

**TO:** PLANNING & REGULATORY COMMITTEE

**DATE:** 22 October 2020

**BY:** PLANNING DEVELOPMENT MANAGER

**DISTRICT(S)** WAVERLEY BOROUGH COUNCIL

**ELECTORAL DIVISION(S):**

**Farnham Central**

**Mr MacLeod**

**CASE OFFICER:**

**Katie Rayner**

**PURPOSE:** FOR DECISION

**GRID REF:** 483459 146732

**TITLE:** SURREY COUNTY COUNCIL PROPOSAL WA/2019/0854

## **SUMMARY REPORT**

**Potters Gate Primary School, Potters Gate, Farnham, GU9 7BB**

**Single storey extensions and associated works to facilitate the expansion of the School without compliance with Conditions 3 (Transport Mitigation Measures) and 5 (Travel Plan) of planning permission Ref: WA/2012/0695 dated 26 June 2012 (retrospective).**

Potters Gate Primary School is an 'all through' two form of entry Primary School catering for children aged 4 to 11 years old. The School is located to the north west of Farnham Town Centre, approximately 110 metres north of West Street. The main School buildings are located centrally within the site, with School playing fields located to the west and an area of hard play to the north. The site fronts onto Potters Gate to the east and adjoins Beavers Road to the north.

Planning permission Ref: WA/2012/0695 was granted on 26 June 2012 for the construction of single storey extensions and associated hard and soft landscaping works to facilitate the expansion of the existing Primary School from a 1 form of entry (210 places) to a 2 form of entry School (420 places). Conditions were placed on this permission requiring the further assessment of the off-site highway works as proposed at the time (Condition 3) and the submission of an updated School Travel Plan (Condition 5). The buildings and associated works were undertaken on the site in accordance with the details of the permission Ref: WA/2012/0695 (and subsequent Non Material Amendments approved under Ref: WA/2012/1943 dated 24 January 2013 and Ref: WA/2012/1637 dated 8 November 2013), however Conditions 3 and 5 were not discharged and have therefore not been complied with.

An application was therefore made under Section 73A of the Town and Country Planning Act 1990 (as amended) to vary these outstanding conditions and regularise the situation. This application was presented to the Planning and Regulatory Committee on 7 August 2019, please see the Officer Report presented to the Committee appended to this report as Appendix A. At the meeting, the Committee considered the report and resolved that the application be referred back to the applicant on the grounds of the need for up to date traffic movement figures and further pedestrian improvement measures.

The applicant has now submitted the further information requested. This report will cover only the matters that required further assessment following the deferral of the application at the

August 2019 Committee meeting; and any other matters that may have altered in the intervening period as necessary. This report will not rehearse the matters set out in the Officer report to the Planning and Regulatory Committee in August 2019, but that report and update sheet is appended as Appendix A, to this report to assist.

The additional information received in support of this application, provides a technical review of the baseline conditions associated with traffic flow, accident history, changes to Potters Gate Primary School mode share between 2012 (predicted) and 2019 (actual), and associated vehicle speeds as requested by the Committee.

Based on the baseline data reviewed and discussed further in this report, it is concluded that there are no significant highway safety issues that would warrant local highway improvements over and above that proposed in 2019 as part of the requirements of Condition 3. Nonetheless, in order to further consider the concerns raised at the Committee, the potential for further highway improvements has been assessed and further measures have now been proposed. The table below provides a list of all the measures proposed by this application and the status of their implementation to date. The measures as set out below are shown on Drawing No. 2160/1100/100 Rev D, Highway Improvements: General Arrangements, dated 15 July 2019 and Drawing No. 2160-1100-T-110 Rev A, Proposed Highway Improvements – Preliminary Design General Arrangement Plan, dated February 2020, appended to this report.

<b>Pedestrian Improvement Measures</b>	<b>Status of Implementation</b>
Uncontrolled pedestrian crossing facility with dropped kerb at the University for the Creative Arts (UCA) access road (opposite Potters Gate).	Retrospectively implemented in September 2019
Two uncontrolled pedestrian crossing facilities with dropped kerb and tactile paving across Falkner Road (to the east of the UCA access junction and immediately to the east of the junction with Potters Gate)	Retrospectively implemented in September 2019
Uncontrolled pedestrian crossing facility with dropped kerb and tactile paving on Potters Gate (approximately 20 metres south of the junction with Falkner Road).	Retrospectively implemented in September 2019
Increase in double yellow lines to the east of UCA vehicle access, to prevent vehicles parking too close to the junction (blocking sight lines for both pedestrians wishing to cross Falkner Road and drivers egressing the UCA site).	Retrospectively implemented in September 2019
Existing tactile paving to be removed and footway made good at the pedestrian access at the southeast corner of UCA with Falkner Road, previous tactile paving had been laid incorrectly.	Retrospectively implemented in September 2019
Provision of a dropped kerb to facilitate pedestrians and those with buggies accessing/egressing the Public Right of Way	Retrospectively implemented in September 2019

