

**TO:** PLANNING & REGULATORY COMMITTEE **DATE:** 7 January 2015  
**BY:** PLANNING DEVELOPMENT TEAM MANAGER  
**DISTRICT(S)** ELMBRIDGE BOROUGH COUNCIL **ELECTORAL DIVISION(S):**  
Weybridge  
Mr Mahne

**PURPOSE:** FOR DECISION **GRID REF:** 508027 164499

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**TITLE:** SURREY COUNTY COUNCIL PROPOSAL EL/2014/4011

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### **SUMMARY REPORT**

**Land at Manby Lodge Infant School, Princes Road, Weybridge, Surrey KT13 9DA**

**Demolition of Manby Lodge and two demountable classroom buildings and one brick built classroom block; erection of single and two storey extensions to main building to provide teaching, admin and ancillary facilities; laying out of new car park and other external works and provision of new cycle store.**

**Manby Lodge is in the built up part of Weybridge, with a frontage to A317 Queens Road, but with access also from the rear via Princes Road. The school is in a principally residential area, but close to the Queens Road secondary town / village centre and adjoins a town green containing a cricket ground. The school comprises a former large dwelling (the 'Lodge'), a single storey main building dating from the 1960s and other freestanding classroom units. There is a small staff car off Queens Road. Parents utilise on-street parking in both Queens Road and Princes Road when collecting and dropping off pupils. They also use the public car park in Princes Road which serves the cricket ground, and there are indications that other private parking areas of Queens Road are also used by parents. The school is to be expanded from its current 2 forms of entry (FE) (180 places) to 3FE (270 places), although it has taken bulge classes and currently has 240 places. The required additional accommodation is to be provided by demolishing the lodge and existing freestanding classroom units and adding extensions on the north and south sides of the main building.**

**Elmbridge Borough Council, the County Highway Authority, County Arboriculturalist and County Ecologist have no objection to the proposal. Objections have been received from the residents associations of Woodview Court and individual properties in Queens Road and Princes Road. The main areas of concern are existing traffic congestion, poor and illegal parking behaviour, the additional impact arising from more pupils, impacts during construction and the residential amenity impacts of the two storey extension on houses in Princes Road.**

Officers consider the design of the extensions is acceptable and that the impact of the development on local residential amenity is not unacceptable. In transportation terms Officers consider that the proposed mitigation measures are proportional to the increase in pupil enrolment. Therefore Officers conclude that there would be no severe residual cumulative impacts on residential amenity or highway safety. Potential impacts on ecology and effects of trees are addressed through planning conditions. The proposal complies with the relevant Development Plan policies.

The recommendation is to PERMIT subject to conditions.

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## APPLICATION DETAILS

### *Applicant*

Estates Planning and Management

### *Date application valid*

7 October 2014

### *Period for Determination*

2 December 2014

### *Amending Documents*

None.

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## 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.

	<b>Is this aspect of the proposal in accordance with the development plan?</b>	<b>Paragraphs in the report where this has been discussed</b>
Principle of Development	yes	23 and 24
Design and Visual Amenity	yes	25 to 29
Impact on Residential Amenity	yes	30 to 39
Traffic Impacts on Residential Amenity and Safety	yes	40 to 48
Impact on Trees	yes	49 to 54
Ecological Impacts	yes	55 to 59

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## ILLUSTRATIVE MATERIAL

### Site Plan

Plan

### Aerial Photographs

Aerial

### Site Photographs

- Figure 1 Lodge building and existing staff car park, viewed from Queens Road.
- Figure 2 North elevation of existing main building, location for single storey extension, looking south east.
- Figure 3 Existing detached classroom building, site of proposed two storey extension, looking east towards Barrington Lodge.
- Figure 4 Eastern boundary of school site, with Barrington Lodge on left, and location for two storey extension on right.
- Figure 5 Queens Road frontage of school.
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## BACKGROUND

### *Site Description*

- 1 Manby Lodge Infant School is 2 form of entry (FE) infant school, which would normally accommodate 180 pupils aged 4 to 7 years. However two of its three year groups already have a third form of entry as a bulge class, so it currently has approximately 240 pupils. The additional capacity was created by the installation of a twin demountable classroom unit.
- 2 The school site is situated in a residential area on the eastern outskirts of Weybridge. The school is bounded by Queens Road (A317) to the north, and Princes Road to the south. Immediately to the west, The Green is a public open space containing a cricket ground and is designated as Strategic Urban Open Land. Immediately to the east is a relatively recent, part two, part three storey residential development (Barrington Lodge), built in the 1980s on land which once formed part of the school site. Further to the east is another residential development, Woodview Court, which comprises two three-storey blocks of flats in landscaped grounds, accessed from Queens Road. Beyond Woodview Court is a modern three storey office block. This part of Queens Road is a designated as a secondary town/ village centre, which has a number of retail and commercial uses in a parade of shops, restaurants and professional and financial services uses. There is a pay and display car park in York Road, to the rear of the parade on the north side of Queens Road.

