

TO: PLANNING & REGULATORY COMMITTEE **DATE:** 8 June 2016

BY: PLANNING DEVELOPMENT TEAM MANAGER

DISTRICT(S) SPELTHORNE BOROUGH COUNCIL **ELECTORAL DIVISION(S):**

Laleham & Shepperton

Mr Walsh

PURPOSE: FOR DECISION

GRID REF: 507033 167667

TITLE: SURREY COUNTY COUNCIL PROPOSAL SP16/00481/SCC

SUMMARY REPORT

Land at Saxon County Primary School, Briar Road, Shepperton, Surrey TW17 0JB

Erection of a double classroom modular unit, internal refurbishment and external works providing new car parking, play area and cycle storage. Permanent planning approval for the existing modular classroom block installed in 2014 (planning permission ref: SP14/00872/SCC).

There have been no objections from statutory/non-statutory consultees; however, 16 letters of representation mainly related to traffic and residential amenity have been received. The application site is located at Saxon Primary School, Shepperton. The site is mainly within the urban area although a very small section is within Green Belt. The proposed works as detailed in the description above are to accommodate a permanent increase from 1FE to 2 FE gradually between 2016 and 2019 (although the school currently has 3 bulge classes in years 1, 2, and 3).

The site currently experiences highways issues at peak times. Such issues include: under provision of staff parking; inconsiderate parking by parents at peak times; some congestions issues at peak times. The applicant has proposed a number of soft and physical mitigation measures. These are considered acceptable and will be secured by condition. The CHA raised no objection on the grounds of highway safety.

Impact on residential amenity is considered to be mainly related to traffic issues and so will also be addressed via these planning conditions. The buildings are considered to be acceptable in terms of design and visual amenity in relation to the surrounding school buildings and in any case they are not visible from any public spaces.

The site is located within an Area of High Archaeology Potential and the new classroom and car park area also within a designated Scheduled Ancient Monument. The applicant carried out a number of desk based and field work assessments that revealed the site had been previously disturbed and that the proposed development was likely to have a low chance of having an adverse impact. The County Heritage Team and Historic England have both been consulted on the proposals and raised no objection subject to further necessary consents (Ancient Monument Consent) and condition.

The school site is within the flood zone risk 3 area. The applicant has followed the EA's standing advice. The EA were consulted and raised no objection subject to condition. The applicant has

provided details to explain that necessary measures have been undertaken to ensure the existing modular with temporary permission has been adequately flood proofed (as required by a condition attached to permission SP14/00872/SCC)

The proposed new classroom block is marginally within the Green Belt. The applicant has demonstrated very special circumstances by producing evidence of educational need in the Shepperton area. The applicant has demonstrated that despite the planning constraints, Saxon Primary is the most appropriate for expansion at this time in relation to alternative sites in the Shepperton planning area. Officers consider that the limited harm to the openness of the Green Belt and other harm caused by the loss of some trees are clearly outweighed by the very special circumstances demonstrated. Overall, Officers consider the proposed development is acceptable subject to conditions.

The recommendation is to **PERMIT** the application subject to conditions.

APPLICATION DETAILS

Applicant

Surrey County Council

Date application valid

18 March 2016

Period for Determination

13 May 2016

Amending Documents

Archaeological Test Pit Evaluation received 18.04.2016

Construction Management Traffic Management Plan received 13/05/2016

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.

Planning Issue	Is this aspect of the proposal in accordance with the development plan?	Paragraphs in the report where this has been discussed
DESIGN AND VISUAL APPEARANCE	Yes	22-26
IMPACT ON RESIDENTIAL AMENITY	Yes	27-32
TRAFFIC AND PARKING	Yes	33-43
FLOODING	Yes	44-49

IMPACT ON AREA OF HIGH ARCHAEOLOGICAL POTENTIAL	Yes	50-59
IMPACT ON TREES	No	60-65
INAPPROPRIATENESS IN THE GREENBELT AND EDUCATIONAL NEED	Exception	66-76

ILLUSTRATIVE MATERIAL

Site Plan

Plan; [archaeological plan](#)

Aerial Photographs

Aerial

Site Photographs

Figure 1 Area for proposed new classroom looking south west

Figure 2 Area for proposed new classroom looking south east

Figure 3 Alternative Area A

Figure 4 Alternative Area B

Figure 5 Existing modular building

Figure 6 Existing modular building and boundary with No. 1 Thornhill Way

Figure 7 Car park area to be formalised

BACKGROUND

Site Description

- 1 Saxon Primary School is officially a 210 place primary school located within the urban area of Shepperton in Shepperton. The Metropolitan Green Belt lies approximately 70m west of the main school buildings and covers the school playing field. The playing field is designated as Scheduled Ancient Monument (SAM) because a Saxon burial ground and associated structures were previously discovered below ground. The eastern section of the site including the existing school buildings is outside of the SAM but is designated as an Area of High Archaeological Potential. The school site lies within flood risk zone 3.
- 2 The main buildings date from the 1960s. They have flat and low pitched roofs and are a combination of single and two storey portions with the hall being approximately one and a half storeys high. The main buildings are faced in brick and have white infill panels and fascias. There is also a separate single storey flat roofed nursery building located west of the main school buildings with a detached enclosed swimming pool with an arched panelled frame located immediately north of this. In 2014, a double modular unit was installed close to the eastern boundary. This building has a shallow pitched roof and features light green external panelling.
- 3 The school site is surrounded by residential properties dating from the 1970s. These are a mix of terraced and semi detached and feature pitched roofs with a mix of external cladding including facing brick and timber. The main access to the school site is from the north from Briar Road. There is a pedestrian gate giving access from Thornhill Way, a

cul-de-sac which ends at the eastern boundary of the site. The site shares its boundaries with a wooded pathway and bodies of water to the west and south and residential properties to north, west and a small section in the south eastern corner. Boundary treatment consists of a mix of chainlink and boarded fencing, trees and shrubbery with a maximum height of approximately 8m.

Planning History

- 4 SP/14/00872 Details of School Travel Plan submitted pursuant to Condition 4 of planning permission reference SP14/00872/SCC for the installation of demountable classroom unit (approved in June 2015).
- SP/14/00872 Installation of demountable classroom unit comprising two classrooms for a temporary period of 7 years, and associated external works (permitted in August 2014).
- SP05/01179 Details of proposed landscaping submitted pursuant to Condition 2 of planning permission Ref: SP05/0699 dated September 2005 (approved in January 2006).
- SP05/0699 Erection of 13m length of 1.8m high black tubular steel fence with full height gate, following removal of existing palisade fence and gate (permitted in September 2005).
- SP04/1235 Retrospective planning application for the erection of a 13.0 metre length of 2.0 metre high steel palisade fencing and 1.2metre wide guide (permitted in June 2005).

