


To: Planning & Regulatory Committee

Date: 23 February 2022

By: Planning Development Manager

District(s) Spelthorne Borough Council

Electoral Division(s):
 Lower Sunbury & Halliford
 Buddhi Weerasinghe

Case Officer:

Katie Jewell

Purpose: For Decision

Grid Ref: 509590 169053

Title: Surrey County Council Proposal SP21/00258/SCC
Summary Report
Bishop Wand Church of England Secondary School, Layton's Lane, Sunbury on Thames, Surrey TW16 6LT
Construction of a new two storey dining hall and classroom block; single storey extension to science lab; and associated works.

The proposal comprises the construction of a new building to provide a dining hall block and six classrooms, as well as a single storey extension to the existing science block. Two trees will be removed as part of proposal however two replacement trees are proposed. Trees that are to be retained, are to be protected throughout the development. The proposal includes provision for sustainable drainage, alongside mitigation measures for traffic during the construction phase. The proposal also includes off site highways works comprising a raised speed table at the entrance to Layton's Lane, together with improvements to an existing footway to the school.

There is an identified need for the additional 1 FE expansion within Spelthorne reflecting a rise in birth rates and increased residential development within the area. Bishop Wand C of E School is identified as the most suitable location to facilitate the 1FE expansion as it offers a site that can accommodate the additional space as well as it being located in the middle of the borough to meet local need. The proposed development will expand Bishop Wand C of E School from a 930 to a 1050 place secondary school. The total number of sixth form places is also set to increase from 90 at present to 220 by 2022. The total school and sixth form population will therefore increase to 1270.

Following discussions with the County Highway Authority, the agent and the applicant in order to overcome an initial County Highway Authority Objection it is also being proposed to provide an enhanced pedestrian route between the application site and Stratton Road as well as measures to reduce the speed of vehicles on Layton's Lane.

No objections have been received from the statutory consultees. 18 letters of objection and two petitions have been received raising concern in regard to traffic and highway matters. These have been addressed throughout the report.

The proposal has been assessed and subject to the implementation of the off-site works which will be secured by a planning condition it is considered to comply with the relevant Development Plan Policies.

The recommendation is PERMIT subject to conditions.

Application details

Applicant

SCC Property

Date application valid

10 February 2021

Period for Determination

11 March 2022

Amending Documents

PLC/4558E/21/A1/V1 Ecological Enhancement Plan dated 27/04/21

02/06/21 Site Sound Survey and Plant Sound Assessment – redacted

30/07/21 Arboricultural Development Statement Addendum_ Redacted

105831-NPS-ZZ-00-DR-A-0090 Rev PL2 Proposed Landscape Plan dated 09.08.21

18/08/21 P3 Ground Floor Foundation Detail dated 18 August 2021

18/08/21 Ground contamination – redacted

18/08/21 Bishop Wand Ground Gas Monitoring Report – redacted

105831-NPS-XX-00-DR-A-0515 Rev P3 Ground Floor to External Wall Foundation Detail dated 18.08.21

07/09/21 Proposed Footway & cycleway Improvements Aerial

07/09/21 Land Registry Document SY343064 The Bishop Wand Church of England School

07/09/21 Email London Diocesan Board for schools re footpath dated 27 August 2021 – redacted

07/09/21 Email regarding highway mitigation dated 7 September 2021 – redacted

16/09/21 Soakaway Test Report August 2021.pdf

16/09/21 Foul Pump Station.pdf

16/09/21 Combined Areas Tank.pdf

105831-HBS-DR-C-061 P04 Proposed Below Ground Drainage Layout Sheet 1 dated 16 August 2021

105831-HBS-DR-C-062 P04 Proposed Below Ground Drainage Layout Sheet 2 dated 16 August 2021

105831-HBS-DR-C-261 P02 Typical Drainage Construction Details dated 30 August 2021

12/11/21 Construction Traffic Management Plan (rev 2)

12/11/21 Drainage Protection Strategy (rev 2)

09/11/21 The Bishops Wand School Construction Logistics Plan

2930-1180-T-003 Rev A Proposed Raised Table on Layton's Lane dated Jan 22

09/04/21 Email from catering supplier re. servery

12/04/21 Email from agent re. servery

28/01/22 Email from applicant re. pupil drop off & pick up times

23/03/22 Email from agent and applicants Ecologist confirming proposal does not affect B2 or B12