The school site is rectangular in shape with the main school buildings, a mix of traditional and modern buildings, located on the northern part of the site with car parking, hard and soft play areas to the south.

- 3 The principal existing buildings on the school site are:
- the Lodge, an early 20<sup>th</sup> century building, formerly a large dwelling which is four storeys high, including rooms in the roof space and, as a result of a change in levels, a basement. The lodge currently houses admin and ancillary activities, one classroom and a staff flat
  - a single storey main building to the rear of the lodge. This dates from the 1960s /70s and is constructed in brick with mainly flat roofs. This contains classrooms, group and practice rooms, library, kitchen and hall. The central section forming the hall is higher than a conventional single storey.

Other buildings are two demountable classroom buildings, one on the west side of the site between the two main buildings and one at the rear of the main building. There is also another detached brick built classroom building, also at the rear. These are all single storey.

- 4 The site is mainly flat but with significant drops downwards between the Queens Road frontage and the Lodge, and between the lodge and the main building.
- 5 The site has significant trees along its north, west and south sides. The boundary on its east side is marked by chain link fences and mature evergreen vegetation. In its central section, this boundary is marked by a wall approximately 2.5m high topped by a trellis and also backed by evergreen screen planting, and the flank elevations of the dwellings themselves. One of the school's paved internal pathways passes along the boundary.
- 6 The principal vehicular access to the school is from Queens Road, leading to a small informal car parking area. There is also a vehicle access gate at the south off the cul de sac end of New Road leading from Princes Road which the school shares with the adjoining Barrington Court residential development. There are separate pedestrian accesses from Queens Road, at the north east corner of the site, directly from Princes Road and from the cul de sac leading to Barrington Lodge from Princes Road.
- 7 The school is planned to expand from two to three FE throughout in response to the rising demand for school places locally. This would result in its capacity rising to 270 places.

### ***Planning History***

- 8 EL12/0223 Single storey extension to two sides of existing school hall to create enlarged hall, group, teaching, admin and staff preparation space and storage and bin store areas. Permitted subject to conditions March 2012.
- EL11/0658 Single storey extension to two sides of school hall to create group teaching, admin, staff preparation, storage and bin store areas. Application withdrawn.

EL09/0560	Installation of demountable classroom unit comprising two classrooms with toilets and retention of existing single demountable unit for a temporary period of five years; creation of new door opening on existing demountable unit and extension to hard play area. Permitted subject to conditions 03/06/09.
EL02/1072	Infill extension to create library and construction of new canopy over part of the existing play area. Permitted subject to conditions July 2002.
EL96/0632	Erection of a demountable classroom unit for a temporary period of five years. Permitted subject to conditions July 1996
EL83/810	Planning permission ref: was granted in September 1983 for the construction of replacement school car parking containing 10.
EL82/183	Extension and adaptations to existing school buildings to provide 120 permanent school places. Permitted subject to conditions September 1982.

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## THE PROPOSAL

- 9 In order to provide enough accommodation for the school to operate as a 3 FE school it is proposed that the Lodge building be demolished and two extensions added to the existing main building. All three of the other freestanding classroom buildings would also be removed. The extension of the main building would involve;
- a single storey extension on the north (front) side containing new admin and ancillary facilities. This would be finished in coloured 'eternit' cladding, with a shallow single pitch roof.
  - a two storey extension on the south (rear) side, containing 7 new classrooms (this is a net increase of one, replacing six lost from the various buildings being demolished). This would be finished in fair faced brickwork, also with a shallow single pitch roof inclined down towards the south.
- 10 The proposal also involves the re-grading of the area between the north extension and the site frontage formerly occupied by the lodge, where a new formal parking area providing 12 spaces is to be laid out.
- 11 An additional cycle storage area would be provided at the rear entrance from the Barrington Lodge cul de sac. Two trees, one in the centre of the site and one on the edge of the belt of trees running along the western boundary, are proposed to be removed.

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## CONSULTATIONS AND PUBLICITY

### *District Council*

- 12 Elmbridge Borough Council: No objection subject to the highway authority finding the development acceptable.

### **Consultees (Statutory and Non-Statutory)**

- 13 County Highway Authority  
(Transport Development Planning): Transport and parking impacts are acceptable subject to implementation of mitigation measures identified in Transport Statement.
- 14 County Arboriculturalist: Request additional details of method of construction of car park within root protection area of retained oak tree.
- 15 County Ecologist: Consider sufficient information has been provided to reach view on likely impact on European Protected Species (bats). Recommends informative to ensure applicant is aware of need to secure licence from Natural England

### **Parish/Town Council and Amenity Groups**

- 16 Weybridge Society: No views received.
- 17 Woodview Court Residents Association:  
Object on grounds that;
- existing level of car trips to school leads to poor parking behaviour, parking within private grounds of Woodview Court, across its gated entrance and on the white lines on either side of the entrance impeding legitimate access and egress
  - large vehicles have to mount the pavement on Queens Road to negotiate congestion caused by parents parking
  - access to the school should be focussed on the less dangerous Princes Road where there is a public car park available for parents to use
  - have considered an injunction preventing use of school's pedestrian access onto Queens Road except in emergencies
- 18 Woodview Court Residents Association (no 2) Ltd:  
While recognising the high standard of education offered by the school which the proposed development will reinforce, object on grounds of the traffic and parking impacts set out in the letter written by Woodview Court Residents Association.