THE PROPOSAL

- 5 The application site covers land to the southwest of the existing school buildings lying mainly in the urban area with a small part in the Green Belt and part within the SAM. An existing modular classroom building is located east of the main school buildings. The current proposal is for a new double modular unit to accommodate an additional 2 classrooms and ancillary accommodation and to make permanent the other double modular unit permitted in 2014 on a temporary basis for seven years. The works will also include some internal refurbishments and will increase the school gradually from a 1FE (210) currently to a 2FE (420) by 2019. Due to high demand in the local area, the school already has already admitted bulge classes (30 pupils) in 2013, 2014 and 2015. These bulge classes were accommodated through a mixture of internal refurbishments and the double modular building permitted in 2014 on a temporary basis. Following this, the school currently has a total physical capacity for 300 pupils.

- 6 Although the school has a large playing field, development is restricted here because this portion of the site is designated as Scheduled Ancient Monument (SAM), an Area of High Archaeological Potential (AHAP) and is located within the Green Belt. The new modular building is to be located in the south of the school site, between the existing cluster of main school buildings and the playing fields and south of the existing nursery building. This area is currently used as outdoor recreation and also includes a number of mature and semi mature trees and a timber storage shed to be removed. The building is located mainly within the urban area with a small part within the Green Belt as well as being located within the AHAP and SAM. It is similar in appearance to other modular building with a shallow pitched roof and olive green coloured panels. It will also measure approximately 4m in height measuring around 22m by 7m covering a total floor area of around 155sqm. The main entrance will be located on the northern elevation along with 4 windows. The southern elevation will feature a secondary access for each classroom and an additional 2 large and 3 small windows.
- 7 The Schools Commissioning Team has advised that in the Borough of Spelthorne the demand for Reception places continues to exceed the published admission numbers in schools. The current proposal is for the school to continue to admit an additional 30 reception pupils each year until 2019 when the school will operate at a full 2FE capacity (420) on a permanent basis.
- 8 The existing temporary double modular building is to be retained permanently under these proposals and is located close to the eastern boundary of the site. It has a shallow pitched roof and walls clad with olive green coloured panels. The main entrance is on the front (west) elevation and has a small canopy with a secondary access on the southern side elevation. There are a total of 6 windows on the main elevation and 4 on the rear. New tarmac was installed along the front elevation of the building and provides a combined pathway and waiting area for parents. It is approximately 4m in height and measures 18m by 9m with an approximate internal floor space of 160sqm.
- 9 The proposed works also include formalisation of the existing car park located north of the swimming pool structure on the northern boundary at the rear of 57-61 Briar Road. This will provide an additional 5 spaces and will consist of a gravel filled porous grid paving system. An outdoor hardplay area will be located between the proposed new modular and the existing nursery building. 10 new Sheffield Stand cycle parking spaces and 10 new scooter parking spaces are proposed immediately east of the proposed new modular building.

CONSULTATIONS AND PUBLICITY

District Council

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| 10 | Spelthorne Borough Council: | No objection but full response not received as per email dated |
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Consultees (Statutory and Non-Statutory)

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| 11 | Transportation Development Planning | No objection subject to conditions. This is a school that clearly already causes localised congestion and parking is limited. Any increase in |
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numbers runs the risk of exacerbating this situation without the school's proactive involvement in implementing the travel plan and reminding parents about parking courteously. In addition, the CHA supports some physical mitigation measures. The impacts largely affect amenity, rather than highway safety.

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| 12 | County Archaeological Officer | No objection subject to comments from Historic England. |
| 13 | Historic England | No objection because the proposed works are positioned so that there will be no harm to archaeology subject to a condition that a scheme of archaeological investigation is submitted and approved prior to commencement to ensure that any heritage features are adequately protected and subject to Ancient Monument Consent. |
| 14 | Environment Agency | No objection subject to Standing Advice. Are happy that both the existing and proposed modulars are adequately protected from flood risk. |
| 14 | County Arboriculturalist | No objection subject to conditions to ensure that retained trees are adequately protected and that the impact from the loss of trees is mitigated against through a replanting scheme. |

Parish/Town Council and Amenity Groups

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| 15 | Spelthorne Committee for Access Now | Raised objection on the grounds that there is not enough disabled parking spaces available. |
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Summary of publicity undertaken and key issues raised by public

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| 16 | The application was publicised by the posting of 3 site notices and an advert was placed in the local newspaper. A total of 101 owner / occupiers of neighbouring properties were directly notified by letter. To date, 16 letters of representation have been received all raising objection: |
|----|--|
1. The proposal will increase traffic in an already busy road
 2. Teachers already park all day in the surrounding roads and this proposal will give rise to a lot of additional teachers
 3. Parents park inconsiderately already blocking residents driveways and park on green verges and are sometimes abusive when this is pointed out to them
 4. A new entrance to the school should be provided
 5. A new school should be built to accommodate the extra pupils instead of expanding in an already congested area

6. During drop off and pick up the roads are completely congested already and residents cannot get in and out of their own houses
7. Yellow lines should be installed on the nearby roads
8. The school is an important archaeological site and any building should be prohibited as the history will be lost forever
9. The bus has problems getting through Bush Road because of congestion
10. The Transport report is inaccurate as not all accidents are logged
11. There are primary schools in Spelthorne with available space
12. The school is already on a small plot and the playgrounds are full and the hall where they have lunch is too small
13. Trees will be removed from the site
14. The site is in the Green Belt but there are other schools which could be expanded in the urban area
15. The school has a poor relationship with the surrounding neighbours
16. There are anomalies in the School Transport Plan and some of the initiatives are not taking place
17. Mitigation measures do not go far enough
18. The school should have a drop off zone so parents don't have to park
19. Car sharing should be encouraged

PLANNING CONSIDERATIONS

Introduction

- 17 The guidance on the determination of planning applications contained in the Preamble/Agenda front sheet is expressly incorporated into this report and must be read in conjunction with the following paragraphs.
- 18 In this case the statutory development plan for consideration of the application consists of the Spelthorne Core Strategy and Policies DPD 2009 and the saved policies of the Spelthorne Borough Local Plan 2001.
- 19 In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations.
- 20 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.
- 21 In assessing the application against development plan policy it will be necessary to determine whether the proposed measures for mitigating any environmental impact of the development are satisfactory. In this case the main planning considerations are: whether the proposal constitutes inappropriate development in the Green Belt and if so whether very special circumstances exist to justify development within the Green Belt; design and visual amenity; impact on residential amenity; transportation considerations; flooding implications; impact on archaeology; and impact on trees.

