

MINUTES of the meeting of the **PLANNING AND REGULATORY COMMITTEE** held at 10.30 am on 22 February 2017 at Ashcombe Suite, County Hall, Kingston upon Thames, Surrey KT1 2DN.

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

Members Present:

Mr Tim Hall (Chairman)
Mr Keith Taylor (Vice-Chairman)
Mr Steve Cosser
Mrs Carol Coleman
Mrs Margaret Hicks
Mr Ernest Mallett MBE
Mr Richard Wilson
Mr Jonathan Essex
Miss Marisa Heath

Apologies:

Mrs Mary Angell

168/17 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies for absence were received from Mary Angell.

169/17 MINUTES OF THE LAST MEETING [Item 2]

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

170/17 PETITIONS [Item 3]

There were none.

171/17 PUBLIC QUESTION TIME [Item 4]

There were none.

172/17 MEMBERS' QUESTION TIME [Item 5]

There were none.

173/17 DECLARATIONS OF INTERESTS [Item 6]

There were none.

**174/17 EP16/01319/CMA - EWELL GROVE INFANT AND NURSERY SCHOOL,
WEST STREET, EWELL, SURREY KT17 1UZ [Item 7]**

Officers:

Dawn Horton-Baker, Senior Planning Officer
Alan Stones, Planning Development Team Manager
Caroline Smith, Transport Development Planning Manager
Nancy El-Shatoury, Principal Solicitor

Speakers:

John Beckett, the Local Member, made the following points:

1. The local Member raised concerns about the design aspects of the application and stated that the use of standard eaves would be more sympathetic to the conservation area.
2. It was highlighted that officers gave a strong case to retain the trees on site but if any trees did have to be removed then new trees should be planted.
3. He welcomed the restricted hours of operation for the Heavy Goods Vehicles (HGVs) and delivery vehicles using the High Street but asked if a condition would be put in place to specify the hours of operation and the days of operation.
4. He drew attention to the increase of traffic in the area as a result of the application and sought further clarification on how it would be mitigated with a clear travel plan.

Key points raised during the discussion:

1. The Planning Officer introduced the report and the update sheet tabled at the meeting. It was explained that the site was located within a Conservation Area and within an area of high archaeological potential and that the constraints on the site lead to much pre-negotiation to balance the interests of all identified interests. It was noted that 12 letters of objection had been received that had mostly referred to the traffic implications of the application. Officers outlined a summary of the planning issues of the site in which it was confirmed that there was a strong need for school places in the area. Officers referred to the Local Members comments and agreed that an additional condition would be added regarding the hours of operation of the site.
2. A Member of the Committee referred to condition 6 of the report and asked if car parking would be available onsite in which officers confirmed that there would be. It was also highlighted that the Local Member's comments on traffic management were considered in Condition 5 of the report.
3. Members stressed the importance of safety for pupils who choose to cycle to school and asked what measures would be put in place to increase this.
Officers confirmed that an upgraded crossing would be constructed and that it was officers opinion that it was safe to travel to the site.
4. A Member of the Committee sought clarification on condition 13 and asked if it could be amended to include replacement trees to be planted on West Street. Officers confirm that Condition 13 would be amended to include this.

The resolution of the committee was unanimous

Resolved:

That application EP16/01319/CMA - Ewell Grove Infant and Nursery School, West Street, Ewell, Surrey KT17 1UZ was permitted subject to conditions and reasons set out in the report.

Actions/further information to be provided:

1. To include a condition regarding the hours of operation on the site.
2. To amend Condition 13 to include replacement trees to be planted on West Street.

175/17 MO/2016/1848 - LAND AT BURY HILL WOOD, OFF COLDHARBOUR LANE, HOLMWOOD, SURREY RH5 6HN [Item 9]

Officers:

Samantha Murphy, Principal Planning Officer
 Alan Stones, Planning Development Team Manager
 Caroline Smith, Transport Development Planning Manager
 Nancy El-Shatoury, Principal Solicitor

Speakers:

Mr. Everett, a local resident, made representations in objection to the application. He made the following points:

1. That the Committee defer the item as it should not be viewed as a stand alone but alongside the Traffic Management Plan.
2. Concern was raised over potential tree damage that could be caused by HGVs and if this would be monitored at all.
3. It was requested that a tree development survey be conducted to assess the potential damage and that a Tree Preservation Order be put in place.

Mrs. Smith, a local resident, made representations in objection to the application. she made the following points:

1. That the significance of the sunken lanes and the damage HGVs would have on the fragile environment should be considered by the committee members as pictures had not been included in the report.
2. A survey of the camber was requested as the angle of the lane could cause the HGVs to tilt and potentially caused damage to the surrounding area.
3. Referenced the report stating that damage had to be recorded within 48 hours of the event. It was stressed that this was more than sufficient amount of time and that specific measures for emergencies needed to be put in place to avoid any further damage.
4. The local resident raised concerns over the debris left on the lane by HGVs as this would cause issues with the surrounding environment.

Ms. Elcoate, a local resident, made representations on behalf of Mr. Simmons in objection to the application. She made the following points:

1. Concern about the potential damage that would be caused by HGVs to the exposed tree roots on the banks of the lane. It was asked that any work carried out should be by competent, qualified arborists and in

accordance with the British Standard 3998 Tree work Recommendations.

Mr. Elliott, the applicant's agent, made the following points in response:

1. He confirmed to the Committee that the HGVs would be fitted with video cameras and that a survey of the lane would be completed daily to record any impact to the environment.
2. The Committee were assured that the whole focus was to protect the trees in the area and that every step would be taken to do so. The lanes width and canopy had been taken into account in regards to the HGVs size and that they were deemed suitable.
3. The applicant's agent highlighted that a convoy system had been implemented for the HGVs to prevent speeding and stop overtaking therefore reducing damage to the environment.
4. It was confirmed that if damage were to occur in the lane that there would be an immediate response rather than waiting 48 hours.
5. The applicant's agent highlighted that risk assessments had been carried out from the beginning of the project and that the trees would be pruned if necessary.
6. It was noted that the camber of the lane had been taken into account from the very beginning and that measurements confirmed that there was not an issue.