## **Summary of publicity undertaken and key issues raised by public**

- 19 The application was publicised by the posting of 2 site notices and direct notification of 110 surrounding, mainly residential, properties. In addition to the representations received from the two Woodview Court Residents Associations reported above, three individual representations have been received, raising the following concerns;
- need for additional screening on southern boundary of site to prevent loss of privacy for houses in Princes Road due to overlooking from first floor windows of proposed classroom block; visual impact on these properties of two storey development
  - need for adequate management of construction works, especially in terms of hours of working, deliveries and controlling waste removal and mud on roads
  - visual impact of large items of plant and machinery used in construction, site huts and facilities should be contained within school grounds
  - site security outside working hours
  - impact on property values in Princes Road
  - existing congestion on Queens Road; all day parking around cricket green obstructs roads and paths and is exacerbated around school pick up and drop off time;
  - all available existing parking is already occupied; illegal parking already takes place on private sites in vicinity; more parents will lead to double parking in Queens Road and further obstruction to flow of traffic along it;
  - existing congestion makes safe crossing by pedestrians difficult
  - difficulties would be largely avoided if cricket green ( Princes Road) car park was more widely used.

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## **PLANNING CONSIDERATIONS**

- 20 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 Elmbridge Core Strategy 2011 and saved policies of the Replacement Elmbridge Borough Local Plan 2000 (REBLP). The Elmbridge Development Management Plan contains detailed policies that planning applications can be assessed against and will replace the saved policies contained within the REBLP. The Development Management Plan was subject to an Examination in August 2014 but has not yet been adopted. It is therefore a material consideration to which some weight can be given where relevant.
- 21 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.

- 22 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 guidance contained 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).

**Principle of Development**  
**Elmbridge Core Strategy 2011**  
**Policy CS1 – Spatial Strategy**  
**Policy CS4 - Weybridge**

- 23 Core Strategy Policy CS1 directs new development towards previously developed land within the existing built up areas. Policy CS4 identifies the need for the Borough and County councils to work together to address the needs for education provision in the area. Paragraph 72 of the NPPF highlights that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It continues by stating that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. It states that Local Planning authorities should *inter alia* give great weight to the need to create, expand or alter schools.

- 24 The application seeks to provide additional school places within the built up area of Weybridge and is therefore compatible with the spatial strategy for Elmbridge and acceptable in principle.

**Design and Impact on Visual Amenity**  
**Elmbridge Core Strategy 2011**  
**Policy CS1 – Spatial Strategy**  
**Policy CS4 - Weybridge**  
**Policy CS17 – Local Character, Density and Design**  
**Replacement Elmbridge Borough Local Plan 2000**  
**Policy ENV2 – Standard of Design**

- 25 Core Strategy Policy CS1 requires that new developments be of high quality, well designed and locally distinctive. They should be sensitive to the character and quality of the area, respecting environmental and historic assets and where appropriate introduce innovative contemporary designs that improve local character. Core Strategy Policy CS17 requires that new development delivers high quality and inclusive sustainable design which maximises efficient use of urban land whilst responding to the positive features of individual locations integrating with locally distinctive townscape and landscape. Policy CS4 states that all new development will be expected to be well designed, and integrate with and enhance local character.



- 26 Policy ENV2 states that in order to protect and enhance the appearance of the area and the local amenity, all new development should achieve a standard of design which is sensitive to the surrounding area. The policy includes criteria for new developments that they should respect its existing context in terms of plot and frontage sites, building alignments, views and space around the buildings; respect the surrounding environment in terms of scale, massing and height; and in terms of form and design should reinforce existing visual characteristics of the existing structures.
- 27 The existing lodge is the only pre-war building remaining on the south side of Queens Road between the cricket ground and York Road. Though of traditional construction, it is not considered to be of significant architectural or townscape quality. Officers do not consider its demolition would be detrimental to the character or visual amenities of the immediate area.
- 28 Following the demolition of the lodge, the proposed single storey extension to the main building would present the school's facade to Queens Road. It would sit down at a lower level than Queens Road itself and would not be prominent. It would be comparable to the existing main building in terms of scale and proportions. The proposed use of coloured cladding panels on this extension will introduce a new and contemporary element to the palette of materials in use locally. Officers consider that this will give it a distinctiveness which is appropriate to announce a local community building. The two storey extension, while taller than any part of the existing main building is comparably in scale with the lodge and surrounding buildings. As a rear extension, its height does not give it undue prominence. Its use of light coloured facing brick integrates it well with the main building. The use of flat roofs on both extensions is also consistent with the character of the existing main building.
- 29 Officers therefore consider the proposal to be acceptable in terms of design and visual amenity.