105831-NPS-ZZ-XX-DR-A-1011Rev PL4 Location Plan dated 09.02.22

Planning Application Form – 10.02.2022

29030-1180-T-003 Rev B Proposed Raised Table on Layton's Lane dated 10.02.22

10/02/22 Email from highways agent re. amended raised table

Summary of Planning Issues

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

	Is this aspect of the proposal in accordance with the development plan?	Paragraphs in the report where this has been discussed
Principal of Proposed Development and Educational Need	Yes	54 – 63
Design and Visual Amenity	Yes	64 – 76
Impact on Residential Amenity	Yes	77 – 96
Development on Existing Playing Field Land	Yes	97 – 106
Flood Risk and Sustainable Drainage	Yes	107 – 116
Trees, Landscaping and Ecology	Yes	117 – 135
Archaeology	Yes	136 – 142

Air Quality	Yes	143 – 150
Contaminated Land	Yes	151 – 155
Highways Considerations	Yes	156 – 195
Green Belt	No	196 – 219

Illustrative material

Site Plan

Site Location Plan and Application Site Area

Aerial Photographs

Aerial 1 Surrounding Area

Aerial 2 Application Site

Aerial 3 Site with school boundary

Site Photographs

Photo 1 view looking west towards Dining Hall & Classroom block application site

Photo 2 view looking north towards extension to existing science block application site

Photo 3 view looking north up Layton's Lane towards Nursery Road junction (1)

Photo 4 view looking north up Layton's Lane towards Nursery Road junction (2)

Photo 5 view looking south on Layton's Lane towards Bishop Wand C of E School (1)

Photo 6 view looking south on Layton's Lane towards Bishop Wand C of E School (2)

Photo 7 junction of Peregrine Road from Layton's Lane

Photo 8 entrance to footway which links Bishop Wand C of E School to Stratton Road

Photo 9 view looking east towards Stratton Road on pedestrian footway

Photo 10 approximate location of the proposed raised table along Layton's Lane

Plans

Plan 1 Location Plan

Plan 2 Existing Block Plan

Plan 3 Proposed Block Plan

Plan 4 Proposed Elevations Classrooms/Dining Hall Block

Plan 5 Proposed Sections Classroom/Dining Hall Block

Plan 6 Proposed North Elevations + section science block

Plan 7 Proposed East + South Elevations Science Block

Plan 8 Raised Table

Background

Site Description

1. Bishop Wand Church of England School is a co-educational community secondary school providing education for 11–18-year-old pupils within Sunbury-on-Thames. The school site is located within the Green Belt.
2. The school buildings are located within the north-eastern corner of the site. The school's sports facilities occupy the south and west part of the school site, with an all-

weather pitch to the west. The school's entrance is located on Layton's Lane which is within the north-east corner of the site.

3. The school was originally constructed in the late 1960's. All main buildings are predominantly 2-storey in nature, with the central 'spin' building rising to a maximum height of 3 storeys. Further independent buildings have been added to the east of the original school building, a chapel/conference room, and a new build science block. Supplementary accommodation has been provided in the last 10 years by two single storey demountable buildings to the South and East. All buildings are mainly of masonry construction with ribbon windows, flat roofs, and a resumed concrete frame to the multi-storey elements with red brick walls, and white window and door frames. The only divergence from this design is the single storey chapel room near the main front entrance the new (early 21st century) science block which adopts a traditional vernacular form and the sports hall is profiled metal clad over a brick base with a long span steel frame structure supporting an arched roof.
4. The school shares its site with an independently managed sports centre to the South, which is accessed by a segregated road to the East boundary of the school. This is located within an Area of High Archaeological Potential.
5. Vehicular access to the site is gained through Layton's Lane which is located to the north-east site, this runs in a north-south direction and connects the site to Nursery Road at its north end forming a priority junction.
6. Pedestrian access to the site can be gained from the school via Layton's Lane. As well as this there is a well-used informal footway which connects the school site to Stratton road. This informal footway runs diagonally across the mainly open land to the east of the school site. There is also another footway which runs from the southern end of the school site. This footway runs along the most southerly edge of the open land to the east of the school and links Bishop Wand C of E School to Stratton Road/Sunmead Road.
7. To the North and East of the school site is predominately residential development as well as the M3, which is approximately 445 metres to the north-west. To the south of the school site is primarily open land and leisure facilities.