Key points raised during the discussion:

1. Officers introduced the report and the update sheet tabled at the meeting. The details of the report were outline to the Committee in which it was confirmed that 17 letters of objection had been received. Officers circulated and tabled picture evidence of the sunken lanes to be considered by the committee. In response to the local residents concerns, the Officer agreed to add an informative to ensure that if any tree works were to arise, that they would be completed by a qualified arborist and in accordance with the British Standard 3998 Tree work recommendations.
2. Members discussed the different methods of tree protection that had been considered in the report and discussed the possibility of constructing jersey barriers along the banks of the lane to offer protection to the nearby trees. After further discussion the construction of jersey barriers along the side of the lane was deemed unreasonable.
3. Officers referred to the Inspector's report for the Appeal Decision and how this set the context for planning conditions under consideration and in particular read through paragraphs 70 and 71. The Planning Inspector had noted that although the lane was narrow, it was never smaller than the size of a HGV. The Planning Inspector also stated that the prevention of damage was key and that realism was necessary about the level of risk and that fears were somewhat overstated. The Planning Inspector noted additional preventative measures which inhibited movement and access could be worse, but that the use of CCTV cameras and daily inspections of the sunken lanes would be helpful. Members' attention was also drawn to the wording of Condition 20 and the specific requirements to be addressed.

Resolved:

That application MO/2016/1848 - Land at Bury Hill Wood, off Coldharbour Lane, Holmwood, Surrey RH5 6HN was approved subject to conditions and reasons set out in the report.

Actions/further information to be provided:

1. To include an informative to ensure that if any tree works were to arise, that they would be completed by a qualified arborist and in accordance with the British Standard 3998 Tree work recommendations.

176/17 RE16/02710/CON - LAND AT PATTESON COURT LANDFILL, CORMONGERS LANE, REDHILL, SURREY RH1 4ER [Item 10]**Officers:**

Samantha Murphy, Principal Planning Officer
 Alan Stones, Planning Development Team Manager
 Caroline Smith, Transport Development Planning Manager
 Nancy El-Shatoury, Principal Solicitor

Speakers:

Helena Windsor, the Local Member, made the following points:

1. She raised concern about HGV drivers occupying the local cemetery lay-by when waiting for the site to open. It was stated that this was preventing visitors from parking close to the cemetery.
2. The Committee were informed that HGV drivers were previously using the cemetery's lavatory facilities when they should have been reserved for cemetery visitors. It was asked that the HGV drivers were provided with their own facilities on site.
3. It was stated that data of vehicle movements had not been provided after requests had been made by local residents. The local Member asked that in future these requests be answered in good time.

Key points raised during the discussion:

1. The Officer introduced the report and informed the Committee that the application included a proposal to increase the efficiency of HGV movements and therefore reducing traffic of the surrounding public highway. In response to the Local Members comments, officers stated that the applicant had made HGV drivers aware of welfare facilities in Weybridge. The Committee noted a correction in the report which was that in the 'Summary of Planning Issues' section, the 'Green Belt including restoration' should say 'yes'.
2. A discussion was had around record keeping in which it was confirmed that the applicant must submit records on request as per a condition of the landfill site. The Committee agreed to add an informative to ask the applicant to submit vehicle movement data in good time when requested.
3. A Member of the Committee stressed the dangers of HGVs parking on the public highway through the night and asked if an informative could be added to restrict this. Further discussion stated that parking restrictions would be most appropriate being considered at Local Committee.

4. The Committee agreed to add an informative to ensure that welfare facilities in the local area are publicised to HGV drivers.

Resolved:

That application RE16/02710/CON - Land at Patteson Court Landfill, Cormongers Lane, Redhill, Surrey RH1 4ER was permitted subject to conditions and reasons set out in the report.

Actions/further information to be provided:

1. To add an informative to ask the applicant to submit vehicle movement data when requested.
2. To add an informative to ensure that welfare facilities in the local area are publicised to HGV drivers.

177/17 WA/2016/2323 - LAND AT RUNFOLD SOUTH QUARRY, GUILDFORD ROAD, RUNFOLD, FARNHAM, SURREY GU10 1PB [Item 8]

Officers:

Samantha Murphy, Principal Planning Officer
 Alan Stones, Planning Development Team Manager
 Caroline Smith, Transport Development Planning Manager
 Nancy El-Shatoury, Principal Solicitor

Key points raised during the discussion:

1. The Planning Officer introduced the report and the update sheet tabled at the meeting. The Committee received a summary of details in the report and were recommended to permit the application subject to conditions.
2. The Committee discussed when the site would be decommissioned in which officers confirmed that the applicant had provided a decommissioning programme which showed intent for the site to be decommissioned and closed in June.

The resolution of the committee was unanimous

Resolved:

That application WA/2016/2323 - Land at Runfold South Quarry, Guildford Road, Runfold, Farnham, Surrey GU10 1PB was permitted subject to conditions and reasons set out in the report.

Actions/further information to be provided:

None.

178/17 DATE OF NEXT MEETING [Item 11]

The date of the next meeting was noted.

Meeting closed at 12.37 pm

Chairman

UPDATE SHEET**SURREY COUNTY COUNCIL PROPOSAL EP16/01319/CMA****DISTRICT** EPSOM AND EWELL DISTRICT COUNCIL**Ewell Grove Infant and Nursery School, West Street, Ewell, Surrey KT17 1UZ**

Expansion of existing 2 FE Infant School with 26 FTE Nursery to a 2 FE Primary School with 26 FTE Nursery to include the demolition of existing nursery, reception and shed buildings and erection of a new Key Stage 1 building on the West Street frontage together with a part two storey and part single storey extension to the existing school building with associated access improvements, amended staff parking, removal of trees, landscaping including new hardstanding and drainage infrastructure.