### **Impact on Residential Amenity**

#### **Elmbridge Core Strategy 2011**

#### **Policy CS17 – Local Character, Density and Design**

#### **Replacement Elmbridge Borough Local Plan 2000**

#### **Policy COM4 – Provision of Education Facilities**

#### **Policy HSG23 – Non-residential development in residential areas**

#### **Policy HSG16 – Design and Layout of residential development**

- 30 Core Strategy Policy CS17 requires that new development delivers high quality and inclusive sustainable design which maximises efficient use of urban land whilst responding to the positive features of individual locations and protecting the amenities of those within the area. Local Plan Policy COM4 supports the expansion of education facilities subject to several criteria, including that there would not be a significant adverse impact on local residents.
- 31 Policy HSG23 states that when considering proposals for non-residential development within predominantly residential areas, the council will apply the same criteria as contained in policy HSG16 which states that new development should avoid overlooking and an unreasonable loss of privacy or amenity.

- 32 The nearest properties to the proposed new buildings are two storey houses within the Barrington Court development. These present their flank elevations to the school site and were built after the main school building. Each has a first floor window on the flank elevation overlooking the school site. The flanks of these houses are about 1m from the school boundary and, respectively, about 5m from the side elevation of the main building and 7m from the freestanding single storey classroom building to the south of the main building. The boundary is marked by a mix of close boarded fence up to approximately 3m high and chain link fence. Both are overgrown by extensive evergreen planting along the boundary, extending in places above the height of the close boarded fence.
- 33 Houses on the south side of Princes Road are approximately 60m from the nearest existing school building, one of the demountable classroom units, and 90m from the rear elevation of the main building.
- 34 The single storey extension proposed at the front of the main building is of similar height and distance from the boundary as the main building as it currently exists, with windows on its east elevation. Given the fact that this is an existing area used by the school on a daily basis, and the nature of the boundary fence, officers do not consider that it gives rise to any additional impact on residential amenity as a result of loss of privacy or overlooking. It replaces, and is close to, the lodge, which is two storeys high with a steeply pitched roof containing dormers, and therefore reduces the physical presence of the school buildings over the nearest dwelling in the Barrington Lodge development.
- 35 The two storey extension on the south side of the main building would be taller than any existing part of the building ( 6.7m, compared with 5.0m). It would be the same distance from the boundary and the flank of the adjoining dwelling as the existing. The applicant has submitted sections demonstrating that this new two storey element will not lead to a loss of daylight or sunlight into the one window on the flank of the nearest property.
- 36 There are first floor windows proposed on the east elevation, facing the flank of the adjoining dwelling. These are the windows of a staircase, a group room and the secondary windows of a classroom, the principal windows of which are on the south elevation. The application states that the window on the flank of the adjoining dwelling appears to be a stairwell. However, officers consider, on the basis of their site inspection that it is more likely to be the secondary window of a bedroom. There is therefore potential for a loss of privacy as a result of the first floor windows proposed in the extension. The extent of this impact is reduced by the fact that the window already overlooks part of the external walkways around the buildings. A satisfactory standard of residential amenity can be achieved if the windows on the east elevation of the extension are obscure glazed. Subject to that being secured through conditions, officers do not consider there to be a significant adverse impact on residential amenity as a result of loss of privacy or overlooking.
- 37 The south elevation of the proposed two storey extension would be approximately 74m from the nearest property on Princes Road. It would be visible from these properties, but even allowing for the fact that it has south facing first floor windows and that the existing screening consist of mature deciduous trees, officers do not consider that there would be any material loss of residential amenity. Additional screening is not considered necessary to achieve an acceptable standard of privacy.

38 The proposal does not change the disposition of outdoor play spaces at the school and officers do not therefore consider it has any material impact on noise levels generated by school activities. The proximity of the school to neighbouring properties mean that limits on working hours during construction of the development are justified in the interests of residential amenity.

39 Amenity impacts of traffic and parking are considered under the following section

**Traffic Impacts on Residential Amenity and Safety  
Replacement Elmbridge Borough Local Plan 2000  
Policy COM4 - Provision of Educational Facilities**

40 NPPF para 32 states,

'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'

Paragraph 35 states that development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians. Paragraph 36 states that a key tool to facilitate sustainable transport modes will be a Travel Plan and all developments which generate significant amounts of movement should be required to provide a Travel Plan.

Local Plan Policy COM4 allows extension of existing educational facilities provided the existing road network is capable of absorbing traffic generated, the site is accessible by a choice of means of transport and adequate provision is made for stopping and parking.