Planning History

8. The school has an extensive planning history. As the school has an academy status all recent planning applications have been determined by Spelthorne Borough Council with the exception of planning permission 06/00314/SCC.
9. In 2018 planning permission (18/00896/Ful) was granted for the retention of a demountable classroom unit to act as extra teaching space.
10. In 2017 planning permission (17/01711/RVC) was granted for the Variation of Condition 13 of planning permission 14/02159/FUL to allow opening premises hours to be changed into 06:30 to 22:00 (Monday to Friday) and 08:00 - 22:00 (Saturday and Sunday). As shown on Site Location Received on 06.11.2017. Planning permission (17/01124/FUL) was granted for the retention of a demountable double classroom unit, to act as extra teaching space.
11. In 2014 planning permission (14/02159/FUL) was granted for the erection of gymnasium building with associated lighting provision, landscaping, access road and the provision of 62 car parking spaces, 20 bicycle spaces and refuse storage facilities. Subsequently, further applications have been submitted to discharge

condition 5, 6, 7, 8, 11,14 and 21 (under planning permission 14/02159/DC1). This application is part discharged. Planning application 14/02159/DCE1 for Discharge of parts i) and ii) of Condition 18 on Contaminated Land July 2016 remains part discharged. Finally, planning application 14/02159/DC3 for the discharge of condition 9 has been determined.

12. In 2013 planning permission (13/00892/FUL) was granted for the Erection of a detached demountable classroom unit comprising two classrooms for a temporary period of 5 years and construction of hard landscaping. Planning permission (13/00661/FUL) was granted for the Re-development of the schools main pedestrian/vehicle entrance.
13. In 2012 planning permission (12/00411/FUL) was granted for the Conversion of existing grassed area into external teaching area including hard and soft landscaping and the erection of a steel vaulted barrel shaped canopy over.
14. In 2011 planning permission (11/00383/FUL) was granted for the siting of a demountable double classroom unit to act as extra teaching space.
15. In 2009 planning permission (09/00370/FUL) was sought for the Construction of new synthetic turf sports pitch with 6 no. 15m high floodlights, 2 no. dugouts, 3m high fence, 2 no. storage container sheds, landscaped bank to north side of pitch and associated footpaths and bollard lights. This application was refused. Subsequently, planning permission (09/00595/FUL) was granted for the construction of new synthetic turf sports pitch with 6 no. 15m high floodlights, 2 no. dugouts, 3m fence, 2 no. storage container sheds and associated footpaths and bollard lights.
16. In 2007 planning permission (07/00845/FUL) was granted for the installation of metal storage container to replace existing store for the storage of gymnastic equipment.
17. In 2006 planning permission (06/00314/SCC) was granted by Surrey County Council for the installation of two cycle shelters with combined capacity for 160 cycles.
18. In 2004 planning permission (04/00344/FUL) was granted for amendments to the elevations, layout and floor space of planning permission 03/00630/FUL for the erection of various extensions and alterations to existing schools and associated parking.
19. In 2003 planning permission (03/00630/FUL) was granted for the erection of various extensions and alterations to existing schools with associated parking. The erection of a single storey extension and alteration to the school buildings (02/01057/FUL) was granted in January 2003.
20. In January 2001, planning permission (00/00813/FUL) was granted for the erection of a single storey extension to provide a new front entrance and offices to the existing school.
21. Permission (100/0332) for the erection of a new sports hall with associated facilities was granted in July 2000.
22. Planning permission was granted (98/0315) in July 1988 for the demolition of an existing classroom and the erection of an extension to create a drama studio (classroom).

23. Proposals (92/0286; 92/0274; 92/0330 and 92/0588) for the erection of a single storey extension to the Art/CDT Block, and the new Science Building were granted in June, July, August, and December 1992. In May and June 1991 planning permission (91/0106 and 91/0182) was granted for; the erection of extensions to the swimming pool to form a dual use sports centre with the construction of a new access road and parking spaces; and the erection of a single storey multi purpose hall to be used in conjunction with the main school building, respectively

The proposal

24. Spelthorne is experiencing a significant increase in the demand for school places and therefore Surrey County Council is proposing that Bishop Wand C of E School is expanded from a PAN of 186 (6 forms entry) at Year 7 to a PAN of 210 (7 forms entry) from September 2022. The total number of sixth form places is also set to increase from 90 at present to 220 by 2022.
25. In order to facilitate the expansion of the school planning permission is being sought for the construction of a new two storey dining hall and classroom block; single storey extension to science lab; and associated works which include the installation of an external door to Building 2.