CONSULTATIONS AND PUBLICITY

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| 14 | Epsom and Ewell Borough Council | Comments now received – welcome the investment in the school but have a number of concerns (see details on the attached sheet) |
|----|---------------------------------|--|

Officer comment on Borough Council response: *Officers (including the County Historic Buildings Office) have considered the comments made by the Borough and would comment that this proposal is brave in its design approach and it is acknowledged that the materials (such as the wrap over diamond-set slates) are unusual rather than picking up on the distinctive materials locally, but that does not in itself make them unacceptable. From a NPPF point of view Officers do not agree with Epsom and Ewell that the proposal falls at the higher end of the para 134 scale and are of the view that the massing and relationships to the street and adjoining buildings are well considered with regard to the new build. Officers consider that the proposed buildings fit well within the site and consider that the designer should be allowed a degree of professional expression for the design itself.*

Epsom and Ewell suggest that at the very least a review of the elevation detailing should be undertaken and/or reserved by planning condition. Officers consider that an appropriate amount of detail has been secured and there is a condition (16) which will secure this.

Officers do not agree with the comment that the design response has not been sufficiently informed by the significance of this part of the Conservation Area as a considerable amount of attention has been paid to this matter over a period of almost three years prior to the submission of the application which has resulted in significant

changes to the design. The applicant has also submitted a detailed Heritage Statement which covers this issue.

Most of the comments the Borough makes regarding the trees and landscaping have been covered by officers in the report already but some are on the update sheet as we have only recently received additional information on this matter. The Borough Council feels that the group of trees which need to be removed to accommodate the extension have a high amenity value. Officers do not disagree with this but there is very little opportunity on this site to locate a building without the loss of trees and this has had to be balanced against other criteria including the need for the school places. Officers consider that they have secured the appropriate amended plans which keep the trees along the rear boundary (when previously they were shown to be felled) and have attached relevant conditions to cover the other issues (such as the added protection of tree T8 and root protection areas) and replacement planting. The Borough Council considers that replacement planting should take place along the West Street frontage and this issue is discussed in the report. Officers have reached a conclusion which differs to the Borough and the Committee can take a view on this as appropriate.

The comments from the Borough regarding the off-site highways works are in line with officers requirements.

IMPACT ON TREES/LANDSCAPING

Addendum to the paragraphs in the report:

The information referred to in paragraph 89 of the report has now been submitted and is considered to be acceptable and therefore the proposed conditions relating to Tree Removal and Protection have been amended as set out below. For the avoidance of doubt satisfactory landscaping and tree replacement details have not yet been received and therefore they will be required to be submitted as a 'Details Pursuant' application, in accordance with condition 13 as stated. Furthermore if the Committee supports the view of the Borough Council that replacement planting should take place along the West Street frontage this can be conveyed to the applicant by way of an informative on the decision as currently this is not a requirement (as set out in paragraph 92).

RECOMMENDATION

Delete condition 2 replace with the following:

- 2 The development hereby approved shall be carried out in all respects in accordance with the following plans/drawings:

Plan 1 (00439_01.dwg) dated 10/02/05 Site Plan
 EWE-HLM-A-XX-XX-GA-EX07-01 Rev PA1 dated 01/08/16 Site Location Plan
 EWE-HLM-A-XX-XX-GA-PR05-01 Rev PA1 dated 01/08/16 Proposed Block Plan
 XX-XX-GA-XX05-01 rev PA0 Site Demolition Plan dated 01/08/16

B02-XX-EL-PR04-01 Building 02 Rev PA0 Proposed Elevations dated 01/08/16
 EWE-HLM-A-B03-XX-EL-PR04-01 Rev PA1 Building 03, Proposed Elevations dated 01/08/16
 B02-XX-DR-PR03-01 Rev PA0 Building 02, Proposed Bay Study dated 01/08/16
 B03-XX-DR-PR03-01 Rev PA0 Building 03, Proposed Bay Study dated 01/08/16
 XX-XX-EL-ZZ05-01 Rev PA0 Proposed and Existing Street Elevations dated 01/08/16
 B03-XX-SE-PR04-01 Rev PA0 Building 03, Proposed Sections dated 01/08/16
 BB-XX-DT-PR01-01 Rev PA0 Proposed Typical Details dated 01/08/16
 B02-XX-SE-PR04-01 Rev PA0 Building 02, Proposed Sections dated 01/08/16
 XX-XX-VS-PR0-03 Rev PA0 Proposed Visualisation, Rear Facade to the New Hall dated 01/08/16
 XX-XX-VS-PR0-02 Rev PA0 Proposed Visualisation, West Street at the Caretakers House dated 01/08/16
 XX-XX-VS-PR0-01 Rev PA0 Proposed Visualisation, West Street at The Grove dated 01/08/16
 XX-XX-VS-PR0-04 Rev PA0 Proposed Visualisation, Overview dated 01/08/16
 EWE-HLM-A-B03-XX-EL-PR04-01 Rev PA1 Building 03, Proposed Elevations 01/08/16
 EWE-HLM-A-BB-00-GA-PR04-01 Rev PA1 Proposed Ground Floor Plan 01/08/16
 EWE-HLM-A-BB-01-GA-PR04-01 Rev PA1 Proposed First Floor Plan 01/08/16
 EWE-HLM-A-BB-02-GA-PR04-01 Rev PA1 Proposed Roof Plan 01/08/16
 EWE-HLM-A-BB-M0-GA-PR04-01 Rev PA1 Proposed Mezzanine Floor Plan 01/08/16
 EWE-HLM-L-XX-XX-EL-PR04-01 Rev PA0 Proposed Shed Plans and Elevations 02/11/16
 A093463_1300_Rev G Proposed Drainage Strategy undated

Delete condition 11

And replace with the following:

- 11 The trees to be removed from the site to facilitate the development hereby permitted shall only be those identified for removal on Table 4 in paragraph 8.3.1 of the Aboricultural Impact Assessment AIA 03 Rev B dated 13th February 2017 submitted with the application.