41 Manby Lodge is an infant school catering for children between ages 4 and 7. The proposal will result in an increase in the permanent capacity of the school from 2 forms of entry (180 children) to 3 forms of entry (270 children), with an increase from 34 to 42 staff. Although it is currently a 2 form entry school, Manby Lodge already has 3 forms of entry in 2 of the 3 year groups as a result of bulge classes. There are around 240 children at the school at present with 40 staff. Effectively the application will result in an increase of only 1 form of entry, or 30 children, and 2 members of staff. A Transport Assessment (TA) has been submitted with the application, which uses baseline data derived from the school's actual existing size. A Travel Plan has also been submitted.

42 Vehicular and pedestrian access to the site is via the A317 Queens Road to the north of the site but there is also pedestrian access to the school from Princes Road to the south. The site is too constrained to make provision for parents' cars on site. Parents tend to park on street, mainly in Queens Road or Princes Road, or in the public car park in the corner of the cricket ground, immediately adjoining the school. Currently, 70.6% of children travel to school by car, with 18.8% walking, 8.1% scootering, 1.5% cycling, 0.5%

travelling by bus and 0.5% travelling by other modes. The walking modal split has been as high as 47% and the car as low as 49% in past (data from May 2004 Travel Plan contained in the Transport assessment). Pupil home postcode data reveals that 21% live within half a kilometre of the school, 23% live between 0.5 – 1km away and 56% live over a km away. Realistically, therefore, 44% of the children attending the school have scope to walk/scoot/cycle to school (a substantially higher proportion than currently do so).

- 43 Taking a worst case scenario and applying the current modal split, the expansion would result in an additional 21 pupils travelling to school by car. Currently 169 pupils arrive by car. Taking no account of siblings (currently 18% of pupils have a sibling in the school) and car sharing, the total number of cars arriving at the school would be 190. The TA estimates that there are 228 legal parking spaces within 250m of the school. As not all parents will arrive simultaneously, it is considered that there is adequate capacity for the worst case estimate of additional car trips, taking into account on-street parking and the Princes Road Car Park. The TA identifies the spread of trips to and from the school around the peak, which arises from the existence of before and after school clubs and other activities. The greatest additional demand is forecast to be between 15.00 and 15.15 when there would be 179 parked vehicles, when currently the TA records there are 173, an increase of six vehicles.
- 44 The Princes Road car park is used as overspill staff parking and also by parents at drop off and pick up times. This car park is currently unmade and not marked out. The car park is owned by Elmbridge Borough Council and it is understood that they intend to resurface the car park and to mark it out. This is likely to increase the capacity of the car park as it will ensure that the available parking is maximised. This is to be welcomed as it will help to mitigate the small increase in cars that will result from this proposal. It is understood that this work is to be completed by the end of the current financial year. Highways officers consider that enhancing the capacity of this car park is necessary for the development to go ahead and this should therefore be reflected by a 'Grampian' condition. If Elmbridge Borough Council are unable to complete this work prior to the occupation of the expanded school, the applicant will be required to undertake it.
- 45 The Transport Assessment considered three potential locations for improvements for pedestrians crossing the road on the A317 Queens Road and B373 Hanger Hill to make it easier for staff and pupils to walk to the school and access local bus stops. There is already a puffin crossing on Hanger Hill and improved crossing facilities here are not therefore considered necessary. However, improved crossing facilities on the A317 Queens Road in front of the school are considered necessary. The proposed crossing improvements on the A317 are on a number of existing desire lines and form a more formalised, safe crossing point. The crossing will be at the eastern end of the guard rail and on the school keep clear markings. The provision of dropped kerbs and tactile paving will make it easier for parents with pushchairs to negotiate. The road is straight so there will be sufficient visibility for pedestrians waiting to cross and for drivers approaching along Queens Road. It is also proposed that there are repeated school warning signs on each approach. Again, this should be secured through conditions.

- 46 Staff parking is accessed from Queens Road and is currently unmarked and accommodates around 9 cars. The development will result in the car park being marked out with capacity for 12 vehicles. As a result, the ratio of spaces to staff will rise from 0.23 (9 for 40 staff) to 0.29 (12 for 42 staff). The parking layout at the front of the site is constrained by the drop in site levels, and the presence of a large oak tree on the site frontage, the root protection area of which limits the extent to which the site can be re-graded to provide a larger parking area. 29 cycle parking spaces (an increase of 19) are proposed, with two of these spaces dedicated for staff.
- 47 Manby Lodge Infant School has a School Travel Plan (STP) which was last updated in 2007. The version submitted with the application outlines the existing travel patterns of the pupils and staff, and indicates existing and potential travel issues, and aims, objectives and targets. The STP also lists measures for pupils and staff to achieve the aims. Existing issues include many staff travelling to the school by single occupancy car, short term traffic congestion due to on-street car parking, inconsiderate parking by parents, conflict between parents and neighbours, insufficient cycle and scooter parking, and the car park off Princes Road being considered unsafe. The objectives are as follows: reducing single occupancy car usage, reducing traffic at drop-off and pick-up times, reducing inconsiderate and illegal parking by parents, increasing on-site parking for cycles, researching the introduction of a 'walking bus' potentially from the York Road car park, ensuring sufficient safe crossing points of main roads, and raising awareness of sustainable travel methods and increasing car sharing.
- 48 Officers consider with the 'hard' mitigation measures proposed to improve on site parking for staff, enhanced capacity in the Princes Road public car park and improved crossing facilities on Queens Road, the development would not result in the development having a severe residual cumulative impact. The more aspirational measures which are contained in the framework Travel Plan (including usage of the York Road car park and potentially the Princes Road car park if the concerns with safety can be allayed, and improving parking behaviour by measures such as enforcing existing restrictions/school 'keep clear' markings and publicising examples of poor behaviour) could be further developed to move the existing modal split away from the private car. All of these measures have the potential to further moderate the impact of the development and are consistent with development plan policies.