DESIGN AND VISUAL AMENITY

Spelthorne Core Strategy and Policies DPD 2009

Policy EN1 – Design of New Development

- 22 Core Strategy Policy EN1 requires new development to respect and contribute positively to the street scene and local character, and to pay due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land. Development is to be fully accessible.
- 23 The existing modular building permitted for a temporary period under application No. SP/14/00872 and proposed to remain permanently under these proposals is rectangular in shape with a shallow pitched roofed. It is located approximately midway between the main school building and the eastern site boundary. The external appearance comprises olive green panel walls, white framed uPVC windows, mid grey coated aluminium doors and fascia and a mid grey composite panel roof. It is approximately 150sqm of floorspace, comprising two classrooms, a lobby, toilets and stores. The dimensions of the building are approximately 18m by 9m. There are a door and six windows on the front (west) elevation, four windows on the rear elevation and a door on each side elevation. The development includes an area of tarmac along the front elevation, adjoining an existing pathway abutting the main building. Officers consider that the contemporary design and the materials are appropriate, the colour of the walls contrasting with the predominately buff coloured brick and white infill panels of the existing buildings on the site. The new building is small scale in relation to the existing buildings on the site and is less than half the height of the adjoining two storey portion of the main building.
- 24 The proposed new modular building is similar in appearance to the one described above, with a shallow pitched roof and olive green coloured panels. It will measure approximately 4m in height measuring around 22m by 7m covering a total floor area of around 155sqm. The installation of the proposed new building will require the removal of several trees and the impact upon visual character of the site because of this is fully dealt with in paragraphs 60-63 below. The main entrance will be double doors located on the northern elevation facing the nursery building along with 4 windows also on this elevation. The southern elevation will feature a secondary access for each classroom and an additional 2 large and 3 small windows. The main access will include steps and a ramp facility whilst the secondary rear accesses will have steps.
- 25 The proposed works also include formalisation of the existing car park located north of the swimming pool structure on the northern boundary at the rear of 57-61 Briar Road. Currently the car park is part hard surface tarmac and part grass with a worn/muddy appearance. The new parking will provide provision for an additional 5 spaces and will consist of a gravel filled porous grid paving system. An outdoor hardplay area will be located between the proposed new modular between and the existing nursery building on an area that is currently part grassed, part hard surface. 10 new Sheffield Stand cycle parking spaces and 10 new scooter parking spaces are proposed immediately east of the proposed new modular building.
- 26 Notwithstanding the issues relating to loss of trees, Officers consider that the proposed modular buildings and associated works respect and contribute to the local character and pay due regard to the scale, height and other characteristics of the adjoining buildings. The buildings are also fully accessible. The proposal is considered to accord with Spelthorne Core Strategy and Policies DPD 2009 Policy EN1 – Design of New Development.

Spelthorne Core Strategy and Policies DPD 2009

Policy EN1 – Design of New Development

- 27 Core Strategy Policy EN1 states that new development should achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook.
- 28 The existing modular building already permitted and proposed to remain permanently under these proposals was assessed in terms of its impact upon residential amenity under application No. SP/14/00872. The nearest dwelling is located about 9m to the east at no. 1 Thornhill Way and it is situated approximately 4m from the shared property boundary. The ground floor of this property is fully screened by closeboard fencing and boundary hedging. The residents of this dwelling previously expressed concern regarding a reduction of property value because of the proximity of the new building, possible overlooking and increased traffic (vehicles and pedestrians). It was accepted that the rear elevation of the building is likely to be obliquely visible from the upper floor of their property; however, Officers concluded that the development did not result in a significant loss of privacy or an overbearing effect for these residents. The residents at no.1 Thornhill Way were re-consulted on the latest proposals but no further comments were received. The next closest dwellings are approximately 19m to the southeast and south on Sheep Walk. There are other dwellings in excess of 25m to the northeast and more than 40m to the north. These distances together with intervening hedges, a close-boarded fence and trees to the north of the existing modular building to be retained permanently, were all considered to reduce its visual impact and effect on the amenity of the occupiers of these dwellings. This situation has not changed and therefore Officers consider there to be no further adverse impact on residential amenity should the building remain permanently.
- 29 The proposed new modular building and hard surface would be located approximately 30m north west of the closest residential dwelling at no. 124 Sheep Walk. The boundary treatment at this location consists of chainlink fencing approximately 1.5m in height and dense hedging approximately 2.5m in height. Views to the proposed new building will be oblique from this closest dwelling and so Officers consider it will not create a significant adverse impact upon residential amenity because of the distance and the existing boundary screening. No written representations were received from the residents at 124 Sheep Walk.
- 30 The proposed new formalised car park area is located between the existing swimming pool structure and the northern boundary which is shared with properties 57, 59 and 61 Briar Road. The boundary treatment here consists of residential closeboard fencing. The new car parking area will become a gravel filled porous material and will create space for a further 5 vehicles to park. Officers consider this increase in parking provision will contribute to alleviating amenity issues related to traffic and parking (discussed in more detail in paragraphs 34-43 below). There is no change of use at this part of the site and no representations were received from the aforementioned properties. Officers conclude there will be no adverse impact upon residential amenity as a result of the proposed changes to the parking area.
- 31 A total of 16 letters of representation were received from surrounding residents and all raised concerns regarding traffic and congestion. Specifically, these mainly related to highway safety rather than residential amenity. However, Officers recognise that an increase in vehicle movements to and from the school is likely to have an adverse impact on residential amenity. These are not considered to be unacceptable because of the relatively short duration additional vehicles would be using the road and the availability of on-street parking capacity within an acceptable distance of the school buildings. In

addition, the applicant has proposed a number of mitigation measures to address this and these are detailed in paragraphs 38-43 below.

- 32 Notwithstanding the issues relating to traffic and congestion, Officers consider that the proposed development has only a small material impact on the amenity of the occupiers of the nearest dwelling and no detrimental amenity effect on people living in other adjoining residences. There will be no loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or negative impact on outlook. Therefore Officers consider the proposals to accord with the provisions of Spelthorne Core Strategy and Policies DPD 2009 Policy EN1 – Design of New Development.

TRANSPORTATION CONSIDERATIONS

Spelthorne Core Strategy and Policies DPD 2009

Policy CC2 – Sustainable Travel

Policy CC3 – Parking Provision

- 33 Core Strategy Policy CC2 only allows traffic generating development compatible with local transport infrastructure, taking into account number and nature of additional traffic movements, including servicing, needs, capacity of the local transport network, cumulative impact including other proposed development, access and egress to the public highway, and highway safety. It also requires major development to be accompanied by a site specific travel plan to promote sustainable travel choices. Policy CC3 requires appropriate provision to be made for parking in accordance with maximum standards, taking account of the scope for encouraging alternative means of transport and the impact on highway safety of on street parking and potential for measures to overcome problems. Sufficient provision should be made for safe and secure cycle parking within developments.
- 34 Saxon School is currently a one form entry primary school (normally 210 places) with bulge classes in reception, year 1 and year 2 which means the school currently has capacity for 300 pupils. It is proposed to permanently expand the school gradually to two forms of entry until 2019 when the school will operate at full capacity with 420 pupils. This would result in a total increase of 120 pupils attending the school between 2016 and 2019. The County Planning Authority has received 16 letters of representation to date for residents in the surrounding vicinity. All of these relate to traffic and congestion issues with particular focus on Briar Road. Issues predominantly relate to overspill on-street parking by staff; inconsiderate parking by parent at peak times blocking residential driveways; and congestion at peak times blocking access. The applicant submitted a Transport Assessment (TA) by Atkins to support the application which assessed the current situation and the likely impact the proposed development would have on the surrounding highway network. To do this, it looked at traffic generation, accident data, carried out a parking beat survey and proposed some mitigation measures. The County Highway Authority (CHA) were consulted on the proposals and provided some detailed comments.
- 35 Currently, 37% of pupils live within 1 km of the school, 19% live between 1 and 2 km of the school and the remaining 43% live more than 2 km from the school. Currently 70% come alone by car (although 19% of these park and stride) and 25% come by walking, cycling and scooting. On this basis, it has been estimated an additional 120 pupils may result in 84 of them travelling by car. Therefore a total of 305 children could potentially arrive and leave by car. The CHA have noted a concern that Saxon Primary has a

