRICT(S) EPSOM & EWELL BOROUGH
COUNCIL

ELECTORAL DIVISION(S):

Epsom Town and Downs

Mrs Mountain

PURPOSE: FOR DECISION

GRID REF: 521364; 157562

TITLE: SURREY COUNTY COUNCIL PROPOSAL EP14/00362

SUMMARY REPORT

**Land at The Vale Primary School, Beaconsfield Road, Langley Vale, Epsom, Surrey
KT18 6HP**

Installation of demountable classroom unit comprising one classroom and ancillary facilities for a temporary period of 7 years; external fencing works and relocation of bin store and cycle store.

The Vale Primary School is located in the community of Langley Vale to the south of Epsom Downs. The building dates from the late 1990s. The development comprises a single classroom demountable unit with approximately 88 sq m of floorspace, proposed to be erected on hard standing to the east of the main school building. The new classroom is required to accommodate up to 30 additional pupils from September 2014 to meet local demand for school places. The new unit is currently under construction.

Epsom, and Ewell Borough Council have objected to the development, raising the issues impact on local amenity arising from increased traffic congestion and on-street parking, the ineffectiveness of the School Travel Plan and the construction process having begun prior to planning permission being granted. Seven representations were received, raising concerns relating to transportation, water supply, noise and non-compliance with certain conditions applied to the planning permission for the original school. These issues are discussed in the Policy Considerations section of the report. The County Highway Authority and Officers consider that these concerns would be addressed adequately by the imposition of planning conditions.

Thames Water has no objection to the proposed development.

The proposal is considered to have no adverse impact on visual amenity and a small impact on residential impact. Officers consider that this impact can be addressed adequately through planning conditions. The proposed design and materials are considered appropriate.

Officers are satisfied that the proposal accords with the Development Plan.

The recommendation is to PERMIT subject to conditions.

APPLICATION DETAILS

Applicant

Estates Planning and Management

Date application valid

30 May 2014

Period for Determination

25 July 2014

Amending Documents

Construction Phase Plan for The Vale Primary School received on 13 June 2014

Mar-Train Heavy Haulage Ltd Vale Primary School received on 26 June 2014

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
The Principle of Development	YES	18-23
Design and Visual Amenity	YES	24-28
Impact on Residential Amenity	YES	29-35
<i>Transportation Considerations</i>	YES	36-40

Utility Provision

YES

41-44

Other Matters including
non-compliance with
Planning Conditions

NOT APPLICABLE

45-51

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ILLUSTRATIVE MATERIAL

Site Plan

Plan

Aerial Photographs

Aerial

Site Photographs

Figure 1 – Looking south from near Beaconsfield Road toward location of new demountable unit, with main school building on the right

Figure 2 – View looking north from hard play area toward location of demountable unit

Figure 3 – Looking northeast toward location of the demountable unit, with footings in place

BACKGROUND

Site Description

1. The Vale is a one form of entry primary school (located in the developed enclave of Langley Vale, lying immediately to the south of Epsom Downs and the racecourse. Langley Vale comprises an isolated development of three parallel residential streets originally developed between the wars, but now containing much recent infilling and redevelopment. The three streets are all cul de sacs. The southern most of these streets is Beaconsfield Road, and the school is located on the south side of Beaconsfield Road about 150 m from its eastern end.
2. The school dates from 1998 and comprises a red brick built, roughly 'T' shaped single storey building set back from the Beaconsfield Road frontage with a parking and drop off area in front of it and hard play areas to the rear. The natural topography rises to the south, while the school site has been largely levelled, so there are high retaining walls and landscaped banks on the south and east sides. Along the eastern boundary are hard surfaced areas containing staff car parking, a cycle store and bin store. At the top of the retaining wall, a footpath runs along the eastern boundary from Beaconsfield Road to a public recreation ground at the rear, which is also used by the school as a playing field. The footpath has high close boarded fencing on each side and beyond it are two storey houses which present flank elevations towards the footpath and school site. To the south of the school site is open country with public access, mainly wooded. The site's southern boundary is marked by a high brick wall known as the 'Warren Wall', which also extends along the rear of other properties on the south side of Langley Vale. The Warren Wall is a listed building.