### **Impact on Trees**

#### **Elmbridge Core Strategy 2011**

#### **Policy CS14 – Green Infrastructure**

#### **Replacement Elmbridge Borough Local Plan 2000**

#### **Policy ENV12 – Retention of Trees on Development Sites**

- 49 Core Strategy Policy CS14 seeks to ensure that new development protects and enhances local landscape character and takes account of intrinsic character and amenity value. It also seeks to strengthen the network of green infrastructure by safeguarding important trees and woodlands and securing provision of soft landscaping in new development focussing on native species. Local Plan Policy ENV12 resists development which results in loss of trees which make, or are capable of making, a significant contribution to character or amenity of the area. Conditions should be imposed to where appropriate to protect retained trees during construction.

50 The school site is characterised by a large number of mature trees, mostly oaks, on its northern, southern and, especially, its western boundary. There are relatively few trees within the main body of the site, but the tree cover around the fringes gives the site an unusually wooded and enclosed feel for a school. The application is accompanied by a tree survey and arboricultural method statement which assesses the condition and life expectancy of all existing trees on the site according to the methodology prescribed by BS5837, 'Trees in Relation to Construction' The survey notes that the trees on the site are of fairly uniform age, and mostly graded as class B or C. Two trees, both oaks, have to be removed to accommodate the development; one graded B, the other C. One of these is one of the few trees in the central part of the site and the other is on the inner edge of the belt of mature trees along the western boundary. It is concluded that this level of tree loss will not compromise the overall character of tree cover on the site.

To mitigate the loss of trees and to broaden the age profile of the trees on the site, the survey recommends replacement tree planting in the form of four extra heavy standard oaks, in locations along the western (cricket ground) and northern (Queens Road) boundaries.

51 The method statement proposes installation of tree protection fencing along the western and southern fringes of the development area within the site. In places along the western boundary the position of fencing leaves parts of the root protection areas (RPAs) outside the protected area. These areas are not directly affected by the proposed buildings, and given that this working space around them comprises existing hard surfaces, no other ground protection measures for the RPAs is considered necessary.

52 In addition, the survey recommends the removal of another mature oak (T1) on the northern (Queens Road) boundary which is considered to be in poor health and with very limited future life expectancy. Notwithstanding the arboricultural recommendation to remove the sickly oak on the Queens Road frontage, the application proposals show it being retained. Part of the new car park lays within its RPA, but so does the existing car park. The ground already falls away towards the lodge from this tree. The new car park envisages the lowering of ground level by about 200mm in the RPA.

53 The County Arboriculturalist considers that T1 is in better condition than the tree survey suggests, and supports its proposed retention. No specific protection measures for this tree are proposed in the arboricultural method statement. The County Arboriculturalist considers there is scope for a sensitive method of construction of the new parking area within the RPA of T1 which would avoid further damage to its health and may enhance its life expectancy.

54 Overall, officers consider the impact on trees to be limited, and, subject to an additional condition requiring details to be submitted of a sympathetic method of construction within the RPA of the frontage oak tree, has been reduced to an acceptable level by the measures proposed in the method statement and proposals for replacement planting.