which connect Beavers Road with Beavers Close. No tactile paving as there is no pavement on the west side of the road. (Location B)	
Dropped kerb and tactile paving on Beavers Road (Location C)	The works are yet to be installed and the applicant has not identified a timescale.
Removal of tree stump on Potters Gate (Location F)	Not yet carried out and the applicant has not identified a timescale.
Kerb re-alignment, kerb build out, bollards, minor road markings, beacon and repositioning of pedestrian crossing at UCA on Falkner Road. (Location H)	The works are yet to be installed and the applicant has not identified a timescale.
Provision of dropped kerbs and tactile paving either side of UCA access on Falkner Road (Location I)	The works are yet to be installed and the applicant has not identified a timescale.
Amendment to existing non-compliant tactile paving and re-surfacing on footway on Falkner Road (Locations J & K)	The works are yet to be installed and the applicant has not identified a timescale.
Uncontrolled pedestrian crossing with dropped kerb and tactile paving at the eastern end of Falkner Road near junction with The Hart.	The works are yet to be installed and the applicant has not identified a timescale.

**Table 1 – Complete list of highway improvements works**

In addition to the above, the County Highway Authority separate to this application, although referenced within it, are in the process of implementing a 20mph speed limit along Beaver Road, Falkner Road and Potters Gate and have implemented a no right turn into Potters Gate from West Street.

No technical objection has been raised from the Transport Development Planning Team which has assessed the application on safety, capacity and policy grounds. Officers consider that the applicant has fulfilled the requirements of the original conditions and has undertaken up to date assessment work, which takes into account the existing situation at the School and its impact on the surrounding highway network. As a result the proposed measures for implementation as tabled above are considered to be proportionate and relevant to the area to mitigate the highway impact from the expansion of the School in 2012. Therefore the proposed amendments to the conditions to secure the implementation of the proposed measures and the School Travel Plan are considered acceptable and accord with the development plan policy in this regard.

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

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**APPLICATION DETAILS**

***Applicant***

SCC Property

***Date application valid***

30 May 2019

### **Period for Determination**

12 August 2019, extension of time agreed until 30 October 2020.

### **Amending Documents since August 2019**

Technical Note: Response to Condition 3 Planning Committee Comments, dated March 2020.

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## **SUMMARY OF PLANNING ISSUES**

This section identifies and summarises the main planning issues in the report. The full text should be considered before the meeting.

	<b>Is this aspect of the proposal in accordance with the development plan?</b>	<b>Paragraphs in the report where this has been discussed</b>
Highways and Traffic	Yes	19-35

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## **ILLUSTRATIVE MATERIAL**

### **Site Plan**

Plan 1 – Location of Potters Gate Primary School and the Upper Hart Car Park

Plan 2 – Drawing No. 2160/1100/100 Rev D, Highway Improvements: General Arrangements, dated 15 July 2019

Plan 3- Drawing No. 2160-110-T-110, Rev A Proposed Highway Improvements – Preliminary Design General Arrangement Plan, dated 25 February 2020

### **Aerial Photographs**

Aerial 1 – Potters Gate Primary School, Potters Gate, Farnham

Aerial 2 – Potters Gate Primary School, Potters Gate, Farnham

### **Site Photographs**

Photo 1 – View of Falkner Road looking east towards the University for the Creative Arts (UCA)

Photo 2 – View of Falkner Road looking west towards junction with Potters Gate and access to UCA

Photo 3 – View of the northern end of Potters Gate Road looking north

Photo 4 – View of northern access point to Potters Gate Primary School on Beavers Road, looking west