Two-storey Dining Hall and Classroom Block (DH&CRB)

26. The two-storey dining hall and classroom block will be located within a vacant hand standing area to the southwest of the main school buildings which is currently used for open hard informal social space. The location of this proposed classroom block will encroach slightly onto the soft outdoor playing fields, reducing this area by 52m².
27. The proposed two storey dining hall and classroom block is proposed to measure a length of approximately 20.1 metres (m), a width of approximately 17.3m and a height of 7.5m and will comprise of a dining area, servery, 6 classrooms and WC's.
28. On the southern façade of the block horizontal louvre canopies are to be hung from the building and fixed over the windows. There will also be a galvanised metal external escape stairway to the first floor for fire safety installed on the western façade. A further small lightweight mesh enclosure is required for the external chiller plant associated with the heating and cooling of the building and will be located on the eastern façade.
29. The material palette for the proposed new building draws from the existing school but gives the proposed classroom dining block its own contemporary, architectural identity, whilst complementing the materiality of the existing buildings. The principal external material will be brick to match the existing school buildings.

Single Storey Extension to Existing Science Lab

30. The new extension to science lab is proposed to measure a length of approximately 9.2m, a width of approximately 10.2m and a maximum height of approximately 4.4m at the pitch of the roof. The design of the science block extension has been influenced by the existing science block building, with a tiled pitched roof. Once again, the principal external material will be brick to match the existing school buildings.

Tree Removal

31. The proposal also involves the removal of two low quality trees as these trees are located within the footprint of the DH&CRB. Two replacement trees will be provided to replace the trees to be removed as part of the proposal.

Proposed Off-site highway works

32. The proposal secures the provision of a 'raised table' at the northern end of Layton's Lane, just south of its junction with Nursery Road.

Improved pedestrian accessibility

33. A shared use footway/cycleway linking Bishop Wand C of E School with Sunmead/Stratton Road will be provided to improve pedestrian accessibility of the site. A footway along this route is already in place, however this proposal would improve this route and make it a more desirable route for pupils to take. In order to improve the route a dropped kerb and footway connecting the existing footway with the rear access gate is proposed. The footway which links the access gate with Sunmead/Stratton Road is already made ground but would be repaved, with associated vegetation cleared between the southern edge of the footway and on the northern fence line to provide a 2.8m wide footway/cycleway. The majority of this section of this route is 3.5m wide (including overgrown vegetation) up to the fence line. The final eastern section reduces down to 2.1m but this section is also proposed to be cleared/paved.

Consultations and publicity

District Council

34. Spelthorne Borough Council: No Objection
35. Spelthorne Borough Council Environmental Health officer: No Objection subject to conditions

Consultees (Statutory and Non-Statutory)

36. Arboriculturalist: No Objection subject to conditions
37. Archaeological Officer: No Objection
38. Ecologist: No Objection subject to conditions
39. County Landscape Architect: No Objection subject to conditions
40. County Noise Consultant: No Objection subject to conditions
41. Lead Local Flood Authority (SuDS): No Objections subject to conditions
42. County Highway Authority: No Objection subject to conditions
43. Sport England: No Objection