**Ecological Impacts**  
**Elmbridge Core Strategy 2011**  
**Policy CS15 - Biodiversity**

- 55 The NPPF states that when determining planning applications, planning authorities should aim to conserve and enhance biodiversity by applying the following principles; if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. In addition Circular 06/2005 states that it is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development, is established before planning permission is granted.
- 56 Core Strategy Policy CS15 seeks to ensure new development does not result in a net loss of biodiversity and where feasible contributes to a net gain through the incorporation of biodiversity features.
- 57 Local planning authorities, in exercising their planning and other functions, must have regard to the requirements of the EC Habitats Directive when determining a planning application, as prescribed by Regulation 9(5) of the Conservation of Habitats and Species Regulations 2010. Such due regard means that planning authorities must determine whether the proposed development meets the requirements of Article 16 of the EC Habitats Directive before planning permission is granted where there is a reasonable likelihood of European Protected Species being present. Reasonable steps must be taken before permission is granted to establish the presence or otherwise of protected species.
- 58 The application involves the demolition of several buildings, including a traditional one of some age. It is therefore accompanied by a bat survey which assesses the suitability of the buildings to be demolished to contain sites suitable for roosting bats. The survey concludes that only one, Manby Lodge itself, has significant potential because of its brick and tile construction, including dormer windows, which offer gaps under eaves, lofts, areas of tile hanging and lifted tiles on the roof pitches. An emergence survey carried out in June 2014 noted two bats emerging from the roofspace of the lodge in the vicinity of one of the dormers. Other bats were recorded foraging along the tree belt between the school and cricket ground. The survey concludes therefore that there would be a low level impact on a protected species for which a proportionate level of mitigation can be achieved, by the provision of alternative roost sites in the vicinity in the form of bat boxes.
- 59 Officers have considered the application with regard to the potential impact on bats and whether offences against European Protected Species would arise and, if so whether a licence is likely to be granted by Natural England following the grant of planning permission. The survey report indicates low numbers of roosting bats and indicates that a low impact licence would need to be obtained from Natural England. The appropriate level of mitigation would be the provision of bat boxes on trees and buildings. In view of this proposed mitigation the County Ecologist does not consider an offence would be triggered nor that there are reasons not to grant planning permission on these grounds. Sufficient information has been provided to establish the extent of any impact on protected species, and that mitigation is feasible. Officers consider that any impacts will

be mitigated through the detailed requirements of the licensing regime. In terms of the relevant planning policies, there will be no net loss of biodiversity.

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## HUMAN RIGHTS IMPLICATIONS

- 60 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.
- 61 In this case, the Officer's view is that while the potential for impacts on amenity caused by traffic and the proximity of buildings is 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.

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## CONCLUSION

- 62 The proposed development is acceptable in principle in the provision of additional school places on a site within the built up area of Weybridge. Officers consider the design of development to be acceptable in terms of design quality, townscape and visual amenity. Subject to conditions, it would not have an unacceptable impact on the amenities of neighbouring property. Officers consider that the applicant has demonstrated that, with mitigation measures proportionate to the relatively small increase in the number of pupils attending the site, the traffic and parking impacts of the development would not amount to a severe residual cumulative impact in terms of residential amenity or highway safety. The application addresses possible impacts on protected species and, subject to the provision of additional details through the imposition of conditions, minimises the risk of harm to important trees. Relevant planning policy considerations have been addressed and the development can therefore be permitted.

## RECOMMENDATION

That, pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, application no. EL2014/4011 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:
  - 14-1-1041 A-200 rev. A Site Location Plan dated 07/10/14.
  - A-201 Existing Site Plan dated 07/04/14
  - A-202 rev. B Proposed Site Plan dated 19/08/14.
  - A-203 Root Protection Area - Existing Site Plan dated 07/04/14.
  - A-204 rev. B Root Protection Area - Proposed Site Plan dated 19/08/14
  - A-300 Existing Floor Plans dated 04/04/14.
  - A-301 Existing Floor Plans (2 of 2) dated 07/04/14.



A-302	Existing Roof Plan dated 07/04/14.
A-310 rev. E	Proposed Floor Plans dated 12/08/14.
A-311 rev. D	Proposed First Floor Plans dated 12/08/14.
A-312 rev. A	Proposed Roof Plan dated 18/08/14.
A-313 rev. A	External Works dated 12/08/14.
A-400	Existing Elevations dated 04/04/14.
A-401 rev. D	Proposed Elevations dated 29/08/14.
A-500 rev. A	Existing and Proposed Site sections, sheet 1 of 2 dated 12/08/14.
A-501 rev. A	Existing and Proposed Site sections, sheet 2 of 2 dated 12/08/14.
A-800 rev. A	3D Visualisations dated 21/08/14.
2014137	Utility Survey dated 02/07/14
2014137-ALL	Utility Survey dated 02/07/14.
201437-1	Utility Survey dated 02/07/14.

3. The development hereby permitted shall not be occupied unless and until a scheme to provide improved informal pedestrian crossing facilities on Queens Road adjacent to the school as described in para 6.2 and Figure 6-1 of the Transport Assessment submitted with the application has been designed and implemented.
4. The development hereby permitted shall not be commenced unless and until an order has been placed for the surfacing and marking out of the public car park in Princes Road adjoining the school site. The development shall not be occupied unless and until the surfacing and marking of the said car park has been completed.
5. Before the development hereby permitted is firstly occupied, an updated version of the Interim School Travel Plan shall be submitted to and approved in writing by the County Planning Authority. The approved plan shall then be implemented upon first occupation of the development and thereafter maintained, monitored and developed
6. In carrying out the development hereby permitted, no HGV movements to or from the site shall take place between the hours of 08.30 and 09.15 and 14.45 and 15.15 nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Queens Road, Princes Road, New Road, York Road or Hanger Hill during these times.
7. The development hereby permitted shall not be occupied unless and until space has been laid out within the site in accordance with the approved plans for 12 cars and an additional 19 bicycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.
8. The development hereby permitted shall be carried out in all respects strictly in accordance with the Construction Traffic Management Plan (TMP) Planning Stage Document reference 02-07-14-1-1041 submitted with the application.