Photo 5 – Further view of Beavers Road looking west

Photo 6 – Western end of Beavers Road looking west towards Crondall Lane

## BACKGROUND

1. At its meeting of 7 August 2019 the Planning and Regulatory Committee considered a report on the above planning application and decided it be referred back to the applicant with further information required on the following matters:
  - a) Reference to the 2012 proposed School Travel Plan measures, and the status of their implementation;
  - b) Provision of up to date data comparing the expected impact of the School expansion in 2012 with the actual impact of the School expansion witnessed to date;
  - c) Information on travel characteristics (including liaison with the School to obtain the latest pupil/staff travel information to capture recent mode share data and associated home postcode demand);
  - d) Description of changes and improvements to the immediate highway network since 2012;
  - e) Identification of any existing highway problems in the local area; and
  - f) Consideration for the implementation of any further highway measures.
2. Since the meeting of the Committee the applicant has provided a further technical note in support of Condition 3, which seeks to address the matters outlined above (a-f). The report is accompanied by plans setting out the measures as originally proposed in August 2019, an illustration of all additional highway improvement works considered and the final proposed highway works. This is discussed further below.
3. In respect of Condition 5, the School Travel Plan, dated June 2019 submitted previously has not been revised. This plan sets out a number of strategies to manage journeys associated with a higher level of vehicle movements than proposed in the 2012 permission. If permission were to be approved the proposed variation of the Condition 5 would allow for the Travel Plan to be implemented and reviewed annually by the School. Members of the August 2019 Planning and Regulatory Committee did not raise concerns or objections to the detail of the School Travel Plan and therefore no further information was sought in respect to Condition 5. As such there is no further update to Condition 5 in this report.
4. This report is a further Officer report to accompany that presented to the Committee in August 2019. It does not seek to change or provide further extensive information on the matters that have not been amended since August 2019. This report should therefore be read in conjunction with the original report and update sheet which are appended.

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## THE ADDITIONAL INFORMATION

5. The applicant has submitted a further Technical Note dated March 2020, addressing the matters raised by the Committee in relation to Condition 3 of planning permission Ref: WA/2012/0695 granted on 26 June 2012.
6. As set out in the Officers report presented to the Planning and Regulatory Committee in August 2019, an assessment of the school movements on the highway network indicated that some mitigation measures were still considered necessary from those identified to be assessed within the 2012 Travel Plan as set out in Condition 3. The works which were considered necessary in the 2019 application are listed below and were installed in September 2019:

- Four uncontrolled pedestrian crossings facilities: located at the University for the Creative Arts (UCA) access road (opposite Potters Gate); two across Falkner Road (to the east of the UCA access junction and immediately to the east of the junction with Potters Gate); and Potters Gate (approximately 20 metres south of the junction with Falkner Road).
  - No waiting at any time restrictions to the east of the UCA vehicle access, to prevent vehicles parking too close to the junction (blocking sight lines for both pedestrians wishing to cross Falkner Road and drivers egressing the UCA site).
  - Existing tactile paving to be removed and footway made good at the pedestrian access at the southeast corner of UCA with Falkner Road, previous tactile paving had been laid incorrectly.
7. Following the concerns of the Committee, the applicant has now undertaken a technical review of the baseline conditions associated with traffic flow, speed and accident history in the area. In addition, further review of the Potters Gate mode share between 2012 (predicted) and 2019 (actual) has been undertaken to understand the impact of the School movements within the surrounding area.
8. The review of the baseline data demonstrates there are no significant highway safety issues from the perspective of: changes in pupil/staff travel demand at Potters Gate School from that predicted in the original 2012 consent; changes in localised traffic flow; evidence of vehicle speeds; and evidence of recorded accident history that would warrant local highway improvements over and above that proposed to date as part of the discharge of Condition 3. However in order to address the concerns of the Committee a number of further physical improvements have been identified and are proposed to be installed as part of this application. These measures, which are in addition to those proposed in 2019, are set out in the table below and are shown on Drawing No. 2160-110-T-110, Proposed Highway Improvements – Preliminary Design General Arrangement Plan, Rev A, Dated Feb 20, submitted with this application:

<b>Location*</b>	<b>Description of Works Assessment</b>
Location B – Beavers Road	Provision of a dropped kerb to facilitate pedestrians and those with buggies accessing/egressing the Public Right of Way which connect Beavers Road with Beavers Close. No tactile paving as there is no pavement on the west side of the road (not yet installed).
Location C – Beavers Road	Dropped kerb and tactile paving (not yet installed).
Location F – Potters Gate	Removal of the remaining tree stump (not yet carried out).
Location H – Falkner Road	Proposed kerb build out. Will require amendments to UCA minor road markings and minor amendments to recently implemented dropped kerb to tie in with kerb realignment (not yet carried out).
Location I – Falkner Road	Provision of dropped kerbs and tactile paving either side of the UCA access (not yet installed).
Locations J & K – Falkner Road	Amendment to the existing non-compliant tactile paving and resurfacing of footway (not yet carried out).
Location L – Falkner Road	Provision of an uncontrolled crossing in the form of dropped kerbs and tactile paving (not yet installed).

## Table 2 – Additional Highway Improvement Works

9. The aim of the measures as set out above and in addition to those indicated as necessary in 2019 and subsequently implemented, is to provide an improved pedestrian route along Beavers Road and Falkner Road in the vicinity of the Potters Gate Primary School, which are compatible with the 20mph speed limit to be installed separately by the County Highway Authority.

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### FURTHER CONSULTATIONS AND PUBLICITY

#### *District Council*

10. Waverley Borough Council - No further comments received

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

11. Transportation Development Planning - No objection, subject to conditions to secure the implementation of the proposed works and School Travel Plan.