particularly high percentage of pupils travelling to the school from distances that reduce the possibility of travelling to the school by means other than the private car. This is further exacerbated by the lack of opportunity for public transport within close proximity to the school. However, according to the School Commissioning Officer, recent birth data indicates that the number of school aged children in Shepperton is increasing. This would imply that the catchment for pupils would reduce into the future and thus increase the opportunity for future pupils to travel to/from the school by more sustainable means such as walking, cycling or by scooter. This is supported by the County Highway Authority as forming a longer term solution. The issue can be further encouraged in the shorter term by the mitigation measures outlined below.

- 36 The CHA acknowledge there are traffic and congestion issues at and around the school during peak pick up and drop off times, particularly on Briar Road. A parking assessment was carried out as part of the TA. This revealed there are approximately 306 legal on-street parking spaces within 500m of the school, of which a maximum of 185 are occupied during school drop off in the morning and a maximum of 198 are occupied during school pick up in the afternoon. It should be noted this includes all parked cars and not just those associated with the school. Briar Road in particular was observed to become congested with some illegal and/or inconsiderate parking recorded during the parking surveys. Not all 84 additional children will arrive at/leave the school at the same time and it is expected these trips will be spread throughout the peak morning and afternoon periods. With this in mind, it is forecast in the TA that there will be a maximum occupation of 204 on street spaces during school drop off and a maximum occupation of 206 on street spaces at school pick up during any 15 minute interval, still within the 306 space capacity. Therefore Officers consider the evidence demonstrates enough capacity on the surrounding highway network to accommodate the expected increase in traffic at peak times as long as this is managed efficiently. To further assist with this, relevant mitigation measures are discussed below and can be secured through planning condition.
- 37 The school currently has maximum capacity within the site for 21 cars to be parked; this includes 15 officially marked out spaces and 6 informal spaces. Following the proposed development, the capacity will increase by 5 to 26 parking spaces. Once the school reaches the proposed 2FE capacity, it is expected the number of staff will increase from 52 to 64. Considering current trends, this would mean the number of staff travelling to school by car would increase by 10 from 42 to 52. Officers recognise the proposed increase in parking is not enough to accommodate the expected increase in staff numbers following the expansion (a shortage of 5 spaces). However, Officers consider the available on-street parking capacity and the following mitigation measures will help to address this issue.
- 38 An objection was raised from Spelthorne Committee for Access Now in relation to an absence of disabled parking bays. A disabled space is provided within the site and is the most southern space in the parking area immediately east of the nursery building. The CHA considered this objection as part of their overall assessment and concluded that they were satisfied adequate parking can be provided within the site for disabled users by use of the existing disabled space and by utilising another one of the existing spaces if required. The CHA recommended an informative be attached to any permission granted detailing this.
- 39 A further objection was received from a local resident which detailed possible inaccuracies in relation to how data was collected for the Transport Assessment. This was brought to the CHA's attention and was considered as part of their overall assessment.

Highway Mitigation

- 40 The TA includes some indicative physical mitigation measures. These include improved crossing facilities (dropped kerbs/tactile paving) to encourage pedestrians; parking restrictions on Briar Road in the immediate vicinity of the school to prevent inconsiderate parking; and waiting restrictions on one side of Thornhill Way to prevent parent parking during school peak hours. These are considered to be conceptual at this stage and will need to be subject to detailed design and a Traffic Regulation Order. In addition to this, the proposed development also includes provision for an additional 10 cycle spaces and 10 scooter spaces. Officers agree with the principle of these measures and a condition can be attached to ensure they are implemented.
- 41 The application was also submitted with a School Travel Plan (STP) which includes information relating to current travel trends. It also includes a number objectives and measures to encourage more sustainable modes of transport as well as ways to reduce inconsiderate parking and improve road safety for pupils. The information and data within the STP is from 2014 and is now considered out of date. A revised STP can be secured through planning condition and will be required to include up-to date information in relation to travel trends; propose more robust measures to encourage sustainable transport modes; reduce inconsiderate parking; and improve road safety. The CHA have suggested the applicant considers suitable mitigation measures as detailed within Table 6-1 Mitigation Summary on page 62 and 63 of the submitted Atkins TA. These measures are broad but in relation to updating the STP, mitigation includes liaison with Spelthorne Parking Team to discuss parking enforcement; better management of on-site parking provision; staggering pupil start/finish times; establishing a log book to record any future issues; develop a walk-distance map to identify appropriate walking routes; and creation of a database of staff address details to further encourage car sharing. Officers consider that an updated robust STP would go some way in mitigating traffic issues in relation to the proposed expansion.
- 42 The application was supported by a Construction Management Plan (CMP). This includes details such as site personnel parking, storage of plant and materials and vehicle routing. Officers are satisfied that a satisfactory CMP has been submitted and the CHA have raised no objection. The impacts relating to construction vehicles can therefore be adequately mitigated. This can be further mitigated by planning conditions to restrict HGV delivery times and the times of construction operation.

Transportation Considerations Conclusion

- 43 Although the CHA raised some concerns relating to traffic and congestion issues, they conclude that these largely relate to adverse residential amenity impacts and not highway safety. Subject to a number of conditions, they raised no objection to the proposals. Officers consider that a comprehensive assessment in relation to highways has been undertaken and are therefore satisfied that subject to suitable mitigation measures, secured through planning conditions, the proposed development will be acceptable in relation to transportation considerations. The proposed development is considered to accord with Core Strategy Policy CC2 and Policy CC3.

FLOODING IMPLICATIONS

Spelthorne Core Strategy and Policies DPD 2009

Policy LO1 - Flooding

- 44 The school site is in Flood Zone 3 (high risk). Paragraph 103 of the NPPF states that when determining planning applications, local planning authorities should ensure that

flood risk is not increased elsewhere and only consider development appropriate in areas at a risk of flooding where informed by a site-specific Flood Risk Assessment. School development is classified as being 'more vulnerable' as set out within Technical Guidance appended to the NPPF. Core Strategy Policy LO1 seeks to reduce flood risk and its adverse effects on people and property by requiring any development in Flood Zone 3 to be designed to be flood resilient/flood resistant.