Summary of publicity undertaken and key issues raised by public

44. The application was publicised by the posting of 3 site notices and an advert was placed in the local newspaper.
45. Initially, a total of 83 owner/occupiers of neighbouring properties were directly notified by letter. A further round of publicity was then carried out on the 5 November 2021. Letters were sent to all 83 initial owner/occupiers of neighbouring properties as well as an additional 55 owner/occupiers of neighbouring properties (138 owner/occupiers of neighbouring properties in total). A final round of publicity was carried out on the 27 January 2022 where a total number of 139 owner/occupiers of neighbouring properties were directly notified by letter (all 138 owner/occupiers of neighbouring properties which were notified during the last re-consultation on the 5 November 2021 plus an additional owner/occupier address which had made a representation of the proposal but was not included within the previous round of publicity).
46. To date two petitions and 18 letters of objection have been received.
47. The first petition is dated 6 March 2021 which contains 19 signatures. This petition raises the following concerns;
- Concern in regard the anticipated increase in traffic along Layton's Lane. Traffic along the road is already a causing public nuisance to the residents and very dangerous to vulnerable to children and old people.
 - There are problems with vehicles travelling to and from Spelthorne Gym and School, being rapidly accelerated in the mornings from 0630 onwards until late at night. The problem exacerbated since the opening of the gym.
 - The volume of vehicles travelling up and down Layton's Lane at peak times has become intolerable, exacerbated by numbers of double decker buses driving down the middle of the road. The Lane is in fact a single road because residents park outside their houses on the East side of the Lane.
 - Residents of the Lane have their health damaged by vehicles which are parked in the lane with their engines running when waiting to pick up their children from the school or gym. This causes polluting fumes in the Lane.
 - The situation could be mitigated by installing traffic calming measures in the Lane (chicanes or speed humps) and by banning buses.
48. The second petition was received on the 29 November 2021 which contains 50 signatures. This petition was received following the proposed offsite highway works re-consultation, as described in full in paragraph 177 (note these off-site highways works are no longer being pursued by the applicant in view of the adverse comments received). The petition raises the following concerns;
- The topic of the petition was the rejection to the proposed 3-metre-wide shared cycle lane/pedestrian footpath on the western verge of Layton's Lane as resident off street parking will be negatively impacted.
 - The proposal of reducing the verge area currently used for off street parking to accommodate a shared pathway/cycle lane for pupils of Bishop Wand C of E School would exacerbate the issue of limited parking spaces for residents of Layton's Lane.
 - The negative impact of the proposed cycle lane would be increased on street parking, resulting in a wider safety concern affecting more persons than the negligible few cyclists who cycle school currently.
 - Recent studies carried out by the residents suggest that an average of 8 cyclists per morning and afternoon school drop off and pick up times who travel on the highway of Layton's Lane.

- There would be 63 households affected by the proposal, with many residents having more than 1 car, therefore the increase of on street parking, as a result of the creation of the cycle/pedestrian way, would create concerns for drivers and cyclists using Layton's Lane during high volume time periods (drop off and pick up times).
- The signatures on the petition object to the proposed cycle lane on the western verge of Layton's Lane as well as the proposed double yellow lines. Their desired outcome would be to install speed humps.

49. Further to the two petitions a total of 18 letters of representation have been received from local residents. Concerns in the points summarised below encompass all aspects of the proposal including comments received following the re-consultation of the proposed off-site highway works which are no longer being pursued (as detailed in paragraphs 177, 178, 179 and 180).

The concerns raised are summarised below;

- The proposed additional facilities and increased school capacity will result in disruption, noise, increased traffic during the construction phase via residential roads that are already narrow and congested.
- Increased traffic and demand for parking during the day-to-day operation of the school.
- Local residential roads are already congested, parking spaces are limited for local residents. Parents use these spaces when dropping off/picking up their children.
- Local residents will be disadvantaged by having to accommodate additional parking.
- Residents along Peregrine Road have suffered increased traffic chaos due to the evacuation of traffic at school closing hours (children on bicycles, parents sitting in cars waiting to collect their children). Residents have great trouble to leave or return to their properties during the day.
- Further increase to the capacity of the school will exacerbate traffic conditions along Peregrine Road.
- The access to and from Bishop Wand C of E School is not good enough for future increases in pupil numbers.
- Impact on Layton's Lane due to the additional traffic has not been properly considered.
- Traffic calming measures must be implemented along Layton's Lane either through Chicanes on the westerly side of the highway, or speed humps.
- Urge Surrey County Council to consider opening access to Upper Halliford Road through Upper Halliford Park or implement walking traffic through pick up and drop offs on Nursery Road.
- If the proposal goes ahead the residents which park their cars on the wide paved area on the western carriageway of Layton's Lane will no longer be able to park there. The proposals will exacerbate the existing parking problem along Layton's Lane.
- Residents will experience a huge reduction in convenience and ability to enjoy their homes.
- No 'real-world' benefit for cyclists.
- Excessive cost to council for any perceived benefit.
- Danger to residents as residents would walk straight out of their house onto a cycle lane which could cause injury (especially for the young, elderly and those with disabilities).