Insert the following sentence at the start of reason 11 -

- 11 For the avoidance of doubt and...

Delete condition 12:

And replace with the following:

- (a) Demolition of the existing buildings on the site as identified on drawing XX-XX-GA-XX05-01 rev PA0 Site Demolition Plan dated 01/08/16 shall not take place until the tree protection fencing as shown on drawing TPP03 rev B DEMO, 'Tree Protection

Plan - Demolition' contained in Appendix 3 of the Arboricultural Method Statement AMS 03 Rev B dated 14/02/17 submitted with the application is installed in accordance with the specification in that document.

- (b) Before any equipment, machinery or materials are brought on to the site for the purposes of carrying out the development hereby permitted, the following shall be undertaken:
- (i) the specific works set out in paragraph 11.3 of the Arboricultural Method Statement AMS 03 Rev B dated 14/02/17 submitted with the application in respect of retained tree T8 shall be carried out and,
 - (ii) the tree protective fencing shall be installed in accordance with the details shown on drawing TPP03 rev B, 'Tree Protection Plan – Construction Phase' contained in Appendix 4 of the Arboricultural Method Statement AMS 03 Rev B dated 14/02/17 submitted with the application. The protective fencing 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 areas.
- (c) The development hereby permitted shall be carried out in all other respects in accordance with the Arboricultural Method Statement AMS 03 Rev B dated 14/02/17 submitted with the application.

Delete condition and reason 25

Add Informatives

1. In determining this application the County Planning Authority has worked positively and proactively with the applicant by entering into pre-application discussions; scoping of the application; assessing the proposals against relevant Development Plan policies and the National Planning Policy Framework including its accompanying technical guidance and European Regulations providing feedback to the applicant where appropriate. Further, the County Planning Authority has: identified all material considerations; forwarded consultation responses to the applicant; considered representations from interested parties; liaised with consultees and the applicant to resolve identified issues; and determined the application within the timeframe agreed with the applicant. Issues of concern have been raised with the applicant including impacts of and on the Conservation Area and Trees and addressed through negotiation and acceptable amendments to the proposals. The applicant has also been given advance sight of the draft planning conditions. This approach has been in accordance with the requirements of paragraphs 186-187 of the National Planning Policy Framework 2012.
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 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.
4. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
5. The developer is advised that as part of the detailed design of the highway works required by the above condition, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
6. 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.

Dawn Horton-Baker 20th February 2016

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Ms Horton-Baker
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Date 15 February 2017
Your Ref SCC Ref 2016/0186
Our Ref 16/01319/CMA

Contact Mr J Mumford
Direct line 01372 732382
Fax 01372 732388
Email jmumford@epsom-ewell.gov.uk

Dear Ms Horton-Baker,

**Site: Ewell Grove Infant and Nursery School, West Street, Ewell, Surrey
KT17 1UZ**

Proposal: Expansion of existing 2 FE Infant School with 26 FTE Nursery to include the demolition of existing nursery, reception and shed buildings and erection of a new Key Stage 1 building on the West Street frontage together with a part two storey and part single storey extension to the existing school building with associated access improvements, amended staff parking, removal of trees, landscaping including new hardstanding and drainage infrastructure.

Thank you for notifying Epsom and Ewell Borough Council in respect of the above planning application. I apologise for our delay in response.

We have the following comments:

Epsom and Ewell Borough Council support the County Council's endeavours to deal with the school place shortage that we have in the Borough and welcome the proposed investment in Ewell Grove Infant and Nursery school. We do however have a number of concerns as set out below.

Heritage and Design

It is not considered that the design response has been sufficiently informed by the significance of this part of the conservation area, nor the setting of a number of listed buildings, individually and collectively. When considering the pattern and grain of development, including its scale, form, mass, materials and detailing, including relationship to the street, the proposed new building does not appear to be informed by that which is significant about the immediate context, this part of the street scene, nor the relationship with the main school building or neighbouring listed buildings. The existing main building has a presence that will be detracted from because the new building will become the dominant element both within the site and in the street scene and in our view, not a positive element. It may well seek to reflect the two storey scale of the domestic buildings

to the north east but it fails to demonstrate that it is informed by local distinctiveness. In particular the roofing detailing and gable feature of the new classroom block facing onto West Street are not in character with the nearby buildings and would fail to make a positive contribution to the quality of the built environment.

Although partially screened by the new building, the extension to the main school building compounds the inappropriateness of the approach adopted. Where new meets old, we can clearly see how the extension jars - although in a perhaps 'contemporary' manner, its scale, form, massing, pattern of fenestration and indeed scale of openings has failed to respect the main school building and failed to harness opportunities to take positive cues from that building.

It is therefore considered that the proposed new build element and extension would individually and cumulatively cause harm to the site itself, the main school building - a non-designated heritage asset and the character and appearance of this part of the conservation area.

Overall it is considered that the harm is 'less than substantial' as defined by paragraph 134 of the NPPF but at the higher end of that scale. As such any level of harm must be given considerable material weight and consideration when carrying out the planning balancing exercise. It is suggested that at the very least a review of the elevation detailing should be undertaken and/or reserved by planning condition.