Planning History

3. Planning permission was granted in September 1998 (Ref: EP98/0111) for the original 210 place primary school with hard play areas and associated highway works and parking provision ; and construction of a new footpath between Beaconsfield Road and the Warren Recreation Ground. In 2010 a proposal for a canopy was judged to be permitted development.

THE PROPOSAL

4. The single classroom demountable unit with ancillary facilities that is the subject of this application is already being installed on existing hard standing between the main school building and the eastern boundary of the site. Therefore, any planning permission granted will be retrospective.
5. The unit measures approximately 7m x 12.8m and would be a maximum 3.4m high. The retaining wall at this point on the boundary is about 2m high. The unit will be finished in plastic coated cladding, coloured 'Honesty, a light beige/green shade.
6. Demand for school places in the South Epsom and Langley Vale school planning area for September 2014 has exceeded the available supply. In response, a temporary expansion of Langley Vale is being proposed, which will mean its admitting 30 additional pupils to its reception class (60 in total, instead of the normal 30) in September 2014. This 'bulge' year group will remain in the school until it reaches year 6. To accommodate the bulge an additional demountable classroom unit is proposed until the bulge has passed through the school.
7. The unit has displaced a cycle store, a bin store and two existing staff parking spaces. The application provides for relocating the bin store further down the eastern boundary, closer to the Beaconsfield road frontage, and the cycle store to the front (northeast) corner of the main building.

CONSULTATIONS AND PUBLICITY

District Council

8. Epsom and Ewell Borough Council: Objection on the basis of: 1) adverse impact on residential amenity due to increased traffic congestion and on-street parking; 2) the School Travel Plan being ineffective in controlling car use; 3) construction work having started prior to the decision being made.

Consultees (Statutory and Non-Statutory)

9. County Highway Authority –
Transportation Development Planning: No objection subject to conditions
10. Thames Water: No objection

Parish/Town Council and Amenity Groups

11. None

Summary of publicity undertaken and key issues raised by public

12. The application was publicised by the posting of 2 site notices. A total of 59 owner/occupiers of neighbouring properties were directly notified by letter. Seven representations were received, raising the following issues:-
- The school site is not large enough to have an additional classroom for 30 more pupils
 - The proposal will result in increased traffic congestion, with a consequent reduction in road safety
 - Worsening situation with on-street parking
 - The proposal will result in reductions in on-site parking provision and already inadequate hard play area
 - Will the existing overflow car park (on part of the existing hard play area) be retained?
 - Increased traffic will erode the bad road surfaces further and increase problems at road junctions

- A suggestion that the travel plan address travel and parking by staff members at the school
- A suggestion that the yellow lines be extended further along Beaconsfield Road from the school site and that the hours of parking restriction be extended
- There will be an increase in noise levels
- The hours of construction work are unreasonable and are causing noise disturbance.
- Current problems with water supply to the school and residential properties will be worsened
- Non-compliance with certain planning conditions on the original planning permission for the school, specifically conditions relating to monitoring and implementation of the school travel plan and a school bus service being run if on-street parking generated by the school exceeds a specified number of vehicles
- Non-compliance with a promise given that the school would not expand
- Insufficient information or contextual history being provided to enable the committee to make an informed decision on the application
- Lack of consultation by the applicant with local residents and inadequate neighbour notification by the county planning authority
- Construction work having started prior to planning permission being granted..

PLANNING CONSIDERATIONS

- 13.** The County Council as County Planning Authority has a duty under Section 38 (6) of the Planning and Compulsory Purchase Act 2004 to determine this application in accordance with the Development Plan unless material considerations indicate otherwise. Section 70(2) of the Town and Country Planning Act 1990 (as amended) (1990 Act) requires local planning authorities when determining planning applications to “have regard to (a) the provisions of the development plan, so far as material to the application, (b) any local finance considerations, so far as material to the application, and (c) any other material considerations”. At present in relation to this

application the Development Plan consists of the Epsom and Ewell Core Strategy 2007 and saved policies from the Epsom and Ewell District-wide Local Plan 2000.