45 The existing modular building to be retained on a permanent basis as part of these proposals was assessed in accordance with the EA's Standing Advice before permission was granted under planning ref. SP14/00872/SCC. The Standing Advice to local planning authorities for more vulnerable development applied in this case as the development is a non-domestic extension not exceeding 250m of floorspace. The Standing Advice required applicants to choose from two flood mitigation measures: 1) Floor levels within the proposed development will be no lower than existing levels and flood proofing of the proposed development has been incorporated where appropriate in the form of resilience and resistance measures, or 2) Floor levels within the extension will be set at 300mm above the known or modelled 1 in 100 annual probability river flood.

46 The applicant chose the first option. To this end, the previous application was accompanied by a Flood Risk Matrix indicating that the floor level of the demountable unit is no lower than that of the existing buildings on the site. The current application states that the FFL of the existing modular is approximately 358mm above the existing FFL of the main school buildings. The agent advised that flood resistance/resilience measures had not been initially incorporated into the building because it was installed retrospectively. Because of this, the previous permission was subject to the following condition (No.2):

(a) The development hereby permitted, the applicant shall submit details for approval of the County Planning Authority, showing how the building will be made flood resistant and flood resilient, by 28 February 2015.

(b) These details shall be implemented to the satisfaction of the County Planning Authority by 31 August 2015.

47 In situations where extra flood proofing measures are required such as in this case, the Environment Agency require buildings that are exposed to potential flooding of between 0.3m – 0.6m to ensure certain flood proof measures have been carried out. In relation to the previous temporary permission, the County Planning Authority (CPA) have not received any further information regarding flood proofing measures and the applicant is in breach of the condition; however, the applicant explained during pre application discussions that sufficient flood proofing had since been carried out. The planning statement submitted with the planning application includes information that most electrical sockets are positioned 750mm above the FFL apart from 2 service electrical sockets that are positioned 400mm above FFL and the School Business Manager confirmed this was the case verbally during a telephone conversation on 25.05.2016. In addition to this, the applicant has explained that the external materials of the modular building are waterproof. The CPA are satisfied that raised electrical sockets and the use of flood proof materials are sufficient flood proofing measure in this case and are in accordance with the Environment Agency's advice regarding extra flood resistance measures.

48 The proposed new modular building is located partly within flood zone 3a and partly within 3b according to the Environment Agency's (EA) Flood Map. The flood level in the area within flood zone 3b is 11.71m. The applicant has submitted a Flood Risk Assessment (FRA) that assess the impact of the proposed new classroom only. The FRA includes a topographical survey which details that the ground level where the

proposed new building is to be located is between 11.97m and 12.07m. The EA have considered the proposed floor level and concluded the proposed new classroom would be within flood zone 3a which means the area to be developed has a 1% Annual Exceedance Probability (AEP). In addition to this, the applicant has proposed constructing the finished floor level of the modular building at 12.63m Above Ordnance Data (AOD). The EA's 1 in 100 year plus climate change allowance in this location is 12.33m AOD. This would mean the proposed new modular building would be 300mm above the recommended level. Therefore Officers are satisfied the proposed design and location of the proposed new building meets EA requirements.

- 49 The EA were consulted on the proposals and had initially only assessed the new build element of the proposals without considering any potential cumulative impact that may arise from both buildings being retained permanently. This was brought to their attention and after further consideration they later informed the County Planning Authority they were satisfied that all elements of the proposed development had been assessed to a satisfactory level and raised no objection subject to standing advice. Therefore Officers are satisfied that the proposed development can be adequately protected from flood risk subject to condition and that the development accords with relevant policy in that regard.

IMPACT ON ARCHAEOLOGY

Spelthorne Borough Local Plan 2001

Saved Policy BE25 – Areas of High Archaeological Potential

- 50 The National Planning Policy Guidance (NPPF) states in paragraph 128 that in determining planning applications, local authorities should require the applicant to describe the significance of any heritage assets affected. Where development has the potential to impact heritage assets of archaeological interest, developers should be required to submit an appropriate desk-based assessment and where necessary a field evaluation. Paragraph 134 states that where there is less than substantial harm to the significance of a heritage asset, then whatever harm there is must be outweighed by the public benefits. Local Plan Policy BE25 requires a planning application for development within an AHAP to be accompanied by an initial assessment of the archaeological value of the site. A field evaluation is required prior to the determination of the application if the assessment considers important archaeological remains to exist. In such cases a planning condition is usually imposed requiring agreement in writing of a scheme of archaeological work prior to the commencement of development.
- 51 The portion of the site immediately west of the main school building is a Scheduled Ancient Monument (SAM) based on discoveries which indicate the presence of an Anglo-Saxon and medieval settlement and cemetery. The remainder of the site, including the areas containing the school buildings, is designated as an Area of High Archaeological Potential (AHAP). The proposed new modular classroom, hard play area, car park, and cycle storage area, all lie within the boundary of this Anglo-Saxon and medieval cemetery and occupation site, the buried remains of which are safeguarded through the national SAM and AHAP designations. To support the application, the applicant has submitted a Heritage Statement (HS); a Geophysical Survey; and an Archaeological Test Pit Evaluation.
- 52 The site includes a cemetery of at least 20 Saxon and early Christian inhumations, along with a considerable number of pits, ditches and post holes including a round house, rectangular timber buildings and a Saxon sunken featured building, all of which indicate occupation on the site as well as burial. The buried features that survive will contain artefacts, skeletal material, and environmental evidence relating to the site, its occupants, and the landscape in which it was constructed. A small quantity of prehistoric and Roman period evidence has also been discovered on the site, indicating repeated occupation in this area over a significant length of time.

- 53 The Heritage Statement (HS) was produced during 2015. It provided an assessment of the heritage assets described above and the likely impact the proposed development would have. The HS concluded that it was likely important remains would be discovered if construction was to take place, particularly in the area proposed at the time for the new modular classroom. Further field work was recommended before any proposed development could proceed. In light of this information, the applicant rotated the orientation of the building to its current position parallel to the southern boundary to reduce the impact on potential archaeological assets. The applicant also carried out a Geophysical Survey and an Archaeological Test Pit Evaluation to provide more detailed information in relation to potential impact on archaeological assets. The Geophysical Survey experienced some interference during the assessment but concluded that further investigative work would be required.
- 54 The Archaeological Test Pit Evaluation was submitted as an amending document to the County Planning Authority in April 2016. The evaluation involved excavation of a number of test pits in two designated areas. Area A is on the southern boundary where the proposed new classroom would be located and Area B is on the northern boundary where the car park is located. The test pits in Area A predominately revealed little or no evidence of archaeological importance that could be disturbed by the proposed development, however; some evidence indicated potential ancient activity and therefore it was recommended that ground works be supervised as part of an archaeological watching brief with particular regard paid to the proposed service trench running across the site to serve the new classroom. In Area B, some archaeological features were discovered at a depth of approximately 0.8m although it was generally considered that previous disturbances mean the proposed development would not cause further adverse impact on potential archaeological features. It was concluded that no further archaeological work would be required in this location should the proposed works be less than 0.6m in depth. In relation to the proposed new hardplay surface area (between Areas A and B), the report concluded that no further archaeological would be recommended if the depth was to be less than 0.4m. It was later confirmed by the applicant to HE that works would not be carried out below the recommended depths as described above.