Trees and Landscaping

The proposed development involves the removal of a significant group of mature trees that occupy a central position in the campus. These trees are all native species and potentially have good ecological value. The trees scheduled for removal in this group are 5 trees classified as B category trees, under the British Standard (5837) cascade chart for tree quality assessment. These trees are T1, T2 and T6 - 3No. Ash, T5 a Whitebeam and T4 a Bird Cherry. B category trees are higher grade trees which are normally considered desirable to retain. B category trees normally act as a constraint on a sites development potential. It is therefore surprising that Babcock 4S should conclude they are dispensable. We agree with the B category quality assessment made by Babcock 4S, the trees have no observable defects of any structural or physiological significance, in essence the trees are perfectly healthy good specimens. We, however, strongly disagree with Babcock 4S's assessment that removal of the trees will have a low impact on amenity and we feel they have seriously underestimated the trees landscape importance. The group of trees are dominant in the back-land and have a strategic value in softening the built form around the site. The tree group is clearly visible from West Street, especially where the public foot path crosses to The Grove. In addition the tree group can be seen from wider views, from between buildings in Ewell High Street and from even wider views (than probably realised) for example from the area east of Ewell central car park where the taller trees of the group can be seen above the building skyline as a backdrop feature.

Far from having a minimal impact on amenity it is our view that the loss of the tree group will result in significant harm to amenity. This tree group connects to other trees in the school grounds and to trees in the Grove which collectively provides a good sylvan character to the area. In our view all five trees of this group would probably be worthy of a Tree Preservation Order. Currently the tree group provide important green infrastructure that separates the harsher contours of the school buildings. The proposed school extension significantly increases the mass of the built environment and loses the natural visual relief provided by the trees.

We are concerned that the new hall and kitchen would be too close to the Austrian Pine T8. This is a large dominant specimen. The stem diameter of this tree is measured as

710mm which gives a root protection area to a radius of 8.4m. The building would need to be sited the full 8.4m from the tree to ensure there is a harmonious spatial separation and the tree does not come under threat by being overly dominant to the building at close proximity. We are concerned that as proposed there will be future pressure to remove this tree because of this close relationship. There also appears to be a risk that the Pine could suffer root severance as a result of underground service installation.

The proposed new footpath passes well within the root protection areas of trees T33, T26, T25 and T8 and is likely to cause damage if not constructed using no dig techniques and be formed of a flexible rubberised surface.

Too much of the root protection area of the Cedar T35 is proposed to be covered by hard play surfacing. It is advised that the hard surfacing should be moved a further 2m away from the tree.

It is suggested that the Leyland Cypress tree T7 is removed as it will be difficult to maintain into the future and obstructs too much light into the garden area.

Objection is raised to the revised landscape plan that omits the planting of trees on the West Street frontage. This tree planting is considered essential to at least help offset the loss of T51 and possibly other trees on the site and to enhance the leafy character of West Street and soften the expanse of hard landscaping provided by the playground and the proposed mass of school buildings. The tree planting will need designing with adequate planting pits in the ground to give sufficient root volumes so the trees thrive and damage to the playground surface is avoided.

Residential Amenity and Car Parking

This Council has received a number of local resident objections relating to the additional traffic and on-street parking that will occur especially at peak times. It is considered particularly important that the off-site mitigation measures set out in the submitted Transport Assessment together with the arrangements set out in the Framework School Travel Plan are implemented fully to minimise the impact on surrounding residents, local traffic conditions and to provide a safe environment for parents and pupils. This Council would wish to be further consulted on the details of the School Travel Plan proposed to be reserved by condition.

Yours sincerely,



Mark Berry
Head of Place Development



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Planning & Regulatory Committee 22 February 2017

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UPDATE SHEET

MINERALS/WASTE MO/2016/1848

DISTRICT(S) MOLE VALLEY DISTRICT COUNCIL

Land at Bury Hill Wood, off Coldharbour Lane, Holmwood, Surrey RH5 6HN

Details of a pre and post development condition survey (method statement) pursuant to Condition 20 (ii) of appeal ref: APP/B3600/A/11/2166561 dated 15 August 2015.

CONSULTATIONS AND PUBLICITY

Additional key issues raised by public

Six further letters of representation (including two from the same person) have been received on this application raising the following concerns:

1. The post development survey is scheduled within 3 months from the end of the exploration. Why so long? And reparation will take longer. Is there a final date for reparations to be completed?

Officer comment: the timescale for the post development survey is set out within Condition 20 which was written by the Planning Inspector for the Appeal. There is no date or timescale set within the condition for when reparation work should be complete by.

2. Are there contingency plans if the drilling firms go bankrupt? This happened to two firms who worked the Brockham site.

Officer comment: the applicant is a registered company under UKOOG (United Kingdom Onshore Oil and Gas) which represents the onshore oil and gas industry. Planning permission runs with the land and therefore should any tangible asset be found at the application site this would remain should another company wish to take that on.

3. Are there width restrictions on the actual loads carried by lorries, as opposed to the lorries themselves? I do not see how cabins, for example, can travel along Coldharbour Lane without damaging the banks. The wide loads will cause damage and destabilise the sides of the ancient lane.

Officer comment: the issue of lorry widths was covered as part of the Appeal application and the Public Inquiry as a list of the widths of the lorries to be used as part of the proposal was provided as part of the Environmental Statement. This is the same as height clearance. Additionally the Environmental Statement says that the movement of abnormal loads has to be notified to the relevant Police and Highway Authorities prior to their movement and the crane and drilling rig would require such notifications. Furthermore, the issue of the width of the lorries themselves and ensuring they can travel the full width of Coldharbour Lane will be dealt with by Condition 19 the Traffic Management Survey.

Consideration of the widths of the lorries is considered at paragraph 71 of the Appeal Decision which states that "*Although the Lane is narrow, and extremely so in places, it is never of a width less than an HGV, with reasonable clearance*". The Inspector who presided over the Appeal was satisfied that even though Coldharbour Lane is narrow that sufficient width would be capable for lorries to access the application site including their loads and that this would be satisfactorily covered by Condition 19. As outlined in the Officer report and in the Appeal decision, protection of the banks would be by the careful traversing of lorries along Coldharbour Lane assisted by banksmen.