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

12. Farnham Town Council - No further comments received
13. The Farnham Society - No further comments received

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

14. All previous publicity is set out in the August 2019 Officers report. Further publicity on the additional information was carried out in April 2020 and involved notification to all those owner/occupiers of neighbouring properties who had previously made representations on the proposal. No further comments have been received.

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### PLANNING CONSIDERATIONS

#### **Introduction**

15. 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.
16. In this case the statutory development plan for consideration consists of the Waverley Borough Council Local Plan Saved Policies 2002 and Waverley Borough Local Plan Part 1: Strategic Policies and Sites 2018. Waverley Borough Council are currently preparing a pre-submission version of the Local Plan Part 2: Site Allocations and Development Management Policies, which will form the second stage of Waverley's local plan and will replace the Saved Policies of the Local Plan 2002. Given the early stages of this Plan no weight can currently be applied to its policies.

17. This application has been made under Section 73A of the Town & Country Planning Act 1990 (as amended), to vary conditions of an existing planning permission at the School site, namely Ref: WA/2012/0695 dated 26 June 2012. In dealing with applications made under Section 73A, the National Planning Practice Guidance (NPPG) (2014) advises that local planning authorities must only consider the condition that is the subject of the application, it is not a complete re-consideration of the original application, however a new planning permission is issued if permission is granted, which sits alongside the original. The NPPG also advises that such applications be considered against the development plan and other material considerations, although local planning authorities should focus attention on national and Development Plan policies and other material considerations which may have changed significantly since the original grant of planning permission.
18. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations. In assessing the application against development plan policy it will be necessary to determine whether the proposed measures are satisfactory. In this case the main planning considerations are whether the details submitted satisfy the matters raised by the Planning and Regulatory Committee and address the conditions as set out on the original permission.

## HIGHWAY AND TRAFFIC IMPLICATIONS

### Further information received

- a) Reference to the 2012 proposed School Travel Plan measures, and the status of their implementation;
19. The 2012 Draft Framework Travel Plan submitted at the time of the application to expand the School (Ref: WA/2012/0695), suggested various measures which should be considered and implemented to improve the existing pedestrian, cycling and road networks in the vicinity of the School to accommodate the additional trips generated by the expansion of the School. The County Highway Authority responded at the time of the 2012 application indicating that further investigation from the applicant on the measures proposed was required to determine whether these are practical and/or desirable in the area. As a result, Condition 3 was attached to the permission requiring the submission of an assessment of the proposed highway mitigation measures and as a result the proposed measures to be implemented.
20. The highway improvements as outlined in paragraphs 6.7 to 6.15 of the Draft Framework Travel Plan, dated 23 May 2012 (referenced within Condition 3) and the status of their implementation as a result of the assessment work undertaken throughout the course of this application is set out in the table below:

<b>2012 Draft Framework Travel Plan</b>	<b>2017 Assessment presented to P&amp;R Committee in August 2019</b>	<b>2019 Assessment, subject of this update to the application</b>
Parking Enforcement	Minor inconsiderate/illegal parking was observed and therefore changes or	No further comments.

through Police, PCSOs and School Staff	increases to the existing parking enforcement arrangements was not considered necessary.	
Parking enforcement through CCTV	Given that inconsiderate and illegal parking was not considered an issue, it is advised that in the event that conditions deteriorate in the future the School should make contact with the parking enforcement team at the County Council and request an increased frequency of patrols for a period.	No further comments.
Repair of Footways and Kerbs on western side of Potters Gate	Visual inspection of the condition of the footways concluded that they do not present a safety hazard to pedestrians travelling to or from the School.	No further comments.
Raising of kerbs and use of bollards to prevent parking on footway	No evidence of vehicles mounting the kerbs or parking partially on the footway causing obstruction to pedestrians. It is therefore not considered necessary or appropriate to implement raised kerbs or place bollards on the footway.	No further comments.
Making Potters Gate 'no entry' from West Street	Changes to prevent traffic turning into Potters Gate from West Street have already been implemented and completed by the County Highway Authority separate to this application.	No further comments.
Build outs to improve pedestrian visibility from crossing at junction of Potters Gate, Beavers Road, Falkner Road and UCA site access.	<p>A build out was not considered feasible on highway safety grounds, due to issues associated with the horizontal alignment for vehicles approaching from the south-west, and constraints associated with proximity to private accesses. An alternative scheme of works was therefore proposed, to focus on providing an improved pedestrian route between the School and the Upper Hart Car Park. This comprised drop kerbs and where feasible tactile paving at the following locations:</p> <ol style="list-style-type: none"> <li>1) UCA access road (opposite Potters Gate)</li> <li>2) Two locations across Falkner Road (to the east of the ICA access junction and immediately to the east of the Junction with Potters Gate)</li> <li>3) Potters Gate (approximately 20 metres south of the junction with Falkner Road).</li> </ol> <p>These works also included an extension to the existing double yellow lines to</p>	Kerb build out now proposed to be installed, includes amendment to UCA minor arm road marking and amendment to recently implemented dropped kerb. This would also include the installation of bollards along the build out area to stop vehicles parking on the pathway. This was originally de-scoped due to potential issues with horizontal visibility and confusion over the sudden narrowing of the carriageway as traffic travels east bound. However during discussion with the County Highway Authority it was considered that the reduction in speed and the addition of bollards would alleviate these issues and prevent parking which will be of benefit to pedestrian visibility and