14. The National Planning Policy Framework (NPPF) was adopted in March 2012. This document provides guidance to local planning authorities in producing local plans and in making decisions on planning applications. The NPPF is intended to make the planning system less complex and more accessible by summarising national guidance which replaces numerous planning policy statements and guidance notes, circulars and various letters to Chief Planning Officers. The document is based on the principle of the planning system making an important contribution to sustainable development, which is seen as achieving positive growth that strikes a balance between economic, social and environmental factors. The Development Plan remains the cornerstone of the planning system. Planning applications which comply with an up to date Development Plan should be approved. Refusal should only be on the basis of conflict with the Development Plan and other material considerations.
15. The NPPF states that policies in Local Plans should not be considered out of date simply because they were adopted prior to publication of the framework. However, the policies in the NPPF are material considerations which planning authorities should take into account. Due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies are to the policies in the Framework, the greater the weight they may be given).
16. The NPPF highlights that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It continues by stating that Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. It states that Local Planning Authorities should, inter alia, give great weight to the need to create, expand or alter schools.
17. The main issues are the principle of development, design and visual amenity, impact on residential amenity, transportation considerations and non-compliance with the conditions relating to the planning application for the original school.

The Principle of Development

Epsom and Ewell Core Strategy 2007

Policy CS 13 – Community, Cultural and Built Sports Facilities

Epsom and Ewell District-wide Local Plan 2000

Policy CF4 – Educational Facilities

- 18.** Core Strategy Policy CS13 states that the provision of new community facilities (including schools) will be encouraged, particularly where they address a deficiency in current provision and where they meet identified needs of communities both within the Borough and beyond. Local Plan Policy CF4 states that proposals for extensions to existing educational facilities will be permitted provided that the amenities of neighbouring residents are not unduly harmed and there is no adverse effect on highway safety and efficiency.
- 19.** A local resident has suggested in a representation that the school site is too small to accommodate the proposed new building and that the proposal would decrease already inadequate hard play provision.
- 20.** The Education Planning Statement submitted as part of the application notes that the County Council, as the Local Education Authority, has a duty to provide sufficient school places. In forecasting the need for these places the County Council's School Commissioning Team uses data on live births, trajectories of new housing development and historic patterns of preferences for schools by parents.
- 21.** As noted in paragraph 5, the demand for school places has exceeded supply in the South Epsom and Langley Vale school planning area for September 2014. The Education Planning Statement also indicates that suitable potential alternative existing school sites were investigated but the site at The Vale Primary School was considered to be the best option. The Statement concludes that the proposed development represents the optimal combination of sound educational standards and meeting parental preferences.
- 22.** Officers consider that the proposed is acceptable and can be accommodated because it is small scale in the context of the school and because it is for a temporary period of 7 years, to accommodate a 'bulge' in demand for school places. While the loss of hard play area is regrettable, once again the temporary nature of the development means that Officers consider the reduction in hard play area acceptable.
- 23.** The proposal is considered to accord with the above noted Development Plan policies.

Design and Visual Amenity

Epsom and Ewell Core Strategy 2007

Policy CS 5 – The Built Environment

Epsom and Ewell District-wide Local Plan 2000

Policy BE1 – General Policy on the Built Environment

Policy BE19 – Design of New Buildings

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- 24.** Core Strategy Policy CS5 requires the design of all development to be high quality and inclusive. Local Plan Policy BE1 requires new development to be designed to make a positive contribution to the quality of the built environment. Local Plan Policy BE19 expects new buildings and alterations to existing buildings to be in keeping with neighbouring buildings in terms of scale, style, materials and colour, and design details (roof line, fenestration, elevations).
- 25.** The demountable building is located in the centre of the school site, between approximately 1 and 2m from the eastern site boundary and about 4.2 m from the existing school building. The front (west) elevation of the new unit has four windows, three for the single classroom and the other for the entrance lobby. There is an external door on each end elevation, with two windows on the north elevation and one on the south elevation. There are no windows on the east elevation.
- 26.** The new unit has about 88 sq m of floorspace comprising a classroom, a lobby, three toilets and a store. The building has a shallow pitched roof in medium grey and walls clad in light beige/green panels. The window frames are of white uPVC and the door frames are of medium grey powder coated aluminium. A metal security fence with single and double gates is proposed to be installed.
- 27.** Officers consider that the design and materials of the new unit are appropriate to the context and in keeping with the contemporary design of the main building. The new building is small scale in relation to the main building.
- 28.** Officers consider that the proposal is acceptable in terms of design and visual amenity, and that the development complies with the above noted Development Plan policies.