A summary of HE's comments have been provided below:

- 55 Construction and landscaping works on this site have the potential to cause significant disturbance to buried archaeological remains that form part of the designated area, and the addition of new structures also has the potential to impact on the monument through development within its setting. Any additions to the monument or intrusive ground works would require Scheduled Monument Consent (SMC), in addition to any planning consent, and an application for SMC must be made to Historic England before any permission can be implemented.
- 56 HE explained that because of the sensitivity of the site, and the need for SMC for any works, detailed discussions took place with the applicant at pre application stage, and a provisional heritage assessment and archaeological investigation took place ahead of submission of the planning application. A significant part of the main school site has been archaeologically excavated in the past, and preservation of buried archaeological remains is variable across the site. The applicant therefore commissioned a geophysics and test pit survey across the western part of the school building cluster, incorporating the preferred location for the new modular classroom unit in the south eastern part of the site and the proposed locations for hardplay and parking areas north of the proposed new modular and existing nursery building. The results of these investigations indicate that although some features of archaeological interest have been identified, the density of archaeological features is lower than might be expected, and preserved archaeological features generally occur at a depth which would not be subject to disturbance from the greater part of the development.

- 57 To ensure that the proposed development minimises any potential harm or disturbance to the SAM, HE recommend that only shallow foundations are constructed for the proposed new modular building and that a shallow gravel filled porous material be used to surface the car park. The nature of modular construction means foundations are not designed at a deep level and HE were satisfied during pre application discussions that the proposed level of any foundations would not interfere with any archaeological Potential. The plans demonstrate the proposed car park surface to be suitable as described above and so also satisfy HE's requirements. In relation to the proposed hardplay surface; this area has previously experienced archaeological excavation and any proposed ground works would not extend 20cm in depth and so HE also consider this to be acceptable.

Therefore, HE raise no objection but also noted the following:

"...ground works on the site including activities such as excavation of foundations, service trenches, grading of the ground, and removal or planting of trees, may reveal further archaeological information about the site, including through the recovery of stray finds. We therefore recommend that additional archaeological fieldwork should take place during all groundworks on the site, and that such a program of work should be secured by a condition on any planning consent granted, and the details of this agreed and implemented as part of any forthcoming Scheduled Monument Consent."

- 58 A scheme of archaeological fieldwork for during the construction phase can be secured by planning condition. Since this relates to the way the development is constructed, it must be submitted and approved before the development commences.

Conclusions on archaeology

- 59 The applicant has carried out all relevant desk based and field work assessments as required by the County Archaeologist, HE and national policy. In this case, paragraph 134 of the NPPF is not engaged because Officers conclude there will be no harm to the significance of the heritage asset. Officers agree with the recommendations of HE and are satisfied that subject to conditions and appropriate Scheduled Monument Consent being granted, the proposal would not compromise any archaeological remains and as such would accord with development plan policy in this regard.

IMPACT ON TREES

Spelthorne Core Strategy and Policies DPD 2009

Policy EN8 – Protecting and Improving the Landscape and Biodiversity

- 60 Core Strategy Policy EN8 seeks to protect the landscape by ensuring that new development, where possible, avoids harm to significant features in the landscape.
- 61 The proposed new modular building and area of hard surface would be located on an area that is currently partly grassed and partly hard surface. This area contains a number of trees that vary in height (between 3m and 12m), condition and species. None of these trees are individually protected by TPOs. However, Officers recognise that collectively they contribute positively to the character and visual amenity of the school site. The applicant has submitted an Arboricultural Impact Assessment (AIS) and an Arboricultural Method Statement (AMS) to assess the existing trees and propose methods to adequately safeguard those to be retained.

- 62 In total, there are 9 trees to be removed in the proposed location for the new classroom and a further 2 trees to be removed at the northern boundary to make way for the formalisation of the car park. Several trees are to be pruned to allow for construction vehicle access along the school's main access road from Briar Road. Another tree is to be retained and pruned on the southern boundary directly behind the proposed new modular building. All these trees to be removed vary in terms of quality and are considered to have between low and moderate value. During pre-application discussions, the applicant was asked to consider alternative locations for the proposed new modular building to avoid the loss of these trees. The first of these is located in the south eastern part of the site on an area of hard play. This was considered to be unsuitable because its location would be too far to be accessed conveniently by fire services in an emergency. It would also require the relocation of the existing hard play area to elsewhere on the school site. The second was in the north eastern part of the school site on the existing hard surface Multi Use Games Area (MUGA). After assessment this was considered to be unsuitable because it would involve the relocation of the MUGA and soakway to another part of the school site which would impact on other planning constraints elsewhere such as the SAM or playing fields.
- 63 To support the proposals, the applicant has proposed a number of mitigation measures. These include; protective fencing around trees to be retained that would be close to the any development; supervised excavation during the construction of the proposed new parking area for 1 tree located in a neighbouring garden at 59 Briar Road; and replanting of 5 trees. Officers recognise the number of trees to be replaced is less than the number to be removed but consider this is acceptable given the constraints within the site.
- 64 The County Arboriculturalist was consulted on the proposed development. He accepted in his conclusion the loss of the trees were unavoidable and recommended a number of conditions to ensure the trees to be retained are adequately safeguarded and for a suitable landscaping scheme to be implemented to mitigate the loss of the trees to be removed.
- 65 Officers are satisfied the applicant has explored all possible options to avoid the loss of the trees where possible. Officers recognise this group of trees has a positive contribution to the character of the school site and their loss would be contrary to the intention of Policy EN8 above. However, their loss has to be balanced with the great need for school places in the Shepperton area. Officers also accept the applicant has retained trees where possible and agree that the proposed mitigation measures will reduce any adverse impact on the landscape. Therefore Officers conclude although the proposals do not fully accord with the provisions of Spelthorne DPD 2009 Policy EN8, all possible mitigation has been applied to reduce potential harm to a moderate level in the short to medium term.

DEVELOPMENT IN THE GREEN BELT

National Planning Policy Framework 2012

Paragraph 72 – Importance of providing school places
Chapter 9 – Protecting Green Belt Land

Spelthorne Core Strategy and Policies DPD 2009

Policy SP1 – Location of Development

Spelthorne Borough Local Plan 2001

Saved Policy GB1 - Green Belt

- 66 The Green Belt boundary does not follow a definable line on the ground; however, it does appear that approximately 10-20% of the proposed new classroom lies within the Green Belt boundary. As a precaution the County Planning Authority advertised the

proposed development as inappropriate development with the Green Belt and has assessed it as such.