	prevent waiting at any time near the UCA vehicular access to avoid blocking pedestrian sight lines and the removal of overhanging vegetation on footpaths.	reduce the width of the crossing point.
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**Table 3 – Status of the implementation of the measures from the 2012 Draft Framework Travel Plan.**

- b) Provision of up to date data comparing the expected impact of the School expansion in 2012 with the actual impact of the School expansion witnessed to date;
21. The Transport Assessment (dated 20 February 2012) submitted with the original application (Ref: WA/2012/0695 dated 26 June 2012) concluded that the development would result in an increase in trips by car and on foot to the School site, however this was considered gradual, as the School would not be running at full capacity until 2018. At the time it was assumed that approximately 50% of pupils (including car sharing and Park and Stride) and 73% of staff would travel to and from the School by car.
22. The most recent travel mode share survey was carried out in February 2019. It can be seen from the recent mode share data that as a 420 place Primary School, 56% of pupils travel to the School by car (including car sharing and Park and Stride). The remaining trips are undertaken by sustainable modes, primarily on foot accounting for a large proportion of the modal share. In terms of the staff travel surveys undertaken at the same time, the majority (73.8%) of staff travel alone by private car to and from the School. However, it should be noted that in 2012 it was predicted that the staff at the School would increase from 51 to 82 and at present there are 45 members of staff, which has resulted in 33 less trips than predicted in 2012.
23. Between 2012 and 2019, whilst the figures presented by the applicant show a slight increase in pupil trips by car, the number of staff trips has reduced and as such the resulting overall car demand is therefore considered to be no worse than was predicted by the Transport Assessment which accompanied the 2012 planning application. In this regard the highway infrastructure measures as recommended remain relevant to the predicted and actual level of activity generated by the School today.
- c) Information on travel characteristic (including liaison with the School to obtain the latest pupil/staff travel information to capture recent mode share data and association home postcode demand);
24. As set out within the submitted Technical Note, dated March 2020, a review has been conducted of the current postcode locations for pupils and staff to understand the potential to travel by more sustainable modes of travel to and from the School site. It is evident from the data presented that approximately 80 pupils (i.e. 45%) and 20 staff (i.e. 32%) live within the maximum recommended walking distance of 2 kilometres (km) of the site in the surrounding town of Farnham. Comparing this to the mode share data approximately 43.2% of pupils currently travel to School on foot or by bicycle/scooter, which is therefore realistic.
25. In terms of staff there is further propensity to encourage more staff to travel by more sustainable modes of transport to and from the School. Approximately 38% of staff live between 2 to 5 kilometres distance of the site, within the residential areas of Rowledge,

Badshot Lea, Upper Hale and Shortheath, making sustainable modes of travel viable. This is reflected in the submitted School Travel Plan dated June 2019, which seeks to encourage and promote staff cycling to the School, staff car sharing and use of public transport. The targets as set out within the School Travel Plan seek to increase staff cycling from 0% to 2%, within the first three years of its implementation, alongside an increase in walking and use of public transport, to reduce private car use from 73.8% as current to 67.8%, within three years. The progress of these initiatives will be monitored and reviewed in accordance with the process as set out within the School Travel Plan, including the re-issuing of staff and pupil surveys annually.

d) Description of changes and improvements to the immediate highway network since 2012;

26. As set out in Table 1 and the bullet point list in paragraph 6 of this report, since the meeting of the Planning and Regulatory Committee in August 2019, some retrospective pedestrian improvements have been undertaken on Falkner Road, Beavers Road and Potters Gate. These primarily involve the implementation of dropped kerbs and tactile paving in four locations to improve the pedestrian routes to and from the School site from the Upper Hart Car Park to the east.
27. The County Highway Authority have also installed new road signage, which permits only cyclists to turn into Potters Gate from both directions on West Street, which has assisted in making Potters Gate a one-way road to avoid congestion. In addition, a County Highway Authority led scheme to implement a localised speed reduction, which would result in a new lower 20mph zone limit on Beavers Road, Falkner Road and Potters Gate, which will be supported by a two way vehicle activated sign, has been through a community consultation with no objections raised and is expected to be implemented. This would encourage slower speed limits on the roads used by children and parents who walk to Potters Gate Primary School. The speed limit reduction will be implemented by the County Council using S106 money from the Taylor Wimpey development on Crondall Lane, and is therefore to be implemented separately from this application.