4. Are there height restrictions on loads carried by lorries? I see that low branches will be removed, but the camber of the road is uneven and in places lorries lean over quite considerably. A friend videoed a log lorry travelling along the road and the load was perilously close to the banks & exposed tree roots at a fairly high level. If the load had been a couple of feet higher there would definitely have been damage. Has this been taken into consideration particularly with movement of the actual oil rig, but also with other items, such as the cabins?

Officer comment: the issue of the height of lorries and having sufficient clearance from trees and telephone cables was dealt with at the Public Inquiry as the applicant had carried out a study, including photographic evidence, that sufficient height clearance could be obtained along Coldharbour Lane.

5. With this in mind will the various surveys cover the height of the banks?

Officer comment: strictly speaking the banks are outside of the jurisdiction of a road condition survey because they do not carry any traffic. The applicant states that given the interest shown in this aspect of the site access route, it is prudent to record the condition of the banks. The survey will be a visual survey that will use both video and still photographs that will include the banks. The height of the bank is irrelevant because any instability at the time of the pre-commencement survey will be recorded. If there is no damage to the banks caused by vehicles, there should be no de-stabilisation of the banks.

6. Para 22 (of the Officers report): Repair states: *The Method Statement outlines that the driver of the escort vehicle which would accompany the vehicles bringing in the rig, will be instructed to **report any incidents of damage to the Supervising Engineer without delay.** Where incidents of damage occur, the Supervising Engineer for the applicant would inform the County Highway **Authority within 48 hours of the incident taking place.** To my mind, 'without delay' and 'within 48 hours' are incompatible. It is easy enough to use a mobile phone for immediate reporting. Why would it take the Supervising Engineer 48 hours to inform County Highways? Surely this could be done before a site visit from the Engineer?*

Officer comment: the 48 hours is a maximum period and does not state that notification should wait until 48 hours. Notification will depend on the severity of the incidents.

7. Para 30 (of the Officer report) states: ***the acceptability of the proposed approach depends critically on its actual implementation.*** This comment was made by Capel Parish Council and I think is a realistic assessment. ***There could be seen to be a conflict of interest for the applicant's contractors in identifying such damage and agreeing on its repair.*** Will the Council have to rely on information from concerned local residents, as happened at Brockham?

Officer comment: the County Highway Authority will agree on the repairs required therefore there would be no conflict of interest.

8. What precautions are being taken to ensure that deposits from the site – both liquid and solid – are not left on the road? This happened at Brockham, where liquid pooled in tubes was also seen.

Officer comment: Condition 22 'Wheel Cleaning' deals with the matter of ensuring no deleterious matter enters on to the public highway from the application site and that the public highway is cleaned should liquids or solids be left on the public highway as a result of this development proposal.

9. Your report mentions a sweeper, will this vacuum up any deposits or simply push them to the edge of the road?

Officer comment: the details provided in Condition 22 say that should any dirt be taken onto the public highway from the application site that the deposit would be cleaned away using shovels and a road brush; or water spraying depending on the severity of the deposit. Additionally a road sweeper will be on standby at all times to be used if required. Any potential debris on the road would be removed from the highway and not brushed to the side.

10. I am also concerned about the effects of vibration. Lorries will necessarily travel slowly and in low gear up steep hills; banks could collapse suddenly and well after any lorry has passed, as a cumulative result of vibrations over a period of time. Will this be attributed to the oil-rig lorries?

Officer comment: should any banks in the sunken lane collapse during the time period of the development proposal then given the number of lorries accessing the application site over the short duration then it is likely the damage could be attributable to those lorries. However other lorries do use Coldharbour Lane for access including deliveries and Forestry Commission logging vehicles.

11. What will happen if there is an actual collapse of part of the banks? This should be considered very carefully. Traffic would need to be stopped immediately and the bank's structure assessed very carefully. The thought that it would take up to 48 hrs for the Highways Authority to be informed is deeply worrying.

Officer comment: the period of 48 hours is a maximum period for notification and should works require immediate attention this would be carried out.

12. There would be a conflict of interest for the Council to allow the applicant to monitoring the ecological monitoring.

Officer comment: it is normal practice for an applicant to carry out monitoring as part of a development proposal and BS 42020: 2013 'Biodiversity Code of practice for planning and development' says in their recommendations that the process of monitoring should be done by the applicant and their ecologist and there would be no conflict of interest.

13. Does the Council/ the Environment Agency be able to cope with continuous monitoring. Recommend that monitoring goes on for a period of 50 years as there is an inadequate understanding of the long terms effects of unconventional drilling.

Officer comment: this application deals with the condition of the public highway and steps to minimise any damage to the banks of the sunken lane. This application does not deal with the principle of exploration works at Bury Hill Wood.

14. If oil is found will the Council allow many trucks a day to be frequenting Leith Hill?

Officer comment: this application deals with the condition of the public highway and steps to minimise any damage to the banks of the sunken lane. This application does not deal with the outcomes of the exploratory phase.

15. If there will be traffic lights on Coldharbour Lane, what will be the waiting times.

Officer comment: this matter is to be dealt with by Condition 19 and an agreement between the applicant and the County Highway Authority.

16. If permission is given to go ahead with the drilling this goes against our commitment to bring down carbon imprint.

Officer comment: this application deals with the condition of the public highway and steps to minimise any damage to the banks of the sunken lane. This application does not deal with the principle of exploration works at Bury Hill Wood.

17. Feel strongly that Condition 20 follows on from the preceding conditions relating to the Traffic Management Plan and the applications should have been submitted in that order. Do not understand how a condition survey can be fully assessed objectively without a clear understanding of the Traffic Management Plan.

Officer comment: this is dealt with at paragraph 41 of the Officer report.

18. There is no mention of the protection and repair to the ancient flint or sandstone walls along the haul route and in the absence of this information there are gaps in this proposal.