- 67 Paragraph 72 states that great weight must be given to the importance of providing school places to ensure the needs of existing and new communities are met. Paragraph 89 of the NPPF states that new buildings should be considered as inappropriate development in the Greenbelt unless it meets the stated exceptions criteria. Officers consider that after applying the provisions of paragraph 89, the development does not meet any of the exceptions criteria and therefore constitutes inappropriate development. The NPPF post dates both these documents and contains a revised definition of appropriate development which allows for extension, alteration and replacement of buildings of all types, subject to limits. NPPF para 87 states that development which is inappropriate should not be approved except in very special circumstances. Para 88 states that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations. Core Strategy Policy SP1 seeks to maintain the existing extent of the urban area and states that all new development will be made within it. Saved Policy GB1 states that development will not be permitted except for uses appropriate to the Green Belt, and sets out the classes of development which can be considered appropriate, reflecting PPG2 'Green Belts' (1992), including limited extension, alteration or replacement of dwellings.
- 68 Officers consider the proposed development would be contrary to the purposes of the Green Belt according to paragraph 80 of NPPF. Specifically, the proposals might contribute towards unrestricted sprawl of the built up area although given the very small section of the building positioned within the Green Belt, the impact of the proposals would be minimal. In addition, Officers recognise there would be some harm to the openness of the Green Belt as a result of this development; however, it is considered that this would be very limited, again, given that it forms part of a building lying mainly in the urban area. There would also be some harm because of the loss of trees. On balance, Officers consider the harm to be limited.

Considerations of Very Special Circumstances

Need for the Development

- 69 The applicant has submitted an educational needs statement (ENS) with this application which states that demand for Reception places has exceeded the published admission number (PAN). The PAN represents the total number of available school places in the reception year group of entry. Primary school rolls have risen gradually over the last decade across Spelthorne borough as a result of higher birth rates and new housing. The highest number of births (1,327) was in 2013; between 2005 and 2013 births rose by 23%. Although the birth rate fell slightly in 2014 to 1,260, it would be premature to view this as a falling trend in the borough.
- 70 Since parents have the right to express a preference for any school that does not have to be the most local to where they live, when looking at school expansions and providing additional classrooms, the Local Authority seeks to balance a variety of different factors including parental preferences, planning and site constraints, cost, diversity and choice. Another factor is the actual location of demand. The Council groups schools into planning areas reflecting an historic pattern of provision and links between school as well as local geography.
- 71 The ENS outlines the ongoing demand for at least 150 Reception class places in Shepperton up to the academic year beginning September 2024. The increase in the Spelthorne housing trajectory includes several housing developments around the

Sunbury on Thames and Shepperton areas. This proposal is part of a strategic response to this forecast increase in demand. The current three schools serving this area only offer between them 120 places. This increased demand has been addressed in the previous three years by adding a bulge class to Saxon (in September 2013, 2014 and 2015). A continually increasing trend for reception places has now been established both in terms of the birth rate, which peaked in Spelthorne Borough in 2012/2013 and has not yet significantly fallen, and the number of parental preferences received for a place at Saxon Primary.

Alternative Sites

- 72 Saxon Primary School is an all through primary school with academy status. It is located within the Shepperton Planning area where there are 2 further schools providing education at infant/primary level within the planning area. These are Littleton VA Infant School and St Nicholas VA Primary School. Neither of the alternative schools are located within the Greenbelt; however, below is a summary of the reasons why despite this, the identified need detailed above must be met at Saxon Primary School.

Littleton VA Infant School is a 1FE infant school. Expanding this school would require it to become an all through 1FE primary or would require St Nicholas to maintain a junior intake and become a 3FE infant and 4 FE junior. It is a small constrained site also within a flood plain and does not have the physical room to expand to accommodate the additional places required for it to become an all through primary.

St Nicholas VA Primary School is an all through primary school that already operates with capacity for 2FE infant and 3FE primary (to accommodate classes from Littleton Infant). As mentioned above, this school could not expand without Littleton becoming an all through 1 FE primary which is not possible given the limited space available. Otherwise St Nicholas would have to become a 3FE infant and 4 FE junior. This is not a practicable solution and would require a minimum of 7 new classrooms on the site. The applicant has indicated that the diocese would not be willing to support such an expansion and thus it cannot be considered deliverable at this time. In comparison, Saxon Primary School is more willing to accept the additional places and can accommodate some additional classroom space through the existing modular and with internal refurbishments which reduces the amount of physical development required.

- 73 The proposed new classroom at Saxon Primary School is mainly in the urban area but encroaches slightly on the part of the site designated as Greenbelt (approximately 10-20%). The green belt boundary covers the western section of the Saxon site which is predominately the school playing fields. The east of the school site where the existing school buildings are located is within the urban area. The applicant assessed two other locations in the school site that would allow the proposed new classroom to be wholly within the urban area. It has been adequately demonstrated that the proposed location is the only workable location for the following reasons:

Area A - The first of these is located in the south eastern part of the site on an area of hard play. This was considered to be unsuitable because its location would be too far to be accessed conveniently by fire services in an emergency. It would also require the relocation of the existing hard play area to elsewhere on the school site which would not be viable because of the prohibitive planning constraints elsewhere such as playing fields and archaeology.

Area B - The second alternative location was in the north eastern part of the school site on the existing hard surface Multi Use Games Area (MUGA). After assessment this was considered to be unsuitable for a number of reasons but mainly because it would also involve the relocation of the MUGA and soakway to another part of the school site which would also not be viable because of the prohibitive planning constraints elsewhere such as playing fields and archaeology.

- 74 The applicant has concluded that the permanent expansion of Saxon Primary School from 1FE to 2FE is necessary and meets the need for additional places in the area in the most effective way. Officers consider that Saxon does have a number of planning constraints as described above but having fully considered the other options as well other locations within the urban area part of the site, they conclude that Saxon can accommodate the additional pupils appropriately. In addition Saxon Primary is a popular school which is becoming over-subscribed. It was seen to be providing a 'good' level of education at its last Ofsted inspection in June 2015. The proposal to expand Saxon therefore meets the government's policy of local authorities expanding popular and successful schools and this should be given great weight in accordance with the NPPF paragraph 72.
- 75 Officers therefore consider that the applicant has demonstrated that very special circumstances exist in this case.

Conclusions on Green Belt

- 76 The proposal lies in part within the Green Belt and would constitute inappropriate development which would allow urban sprawl and cause some limited harm to the openness of the Green Belt. Officers consider that the scale of additional school places required in the local area and the lack of any suitable non-Green Belt alternatives among other existing school sites in the locality does constitute very special circumstances which clearly outweigh the harm due to inappropriateness and loss of openness and other moderate harm due to loss of trees.

HUMAN RIGHTS IMPLICATIONS

- 77 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.
- 78 In this case, the Officer's view is that while the possibility of impacts on amenity caused by additional traffic and flood risk are acknowledged, the scale of such impacts is not considered sufficient to engage Article 8 or Article 1 of Protocol 1. Their impact can be mitigated by conditions. As such, this proposal is not considered to interfere with any Convention right.