e) Identification of any existing highway problems in the local area;

#### *Traffic Flows*

28. In order to identify traffic flow changes in the vicinity of Potters Gate School in the recent years, traffic flow data within the vicinity of the site has been compared and interrogated, to determine if background traffic volumes have changed since the determination of the planning application in 2012. The submitted Technical Note, dated March 2020 reviews traffic flow data from 2014, 2017 and 2018. This data concludes that there was no significant change in traffic flows observed between 2014 and 2017, with a 2% increase in AM peak and a 2% decrease in the PM peak hour. Similarly, an interrogation of the Department for Transport (DfT) Annual Average Traffic Flow data from a counter located west of the Crondall Lane/West Street junction, indicates that there has been a decrease in vehicular traffic flows between 2014 and 2018. Overall, the review of the data indicated that there have been no increases in traffic volumes in proximity to the site that could have a negative impact on the highway safety in the local area.

#### *Vehicle Speeds*

29. With regard to vehicle speeds surrounding the school, the County Council's Road Safety team have conducted an investigation into traffic speeds along Beavers Road and Falkner Road, which recorded the following speeds:

Location	Direction	Average Mean Speed	85 <sup>th</sup> Percentile Speed
Beavers Road	Westbound	20	26
	Eastbound	22	26
Falkner Road	Westbound	24	29
	Eastbound	26	31

**Table 4 – Speed Survey Results taken from Table 2-5 of the submitted Technical Report dated March 2020.**

30. The above recorded speeds justifies a localised speed limit reduction on these roads from 30mph to 20 mph, and implementation of a mobile Speed Indicator Device (SID) on Faulkner Road to manage the speed limit reduction. As set out above this has been taken forward by the County Highway Authority for implementation.

#### *Accident History*

31. An Investigation of personal injury accident data on the roads surrounding the school in the last 5 year period shows that three accidents have occurred over this period on Beavers Road and Faulkner Road. Of these, all three were reported as minor accidents in 2014, 2015 and 2018, with one of these accidents involving a child (on Beavers Road). Given the volume of traffic using Faulkner Road and Beavers Road and the location of a school in proximity to these roads (and associated demand from vulnerable road users), this does not highlight that there is an existing road safety issue that needs addressing.
- f) Consideration for the implementation of any further highway measures.
32. Based on the data as outlined above, there are no significant highway safety issues from the perspective of changes in pupil/staff travel demand since the original 2012 permission, changes in localised traffic flow or evidence of recorded accidents that would warrant local highway improvements over and above that originally proposed. However, in order to further consider the concerns raised by the Committee, the propensity of further highway improvements has been assessed via a series of site visits and meetings. These were undertaken between September 2019 and January 2020, and included the County Highway Authority and the applicants Technical Consultants.
33. A further 12 physical improvement measures were first considered in a high level plan form as set out in Appendix B of the Technical Note, dated March 2020. These measures were subject to review and discussion with the County Highway Authority and County Road Safety Team which resulted in eight additional areas of highway improvement proposed to be taken forward for implementation. The table below outlines all those measures considered and the assessment undertaken into the feasibility of this installation. Those proposed to be installed are in addition to those that have already been implemented as set out at Paragraph 6 of this report.

Location	Description of Works	Assessment
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Location A – Beavers Road	Provision of a dropped kerb either side of residential access.	Insufficient width of kerb and conflict with levels and drainage on private land to accommodate dropped kerbs and tactile paving.
Location B – Beavers Road	Provision of dropped kerb to facilitate pedestrians and those with buggies accessing/egressing the public right of way which connects Beavers Road with Beavers Close.	Included in scope of proposed works.
Location C – Beavers Road	Proposed raised table crossing opposite 7 & 9 Beavers road.	It is considered that dropped kerbs and tactile paving should be implemented instead of a raised table due to negligible level differences between the road and pavement.
Location D – Beavers Road	Relocation of School crossing sign	The existing School crossing sign cannot be suitably relocated to another lamp column further west along Beavers Road as it would likely be struck by a goods vehicle.
Location E – Along Beavers Road and Falkner Road	Proposed Speed limit reduction from 30mph to 20mph	This is to be taken forward as part of the County Highway Authority's own programme of highway improvements, following the receipt of S106 money from the Taylor Wimpey Development. These works have been consulted on in the local community and no objection was raised.
Location F – Potter Gate	Removal of tree stump to improve pedestrian use of footway	Included in scope of proposed works, subject to investigation.
Location G – Potters Gate	Provision of dropped kerbs and tactile paving either side of the road.	Included in scope of proposed works and retrospectively installed in September 2019.
Location H – Falkner Road	Proposed kerb re-alignment, kerb build out, bollard, minor road markings, beacon and repositioning of pedestrian crossing	Included in scope of proposed works. This was originally de-scoped due to potential issues with horizontal visibility and confusion over the sudden narrowing of the carriageway as traffic travels east bound. However during discussion with the County Highway Authority it was considered that the reduction in speed and the addition of bollards would alleviate these issues and prevent parking which will be of benefit to pedestrian visibility and reduce the width of the crossing point.