Impact on Residential Amenity

Epsom and Ewell District-wide Local Plan 2000

Policy CF1 – New or Improved Community Facilities

Policy CF4 – Educational Facilities

Policy DC1 – General Development Policy

29. Local Plan Policy CF1 permits proposals for new or improved community facilities provided that neighbouring amenity is not unduly harmed. Local Plan Policy CF4 permits extensions to schools subject to the same proviso. Local Plan Policy DC1 permits development which would not cause serious harm to either the living conditions or operational efficiency of adjoining properties (including in terms of outlook, privacy and noise) or the character and appearance of the surrounding area.
30. The closest residential property is located about 4.2 m from the rear (eastern) elevation of where the new unit would be situated. The two storey dwelling on this property would be approximately 9.5m to the northeast. A similar dwelling to the southeast would be about 12m distant. A north/south orientated footpath runs between these residential properties and the eastern site boundary. Close boarded fences on either side of the footpath as well as semi-mature trees along the site boundary would provide some visual screening of the new building from these two dwellings, the new unit only being visible from a first floor window in the flanking elevation of each dwelling.
31. Epsom and Ewell Borough Council have raised objection on a number of grounds including detrimental impact on local residential amenity because of transportation implications of the development (see paragraphs 38 to 40 for the Officers' response).
32. Officers consider that the proposed building would have no adverse visual impact on amenity because of its relatively small scale in the context of the existing school building, the presence of existing fences and vegetation and the fact that only one first floor window in each adjoining house would overlook the new building.
33. A local resident has raised the issue of noise, suggesting that the increase in the number of pupils resulting from the proposed development would increase the ambient noise. Officers consider that any increase in noise from the use of outdoor

play areas resulting from the 30 additional pupils is likely to be small in the context of current noise levels.

34. Another resident has raised the matter of noise during the construction process and hours of working being beyond those normally allowed. Officers consider that construction activities would have a small potential detrimental effect on residential amenity, but this can be ameliorated and rendered acceptable by the imposition of a planning condition.
35. The development is considered to accord with the Development Plan policies relating to residential amenity.

Transportation Considerations

Epsom and Ewell Core Strategy 2007

Policy CS 16 – Managing Transport and Travel

Epsom and Ewell District-wide Local Plan 2000

Policy CF1 – New or Improved Community Facilities

Policy CF4 – Educational Facilities

36. Core Strategy policy CS16 requires development proposals to be appropriate for the highway network in terms of volume and nature of traffic generated and to ensure that safety, convenience and free flow of traffic is not adversely affected. Traffic generated should not create new, or exacerbate existing on street parking problems. Local Plan Policies CF1 and CF4 allow proposals for improved community facilities and educational facilities respectively, subject to criteria that the amenities of neighbouring residents are not unduly harmed and that there is adverse effect on highway safety and efficiency.
37. A number of issues raised in the representations relate to traffic congestion and parking, including minor traffic accidents, the blocking of residential drives, additional parking restrictions near the school moving parking problems to other parts of Beaconsfield Road and insufficient on-site parking provision (the latter being reduced by 3 spaces as result of the current proposal). A number of residents suggest that the original School Transport [Travel] Plan (STP) is ineffective since it has not been implemented or kept up to date. One resident considers that the number of vehicular movements generated by the school is now

considerably more than the maximum number estimated in the original STP. A number of residents suggest that 30 additional pupils attending the school would exacerbate both the congestion and the parking problem. Concern with these matters, in the context of local amenity, is reinforced by the Borough Council in its objection. Another resident suggests that the existing yellow lines on Beaconsfield Road and the hours of parking restriction both be extended.