CONCLUSION

- 79 The proposed development has been designed so that it would integrate with the surrounding area. Officers consider that subject to conditions the proposal would not result in adverse impacts in terms of residential amenity. The highways implications are considered to be acceptable subject to condition. The proposal has been assessed against the EA's standard advice with the EA raising no objection and therefore

acceptable in terms of flood risk. The proposal would result in the loss of a number of trees which contribute positively to the character of the site and so suitable replanting mitigation is subject to condition. The preservation of any potential archaeological remains can also be secured via condition.

- 80 The development constitutes inappropriate development in the Green Belt. Officers are satisfied that the need for the development, the lack of alternative sites and or alternative locations within the urban area section of the site, constitute very special circumstances. There would be some limited harm to the openness of the Green Belt through the construction of new building, however the impact would be minimal considering only a small % of the building would actually be within the greenbelt. Notwithstanding the harm to the Green Belt by virtue of inappropriateness and marginal loss of openness, Officers are satisfied that the need for the development and lack of alternative sites are factors that amount to very special circumstances that clearly outweigh the harm due to inappropriateness and other harm and justify the grant of planning permission subject to conditions and as an exception to national and local planning policies.

RECOMMENDATION

That: Pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, the application be **PERMITTED** subject to the following conditions:

Conditions:

IMPORTANT - CONDITION NO.12 MUST BE DISCHARGED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT.

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

A-100 Rev A Site Location Plan dated 13/12/15

A-101 Existing Block Plan dated 16/11/15

A-102 Rev B Proposed Site Block Plan dated 23/02/16

A-103 Existing Floor Plans dated 16/10/15

A-104 Rev B Proposed Floor Plans dated 23/02/16

A-105 Rev A Existing and Proposed Elevations - New Modular dated 23/02/16

9263-15 Topographical and Underground Survey Plan dated May 2015

TWP-01 Rev A Tree Works Plan dated 25.02.16

3. Subject to conditions 4 and 5 below, the development hereby permitted shall be carried out in strict accordance with the Construction Traffic Management Plan received 13 May 2016.
4. In carrying out the development hereby permitted, no construction activities shall take place except between the hours of 07.30 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.
5. In carrying out the development hereby permitted, no HGV movements into or out of the site shall take place between the hours of 8.30 and 9.15 am and 2.45 and 3.30 pm, nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Briar Road and Thornhill Way during these times.
6. Within 6 months of the date of this permission, an updated School Travel Plan including the School Travel Plan measures contained within the 'Action' column of Mitigation Summary Table 6-1 on page 62 of Transport Assessment dated 15th December 2016 submitted with the application, shall be submitted for the approval of the County Planning Authority and shall include provision for maintenance, monitoring and updating of the plan. The approved plan shall thereafter be implemented fully in accordance with the approved details.
7. The development hereby permitted shall not be occupied unless and until an additional 10 cycle parking spaces have been provided in full accordance with the details shown on DWG No.15-1-2062 NPS-PL-00 A104 Rev B dated 23.02.2016.
8. The development hereby permitted shall not be occupied unless and until the additional car parking spaces have been provided in full accordance with the details shown on DWG No.15-1-2062 NPS-PL-00 A104 Rev B dated 23.02.2016.
9. Within 9 months of the date of this decision notice, a detailed scheme for the following must be submitted to and approved by the County Planning Authority and thereafter implemented in full accordance with the details as approved:
 - a) measures to restrict on street parking on Briar Road and Thornhill Way as generally shown on DWG titled Figure 6-2 Potential Parking Restrictions and Uncontrolled Crossing Point Locations (Saxon Primary School – Potential Mitigation Measures) contained within page 60 of Transport Assessment dated 15th December 2016 submitted with the application.
 - b) Measures to provide an uncontrolled pedestrian crossing on Briar Road and Bush Road as generally shown on DWG titled Figure 6-2 Potential Parking Restrictions and Uncontrolled Crossing Point Locations (Saxon Primary School – Potential Mitigation Measures) contained within page 60 of Transport Assessment dated 15th December 2016 submitted with the application.

10. 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 Section 8 and Appendix 4 (drawing no. TPP01 Rev A dated 25/02/2016) contained in the Arboricultural 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 Sections 4 - 10 of the above Arboricultural Method Statement (AMS 01 Rev A).

11. No later than twelve months from the date on which the development hereby permitted is commenced, a scheme of replacement planting shall be submitted to and approved by the County Planning Authority. The approved scheme shall be implemented in full no later than in the first planting season after that approval.

The scheme shall comprise planting plans; written specifications for operations associated with tree or shrub planting (including measures to prevent any harm to the archaeology of the site), schedules of trees shrubs and plants noting species, sizes positions and proposed numbers / densities and an implementation programme.

12. No development shall take place until a written scheme of archaeological investigation (comprising a watching brief across the footprint of the proposed new classroom block and hard play surface in line with Section 5, paragraph 5.3 of the Archaeological Test Pit Evaluation Report submitted with the application on 18.04.2016) has been submitted to and approved in writing by the Planning Authority. The development shall then be carried out in accordance with the approved scheme.

13. The finished floor levels of the new building hereby permitted shall be set no lower than 12.63m AOD.

Reasons:

1. To comply with Section 91 (1)(a) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

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

3. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2012 and Policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

4. To ensure the protection of neighbouring properties in accordance with Policy EN1 of the Spelthorne Core Strategy and Policies DPD 2009.
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 Policies CC2 and EN1 of the Spelthorne Core Strategy and Policies DPD 2009.
6. 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 Policies CC2 and EN1 of the Spelthorne Core Strategy and Policies DPD 2009.
7. 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 Policies CC2 and EN1 of the Spelthorne Core Strategy and Policies DPD 2009.
8. 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 Policies CC2 and EN1 of the Spelthorne Core Strategy and Policies DPD 2009.
9. 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 Policies CC2 and EN1 of the Spelthorne Core Strategy and Policies DPD 2009.
10. To ensure protection of the trees in accordance with Policy EN1 and EN8 of the Spelthorne Core Strategy and Policies DPD 2009.
11. To ensure protection of the trees in accordance with Policy EN1 and EN8 of the Spelthorne Core Strategy and Policies DPD 2009.
12. To ensure that any archaeological presence on the site is identified, recorded and protected in accordance with Saved Policy BE25 from the Spelthorne Borough Local Plan 2001
13. To protect the development from flooding in accordance with Policy LO1 of the Spelthorne Core Strategy and Policies DPD 2009.

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 permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

5. 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

6. The applicant is reminded that the development cannot be commenced until Scheduled Ancient Monument consent has been granted by Historic England for the works contained within this application.

7. The County Highway Authority recommends space be laid out within the site for a minimum of 2 disabled parking bays.

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 [insert details]

[National Planning Policy Framework 2012](#)

[Planning Practice Guidance](#)

The Development Plan [insert details]

Spelthorne Core Strategy and Policies DPD 2009

Spelthorne Borough Local Plan 2001