Location I – Falkner Road	Proposed drop kerbs and tactile paving either side of UCA access.	This feature was originally de-scoped on the basis of requiring extensive works on private land and resulting in an out of tolerance cross fall. However the measure has been repositioned and can be taken forward as part of the proposed works.
Location J & K – Falkner Road	Existing non-compliant tactile paving to be replaced with compliant tactile blocks (3x rows x 3x wide) and minor resurfacing.	Included in scope of proposed works.
Location L – Falkner Road	Proposed drop kerbs and tactile paving	Included in scope of proposed works.

**Table 5 – Description and Assessment of all highway improvement works considered.**

34. The Transport Development Planning Team has reviewed the additional proposed measures and are satisfied that the works proposed adequately mitigate for the impact of the 2012 expansion and the current capacity of the School, by providing an improved pedestrian route along Beavers Road, Falkner Road and Potters Gate, in addition to the speed reduction measures to be implemented in the area.
35. In conclusion, Officers consider that the applicant has fulfilled the requirements of the original conditions and has undertaken up to date assessments of the existing situation of the highway network within the vicinity of the School and a comparison of the predicted and actual pupils and staff movements to and from the School site. As a result the applicant is proposing to implement the measures that are considered to be necessary and relevant to the area to help improve the pedestrian routes to and from the School following the 2012 expansion. The combination of the proposed off-site highway measures and the on-going implementation and monitoring of the School Travel Plan are considered acceptable and accord with the development plan policy in this regard, and specifically policy ST1 of the Waverley Borough Council Local Plan Part 1: Strategic Policies and Sites 2018 and Saved Policies D1 and CF3 of the Waverley Borough Council Local Plan 2002.

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## HUMAN RIGHTS IMPLICATIONS

36. 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.
37. In this case, the Officer's view is that while impacts on amenity caused by traffic movements at the start and end of the School day are acknowledged, the scale of such impact is not considered sufficient to engage Article 8 or Article 1 of Protocol 1. Their impact can be mitigated by conditions. As such, this proposal is not considered to interfere with any Convention right.

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## CONCLUSION

38. The applicant has submitted a further technical note in relation to Conditions 3 (traffic mitigation measures) and 5 (School Travel Plan) of planning permission WA/2012/0695 dated 26 June 2012, that seeks to address the previous concerns of the Planning and Regulatory Committee meeting held in August 2019. In this regard the applicant has undertaken a review of baseline conditions associated with traffic flow, accident history, changes to Potters Gate mode share between 2012 (predicted) and 2019 (actual), and associated vehicle speeds as requested by the Committee. The applicant has demonstrated that whilst no significant highway safety concerns have been identified, the potential for further highway improvements has been assessed and further measures have now been proposed. The package of further measures as detailed that can be achieved in the locality, are considered to provide an improved pedestrian route to and from the School from the surrounding area, and can be achieved alongside the County Highway Authority's scheme to reduce the speed limit on the three surrounding roads to 20mph.
39. The Transport Development Planning Team has raised no objection to the proposal, subject to conditions to ensure the implementation of the works and the School Travel Plan. Officers consider that the variation of Conditions 3 and 5 would be acceptable in light of the assessment work undertaken and would accord with the development plan policy in terms of ensuring traffic levels are compatible with the local highway network and are such that they do not harm residential amenity with regards to noise or traffic congestion; and seek to encourage non car use and prioritisation of pedestrian transport mode.

## RECOMMENDATION

40. That pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, application no. **WA/2019/0854** be permitted subject to the following conditions.