- 38.** The County Highway Authority has advised that the impact of additional pupils in highway terms would be managed adequately by the implementation of a new approved School Travel Plan, which is to be monitored and updated. The new STP needs to address the travel habits of staff as well as those of parents. The Highway Authority also notes that the traffic generated by the construction process could be managed by measures in the construction management plan being implemented. The Highway Authority recommends planning conditions relating to a new STP, the construction management plan and the timing of movements by heavy goods vehicles during the construction period. The extension of yellow lines and hours of parking restriction are not supported by Officers because of the difficulty of enforcement. On the matter of the condition of the road, Officers consider that the relatively small number of additional vehicles generated by the new development will not worsen the existing situation unduly.
- 39.** Officers consider that although the development would have a potentially adverse effect on residential amenity due to transportation implications and noise during the construction period, this impact can be mitigated satisfactorily by the imposition of the planning conditions. Officers also consider that the recent appointment of an Officer to the new post responsible for monitoring the fulfilment and implementation of planning conditions will help the County Planning Authority in following through the requirements contained in conditions including that requiring the new School Travel Plan to be monitored, updated and implemented, something which Officers consider especially important in keeping the impact on residential amenity to an acceptable level.
- 40.** Officers have considered the points made in the representations relating to traffic and parking issues. However, given the limited scale of the proposal, Officers consider that the impacts on residential amenity can be ameliorated by imposing planning conditions addressing the School Travel Plan, the impacts of traffic generated by the construction process and noise emanating from the site during this process. The proposal is considered to comply with the Development Plan policies relating to transportation.

Utility Provision

Epsom and Ewell Core Strategy 2007

Policy CS 12 – Developer Contributions to Community Infrastructure

Epsom and Ewell District-wide Local Plan 2000

Policy DC6 – Water Resources and Quality

- 41.** Local Plan Policy DC6 states that planning permission will only be granted for development for which adequate water resources can be secured without damage to water quality or the water environment. Core Strategy Policy CS12 requires developers to demonstrate that the service infrastructure needed to serve development is available. Where implementation of development would create the need for additional infrastructure, or would exacerbate an existing deficiency in its provision, developers are expected to make the necessary provision.
- 42.** A local resident has raised the matter of water supply to local houses and the school, noting failure of a booster pump for this supply. He wonders if an assessment has been made of the situation to ensure adequate supply in the future. Another resident has noted that Langley Vale again recently experienced having its water supply turned off for several hours, a fairly regular occurrence. He considers that having 30 more pupils at the school would place unreasonable pressure on an already fragile water supply.
- 43.** Thames Water has no objection to the proposal with regard to water infrastructure capacity.
- 44.** Officers consider that having an additional 30 more children using the local water supply will not have an unduly adverse impact on the current situation.

Other Matters including non-compliance with Planning Conditions

- 45.** The NPPF states that enforcement action in relation to planning conditions is discretionary, and local planning authorities should act proportionately in responding to suspected breaches of planning control.
- 46.** A number of residents have raised the matter of non-compliance with specific planning conditions on the original planning permission for the school granted in

1998 (Ref: EP98/0111). This point relates specifically to Conditions 8 and 9 (requiring the School Transport [Travel] Plan to be monitored and implemented) and Condition 10 (requiring a school bus service to be run if on-street parking generated by the school exceeds a specified number of vehicles).

- 47.** In response Officers note that the County Planning Authority currently relies on the Local Education Authority to ensure adherence to planning conditions. It is accepted that the requirements of these conditions have not been met. The recent appointment of a Monitoring Officer within the County Planning Authority should achieve better control over the development process and avoid recurrence of the type of situation that has occurred in this case.
- 48.** It should be noted that any commitment made when the original school was proposed is not binding in terms of planning as a particular decision cannot be used to fetter the discretion of a future Committee to determine another planning application. It is possible, however, to request that a planning application be made where permitted development rights apply. This is the case with Condition 21 of the original planning permission, which stipulated that permitted development rights do not apply to any smaller buildings or extensions. However, Condition 21 is not relevant to the current proposal given the size and scale of the proposed demountable unit.
- 49.** A representation has raised the point that insufficient and sometimes misleading information, and insufficient contextual history, have been provided to enable the Committee to make an informed decision on the application. Officers consider that their report provides sufficient background information, and that sufficient and adequate information was provided, to allow Officers to evaluate the proposed development in order to advise the Members of the Committee on the issues and make a valid recommendation on the proposal.
- 50.** A local resident has expressed concern that the applicant has carried out no consultation with neighbours of the school and that the County Planning Authority notified only neighbours whose properties immediately adjoined the school site instead of notifying all local residents who will be directly impacted by the development. The matter of consultation by the applicant is not something that can be specified by the County Planning Authority. On the aspect of the Planning Authority's extent of notification, the general procedure is to place site notices and to notify occupiers of all properties within 90 metres of the application site. This practice exceeds the statutory requirement and is considered to be reasonable in this case.