Officer comment: Any flint or sandstone walls that support the road or hold back a bank next to the public highway would be covered in the pre-development condition survey and would be monitored during the course of the works. In the unlikely event of any damage being caused by

development traffic this would be repaired to return either wall to its original function and appearance. The repair is covered as part of Paragraph 3.6 of the Method Statement.

19. The CCTV will not cover the rear or sides of the vehicle where any damage to the banks or trees would occur. There would be no video evidence of any damage occurring, meaning incidents are more likely to be missed, go unreported and therefore, not remediated.

Officer comment: condition 23 of the Appeal Decision does not require the CCTV cameras to cover the rear or the side of the vehicle therefore there is no requirement for this. When travelling in a convoy, the vehicles behind will cover those in front. However, the larger rig components will be guided through the more confined areas and prevented from causing damage.

20. The escort vehicle will be in front of the load and will be in no position to monitor for damage caused by the vehicle behind it. Suggest the use of two escort vehicles monitoring not only forward but sideways visibility.

Officer comment: the applicant has commented that they believe this would serve no useful purpose and increase the number of vehicle movements.

21. The mitigation measures do not address how damage to the ancient hedge bank or trees roots along the sunken lane will be avoided or repaired/ compensated for. You cannot reseed an ancient tree and any damage done will be slow and irrevocable.

Officer comment: avoiding damage to the ancient banks is to be dealt with by routing the vehicles along Coldharbour Lane in a manner to avoid damage to the banks and trees. It was acknowledged in the Inspectors Report that any damage to the ancient sunken lane could not be repaired or protected and hence the focus would be on avoiding the banks altogether. Condition 20 does not require a methodology for avoidance of the banks but *in the event of damage to the banks[...] steps to be taken to minimise the impact the impact of the damage* i.e. for it not to get worse. It is accepted that the ancient banks cannot be reseeded and para 3.5 of the Method Statement refers to the highway verges not the ancient banks, again as stated in Condition 20.

22. If damage occurs what immediate action will be taken? Will traffic be stopped?

Officer comment: Section 2.7 of the Method Statement states "*in the unlikely event of any damage being caused at any stage of the development by vehicles servicing the Development, a schedule of repairs will be drawn up as necessary and agreed with the County Planning Authority and County Highway Authority prior to being carried out*". The immediacy of that action will depend on the amount of damage that may occur which is the same as the rest of the public highway network.

23. Request that a survey of Coldharbour Lane's camber at pinch points be undertaken.

Officer comment: Condition 20 requires a survey of the condition of the road. This would include the camber of the road. Condition 20 does not require a survey of the shape of the camber.

24. What would happen if the survey reveals instability of banks or tree roots? Will traffic be stopped to deal with this instability? Who will receive the daily reports?

Officer comment: if the instability of tree roots is such that it would lead to a dangerous situation then the road would be closed. The reports will be collected at the traffic coordination office on site.

25. There is no mention of prevention of damage to power lines, telephone cables and street lighting at risk from the transportation of a large drilling rig. How will this be monitored and repaired?

Officer comment: this is covered in paragraph 41 of the Officers report.

26. How will damage to tree branches be dealt with?

Officer comment: A foliage survey was provided as part of the Environmental Statement for the original application that would have formed part of consideration for the Public Inquiry. This

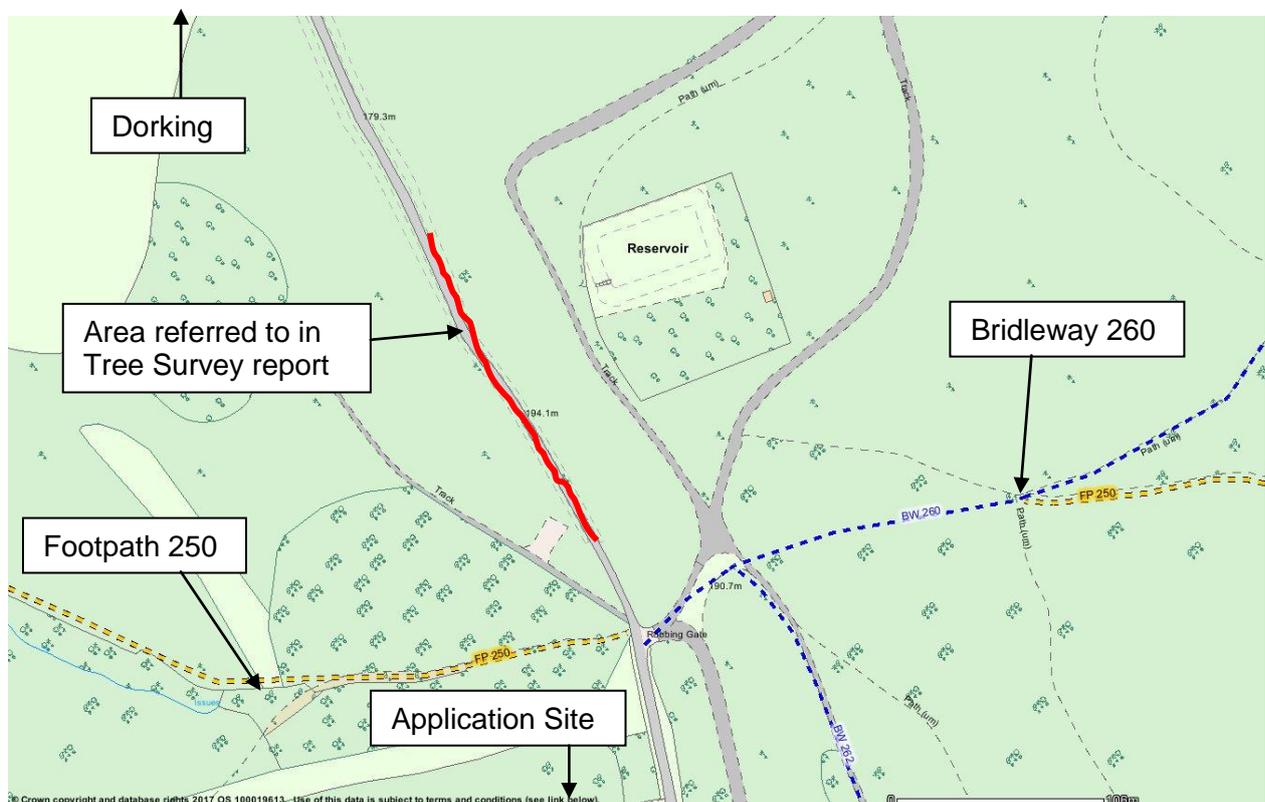
document says that all necessary trimming works would be carried out prior to the start of construction works and would be carried out by experienced and qualified arboriculturalists. This should ensure there are no overhanging branches that could be impacted on by the development proposal. Furthermore Condition 20 deals with the condition of the public highway and ensuring any damage to the banks is not made worse. It is not meant to deal with overhanging branches from trees.