### Conditions:

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

Drawing No. E1837-A-01, Existing Location Plan, dated March 2012  
 Drawing No. E1837-A-02, Existing Site Aerial, dated March 2012  
 Drawing No. E1837-A-03, Existing Site Plan, dated March 2012  
 Drawing No. E1837-A-20, Existing GF Plan, dated March 2012  
 Drawing No. E1837-A-21, Existing FF Plan, dated March 2012  
 Drawing No. E1837-A-40, Existing Elevations, dated March 2012  
 Drawing No. E1837-A-14, Revision P1, Proposed Site Plan Diagram, dated 16 April 2012  
 Drawing No. E1837-A-15, Revision P2, Proposed Site Plan, dated March 2012.  
 E1837-A-38, Revision A, Proposed GF Plan, dated March 2012.  
 Drawing No. E1837-A-38.1 Revision B Proposed FF Plan dated March 2012,  
 Drawing No. E1837-A-38.4 Revision B Proposed Roof Plan dated March 2012,  
 Drawing No. E1837-A-41 Revision D Proposed Elevations dated March 2012,  
 Drawing No. E1837-A-42 Revision B Proposed Sections dated March 2012, and  
 Drawing No. E1837-A-60 Revision C Images dated March 2012.  
 Drawing No. E1837 -L-710 Tree Removal dated January 2012

Drawing No. E1837 -L-720 Detail Landscape Proposals dated January 2012  
 Drawing No. E1837 -L-740 Proposed Planting Plan dated January 2012  
 Drawing No. 2160/1100/100 Rev D Highway Improvements: General Arrangements dated 15 July 2019  
 Drawing No. 2160/1100/200 Rev C Highway Improvements: Site Clearance dated 15 July 2019  
 Drawing No. 2160/1100/400 Rev C Highway Improvements: Road Markings dated 15 July 2019  
 Drawing No. 2160-1100-T-110 Rev A Proposed Highway Improvements - Preliminary Design General Arrangement Plan dated February 2020.  
 Drawing No. 2160-110-T-111 Rev A Proposed Highway Improvements - Preliminary Design Locations B&C - Proposed Uncontrolled Pedestrian Crossing, Dropped Kerb & Minor Re-Surfacing dated February 2020.  
 Drawing No. 2160-110-T-112 Rev A Proposed Highway Improvements - Preliminary Design Locations F & G - Implemented Pedestrian Crossing & Proposed Tree Clearance dated February 2020.  
 Drawing No. 2160-1100-T-113 Rev A Proposed Highway Improvements - Preliminary Design location H - Kerb Build Out, Amended Crossing and Minor Lining dated February 2020.  
 Drawing No. 2160-1100-T-116 Rev A Proposed Highway Improvements - Preliminary Design Location I - Uncontrolled Pedestrian Crossing dated February 2020.  
 Drawing No. 2160-110-T-114 Rev A Proposed Highway Improvements - Preliminary Design Locations J & K - Upgrade to Existing Non-Compliant Pedestrian Crossing dated February 2020.  
 Drawing No. 2160-110-T-115 Rev A Proposed Highway Improvements - Preliminary Design Location L - Uncontrolled Pedestrian Crossing February 2020.

2. The highway improvement work to be undertaken as part of the development hereby permitted shall be completed within six months of the date of this permission in accordance with Drawing No. 2160/1100/100 Rev D, Highway Improvements: General Arrangements, dated 15 July 2019, as detailed in Appendix B of the Velocity Transport Planning Report, TN002 Version 2.0 dated May 2019 and Drawing No. 2160-110-T-110 Rev A Proposed Highway Improvements - Preliminary Design General Arrangement Plan dated February 2020, as detailed in Annex C of the Velocity Transport Planning Report, TN000x Version 0.2 dated March 2020.
3. The School Travel Plan, dated June 2019 shall be fully implemented from the date of this permission and shall thereafter be maintained and monitored annually in accordance with the approved details.

**Reasons:**

1. For the avoidance of doubt and in the interests of proper planning.
2. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Waverley Borough Local Plan Part 1: Strategic Policies and Sites 2018 and Saved Policies D1 and CF3 of the Waverley Local Plan 2002.
3. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Waverley

**Informatives:**

1. 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](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).
2. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), 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.
3. The applicant is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing or repairing highway surfaces and prosecute persistent offenders. (Highways Act 1980 Sections 131, 148, 149)
4. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (Section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or is being built. Planning consent for a development does not provide a defence against prosecution under this Act.

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

5. 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 associated planning practice guidance and European Regulations, providing feedback to the applicant where appropriate. Further, the County Planning Authority has identified all material considerations; considered representations from interested parties and determined the application within the timeframe agreed with the applicant. This approach has been in accordance with the requirements of paragraph 38 of the National Planning Policy Framework 2019.

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**CONTACT**

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**Background papers**

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

For this application the deposited application documents and plans, and responses to consultations, are available to view on [our online planning register](#). The representations received are publicly available to view on the district/borough planning register held by Waverley Borough Council under reference [WA/2019/0854](#).

**OTHER DOCUMENTS**

The following were also referred to in the preparation of this report:

**Government guidance**

[National Planning Policy Framework](#)

[Planning Practice Guidance](#)

**The Development Plan**

Waverley Borough Council Local Plan 2002

Waverley Borough Council Local Plan Part 1: Strategic Policies and Sites 2018

**Other Documents**

Officer Report and Update Sheet on Planning Application Ref: WA/2019/0854

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