51. It is regrettable that construction work has started prior to the granting of planning permission. The decisions on the timing of the submission of a planning application and of any construction do not fall within the jurisdiction or control of the County Planning Authority. Nevertheless the Planning Authority strongly discourages such practice.
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HUMAN RIGHTS IMPLICATIONS

52. 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.
53. In this case, the Officers' view is that while potential impact on amenity caused by traffic congestion, on-street parking and noise during the construction period is acknowledged, the scale of such impact is not considered sufficient to engage Article 8 or Article 1 of Protocol 1. The impact can be mitigated by conditions. As such, this proposal is not considered to interfere with any Convention right.
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CONCLUSION

54. This application is for a demountable unit containing a single classroom and ancillary facilities. The construction process has already started. Officers consider that the new unit has no detrimental impact on visual amenity. There has been and will continue to be an adverse impact on residential amenity because of increases in traffic and pressure for on-street parking, but Officers consider that this impact can be ameliorated satisfactorily by applying planning conditions. The design of the new building is considered to be appropriate to the context of the site and the existing modern building. All relevant policy tests are considered to have been met. The proposal is recommended for permission subject to conditions.

RECOMMENDATION

That pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, application number EP14/00362 be PERMITTED subject to the following conditions:

Conditions:

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

Drawing No. A-101, Site Location Plan, dated May 2014

Drawing No. A-102, Proposed Block Plan, dated May 2012

Drawing No. A-103, Proposed Site Section, dated May 2012

Drawing No. C228-DP-001-B, Floor Plan Option 1, dated 28 May 2014

Drawing No. C228-DP-002, Proposed Elevations, received 30 May 2014.

3. The development shall be implemented strictly in accordance with 'The McAvoy Group Limited Construction Phase Plan for the Vale Primary School' received on 13 June 2014 and 'Mar-Train Heavy Haulage Ltd Vale Primary School' received on 26 June 2014.
4. Within 6 months of the occupation of the development hereby permitted, a School Travel Plan shall be submitted to the County Planning Authority for approval in writing and thereafter implemented, maintained, monitored and updated to the satisfaction of the County Planning Authority.
5. During school term time, there shall be no HGV movements to or from the site between the hours of 8.30 and 9.15 am and 2.50 and 3.30 pm nor shall there be any HGVs associated with the development at the site laid up, waiting, in roads in the vicinity of the site during these times.
6. In carrying out the development hereby permitted, no construction activities shall take place except between the hours of 8.00 and 18.00 between Mondays and Fridays and between 8.00 and 13.00 on Saturdays. There shall be no working on Sundays or bank and public/national holidays.

Reasons:

1. To comply with Section 91 (1) (a) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt and in the interests of proper planning.
3. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in the interests of the amenities of the area pursuant to Policy CS 16 of the Epsom and Ewell Core Strategy 2007 and Policies CF1 and CF4 of the Epsom and Ewell District-wide Local Plan 2000.
4. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in the interests of the amenities of the area pursuant to Policy CS 16 of the Epsom and Ewell Core Strategy 2007 and Policies CF1 and CF4 of the Epsom and Ewell District-wide Local Plan 2000.
5. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in the interests of the amenities of the area pursuant to Policy CS 16 of the Epsom and Ewell Core Strategy 2007 and Policies CF1 and CF4 of the Epsom and Ewell District-wide Local Plan 2000.
6. In the interests of the amenities of the area pursuant to Policy CS 16 of the Epsom and Ewell Core Strategy 2007 and Policies CF1 and CF4 of the Epsom and Ewell District-wide Local Plan 2000.

Informatives:

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

3. The County Planning Authority confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.
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CONTACT

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BACKGROUND PAPERS

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

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

The Development Plan: Epsom and Ewell Core Strategy 2007 and the Epsom and Ewell District-wide Local Plan 2000