9. a.) Before any equipment, machinery or materials are brought onto the site for the purposes of carrying out the development hereby permitted, protective fencing in accordance with the details contained in Appendices 2 and 4 of the Arboricultural Impact Assessment and Method Statement submitted with the application shall be installed and shall thereafter be maintained until all equipment, machinery and surplus materials have been removed from the site. For the duration of works on the site no materials, plant or equipment shall be placed or stored within the protected area.
- b.) the development shall be carried out in all respects in full accordance with all other measures to protect trees during construction set out in Section 4 and Appendix 5 of the above Arboricultural Method Statement.
10. No later than in the first planting season after the first occupation of the development hereby permitted is first occupied, replacement tree planting comprising four extra heavy standard oaks (*quercus robur*) shall be carried out in accordance with the details and specification contained in appendix 6 of the Arboricultural Impact Assessment and Method Statement submitted with the application.
11. The replacement planting to be carried out pursuant to condition 10 above shall be maintained for a period of five years. Such maintenance shall include the replacement of any tree or shrub which is removed, uprooted or destroyed or dies or becomes in the opinion of the County Planning Authority seriously damaged or defective. The replacement shall be of the same species and size and in the same location as that originally planted.
12. In carrying out the development hereby permitted, no construction activities shall take place, nor shall there be any deliveries to the site nor shall any plant or equipment be operated on the site except between the hours of 07.30 and 18.00 between Mondays and Fridays and 08.00 and 13.00 on Saturdays. There shall be no working on Sundays or Bank or public holidays.
13. No works to construct the new staff car park hereby permitted shall be commenced unless and until details of the method of construction of that part of the car park in the vicinity of the oak tree T1 identified in the tree survey accompanying the application have first been submitted to and approved in writing by the County Planning Authority. The development shall be carried out in full accordance with the details approved.
14. All first floor windows proposed on the east elevation of the two storey extension hereby permitted shall be obscure glazed up to a height of 1.5m above floor level.

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 pursuant to Policy COM4 of the Replacement Elmbridge Borough Local Plan 2000

4. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users pursuant to Policy COM4 of the Replacement Elmbridge Borough Local Plan 2000
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8. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users pursuant to Policy COM4 of the Replacement Elmbridge Borough Local Plan 2000
9. In the interests of the visual and residential amenity of the site and area pursuant to Policy CS14 of the Elmbridge Core Strategy 2011 and saved Policies COM4 and ENV12 of the Replacement Elmbridge Borough Local Plan 2000.
10. In the interests of the visual and residential amenity of the site and area pursuant to Policy CS14 of the Elmbridge Core Strategy 2011 and saved Policies COM4 and ENV12 of the Replacement Elmbridge Borough Local Plan 2000.
11. In the interests of the visual and residential amenity of the site and area pursuant to Policy CS14 of the Elmbridge Core Strategy 2011 and saved Policies COM4 and ENV12 of the Replacement Elmbridge Borough Local Plan 2000.
12. In the interests of the residential amenities of the area, pursuant to policy COM4 of the replacement Elmbridge Borough Local Plan 2000 and Policy CS17 of the Elmbridge Core Strategy 2011.
13. In the interests of the visual and residential amenity of the site and area pursuant to Policy CS14 of the Elmbridge Core Strategy 2011 and saved Policies COM4 and ENV12 of the Replacement Elmbridge Borough Local Plan 2000.
14. In the interests of the residential amenities of the area pursuant to Policy CS17 of the Elmbridge Core Strategy 2011 and Policy COM4 of the Replacement Elmbridge Borough Local Plan 2000.

**Informatives:**

1. The attention of the applicant is drawn to the requirements of Sections 7 and 8 of the Chronically Sick and Disabled Persons Act 1970 and to Building Bulletin 102 'Designing for disabled children and children with Special Educational Needs' published in 2008 on behalf of the Secretary of State for Children, Schools and Families, or any prescribed document replacing that note.

2. This approval relates only to the provisions of the Town and Country Planning Act 1990 and must not be taken to imply or be construed as an approval under the Building Regulations 2000 or for the purposes of any other statutory provision whatsoever.
3. The County Planning Authority confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.
4. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (Section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or is being built. Planning consent for a development does not provide a defence against prosecution under this Act.

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

5. The applicant's attention is drawn to the need to obtain a licence from Natural England for works to disturb or damage a bat roost. The County Planning Authority agrees with the findings of the applicant's ecological consultant that a licence will be required in this case, and the application is granted on the basis that a licence will be obtained before any demolition works commence, and that any mitigation plan necessary for the licence to be granted will be fully implemented.
6. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Control Division of Surrey County Council. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge. There will be a charge.
7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
8. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

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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 2012

The Development Plan; Elmbridge Core Strategy 2011 and saved policies of the replacement Elmbridge Borough Local Plan 2000.

Other Documents: BS5837, 'Trees in Relation to Construction'

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