27. Would the daily inspections take place outside of the HGV movement hours?

Officer comment: Yes, before the start of those times and after deliveries had finished for each day.

Tree Survey

A Tree Survey has also been submitted to accompany two letters of representation. This tree survey has been provided identifying vulnerable trees along the narrowest stretch of Coldharbour Lane on the stretch known as Boar Hill approximately 175m in length commencing some 55m north of Robbing Gate (where footpath 250 joins Bridleway 260) as can be seen below:



The Tree Survey outlines damage to trees and their roots can be from physical contact including with vehicles, machinery or fire; and excavation of the root area. It also states that five or six mature trees have been removed from Coldharbour Lane by the Forestry Commission to improve access on Coldharbour Lane. The Tree Survey refers to BS 5837:2012: 'Trees in relation to design, demolition and construction – recommendations' which gives clear and current best practice recommendations and guidance on principles to be applied to achieve a satisfactory juxtaposition of trees with structures.

The Tree Survey states it is probably that trees will suffer from direct damage from large vehicle passage; and that it needs to be understood that the trees must be monitored during this process.

The Tree Survey sets out the following recommendations:

- *That the utmost care is taken maintaining percentage of undisturbed roots as damage to trees cannot be undone*
- *Should the need arise to inspect or take action on the trees, this must be done by qualified arborist's and in accordance with the British Standard 3998*
- *Affected roots should be pruned using loppers to ensure a clean cut and minimise risk of fungal infection*
- *The main requirement is that the trees are not damaged by the large vehicle movements*

The conclusion is “*subject to appropriate Tree Protection Measures the proposed works are probably to impact on the health or stability of the retained trees if extreme care is not taken by the large vehicle drivers*”.

The applicant has confirmed that the whole traffic management scheme is geared to avoidance of damage to the trees. Given that most of the trees are rooted at a height well above the carriageway the potential for damage to the roots is much reduced. In the unlikely event that damage is caused by the vehicles serving the development, the applicant would apply best practice (that encompasses BS 3998) in taking appropriate action and a trained arboriculturalist would be employed.

Condition 19 states:

19. No development (save for anything done pursuant to Condition 15 (Ground and surface water monitoring) shall take place until a Traffic Management Scheme has been submitted to and approved in writing by the County Planning Authority.

The Traffic Management Scheme shall include:

- i. the provision, implementation and monitoring of traffic management measures (including details of the HGV holding area) to regulate the passage of relevant vehicles (as defined in Condition 16) travelling to and from the site and these measures shall take account of the road safety audit. Any mitigation measures should be subject to the road safety audit process;*
- ii. details of the temporary road closures, the management of traffic, including emergency vehicles, during the road closures;*
- iii. details of temporary warning signs for rights of way users at the point at which the rights of way meet Coldharbour Lane;*
- iv. details of temporary signs and any appropriate road marking prohibiting all relevant vehicles from parking or waiting in Knoll Road other than in three temporary marked parking places;*
- v. details of the publicity and prior notification signs to be provided to Capel, Holmwood and Wotton Parish Councils and to residents in Coldharbour Lane, Knoll Road, Abinger Road, Leith Hill Road, Lake Road, Broome Hall Road and Hen Hurst Cross Road in advance of and during the works;*
- vi. banksmen and escort details, including management of the progress of HGVs along Coldharbour Lane to protect trees and banks.*

The Traffic Management Scheme shall be implemented as approved and continue for the duration of the contract.

Condition 23 states:

All relevant vehicles (as defined in Condition 16) shall be fitted with a camera or CCTV within the cab. This feature shall be fitted to give a forward view from the cab and capable of covering the width of the carriageway and immediate highway verges/banks. The cameras shall be running at all times the relevant vehicles are traversing the route of Knoll Road and Coldharbour Lane in either direction. The film/tapes shall be retained without deletion of content and made available to the County Planning Authority for a period to be agreed in writing with County Planning Authority, before commencement of the development hereby permitted.

Planning & Regulatory Committee 22 February 2017

UPDATE SHEET

MINERALS/WASTE WA/2016/2323

DISTRICT(S) WAVERLEY BOROUGH COUNCIL

Land at Runfold South Quarry, Guildford Road, Runfold, Farnham, Surrey GU10 1PB

The continued retention and operation of a mortar batching plant until 30 June 2017 without compliance with Condition 3 of planning permission ref: WA/2013/0721 dated 10 July 2013.

Amending Documents (Since report published)

The applicant has provided a "Construction Management Plan" for the demolition works at the application site. Please note this **supersedes** the Noise and Dust Management Plan in the respect that it has a different name and has removed the noise element from the document. The information on dust remains unchanged and therefore Officers comments in relation to dust still remain unchanged also.

CONSULTATIONS AND PUBLICITY

District Council

Waverley Borough Council have confirmed they have no objection to the proposal.

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