- Potentially more dangerous for cyclists having to cross the road multiple times and across multiple driveways to utilise the cycle lane.
- Bin lorries and buses will not be able to access the road if all the residents are having to park on it.
- Resident believes that cars associated with the school or gym are supposed to enter through Layton's Lane and exit through Peregrine Road however this is never enforced.
- If there was a one-way system put in place and 20 mph enforced which could be done by cameras to control this.
- Introduction of the shared pedestrian/cycle way will cause residents to park cars on alternatives streets causing inconvenience for other local residents.
- The cycle lane itself connects to no other cycle infrastructure on Nursery Road, it joins onto a busy T junction. This would be dangerous for cyclists.
- The road is made up of 2+ bed houses. The demographic of the residents which live along the road require access to their car.
- Highly unlikely that the proposed cycle way would increase the number of students cycling to school.
- No understanding of how a cycle lane and waiting restrictions will alleviate problems arising from increased demand for parking as a result of increasing the school's student capacity.
- Applicants assumption is that local residents will have to put up with competing with the school for on-street parking spaces that were intended for residential use when the Peregrine Road and Falcon Way residential areas were first developed
- The introduction of a cycle lane could cause animosity towards the school from local residents.
- Local residents tolerate an increased amount of traffic and cars parking on the estate at various times of the day therefore asking the residents to once again disrupt their daily lives and cause undue stress when trying to access out homes is a step too far.
- Introduction of the shared cycle/pedestrian way could cause a negative financial impact upon residents as many of them require a car for work and without this availability residents' access to transport is greatly reduced.
- Double yellow lines at the junction to Peregrine road will exacerbate existing problems.
- Appreciate that double yellow lines are for safety but parking is at a premium therefore every space is valuable.
- Car park should be extended within the school so that parents can wait for their children there, not along the residential roads.
- No risk assessment accompanying the proposal - *in relation to the proposed offsite highway works which are no longer being perused.*
- No rational accompanying the proposal - *in relation to the proposed offsite highway works which are no longer being perused.*
- There are no cycle lanes on the roads that adjoin Layton's Lane so we fail to see the benefit of a 3m cycle lane in a residential road for the final 230m of the journey to school.
- Proposal will increase on road parking leading to increased traffic congestion and potential blocking of access for emergency vehicles and school buses.
- Other parts of the road will see cars regularly crossing the cycle path to park on driveways increasing risk to cyclists and pedestrians.
- Construction work will cause an increase in traffic along Nursery and Layton's Lane as well as increase vehicle and noise pollution.

Planning considerations

Introduction

50. 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.
51. In this case the statutory development plan for consideration of the application consists of the Spelthorne Borough Council Core Strategy and Policies Development Plan Document (DPD) 2009, and the saved policies of the Spelthorne Borough Local Plan 2001. In February 2009, the Spelthorne Borough Local Plan 2001 was superseded by the Spelthorne Borough Core Strategy and Policies Development Plan Document February 2009. However, six of the policies were saved and continued to be used which included Policy GB1 (Green Belt), Policy RU11 and Policy RU14 (Sites of Nature Conservation Importance), Policy BE24, Policy BE25 and Policy BE26 (Archaeology and Ancient Monuments).
52. Spelthorne Borough Council is currently working on an emerging Local Plan for the Borough which will cover the period 2020 – 2035. Consultation on the Spelthorne Local Plan Preferred Options document took place over 11-weeks between 5 November 2019 and 21 January 2020. It took the form of Policies and Site Allocations documents setting out the preferred approaches to be considered. The Council has now published the Spelthorne Local Plan – Preferred Options Consultation Response Document dated September 2020¹ which sets out the responses to the Preferred Options consultation undertaken by Spelthorne Borough Council as part of its preparation of a new Local Plan. The responses to this consultation will be used by the Council to assist in preparing its Publication Local Plan (Regulation 19), the next stage of producing the new Plan. It is anticipated that this stage to take place from February to Spring 2022.
53. 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 for mitigating any environmental impact of the development are satisfactory. In this case the main planning considerations are: Principal of Proposed Development and Educational Need, Design and Visual Amenity, Impact on Residential Amenity, Development on Existing Playing Field Land, Flood Risk and Sustainable Drainage, Trees, Landscaping and Ecology, Air Quality, Contaminated Land, Highways Considerations and Green Belt.

PRINCIPAL OF PROPOSED DEVELOPMENT AND EDUCATIONAL NEED

National Planning Policy Framework 2021 (NPPF 2021)

Paragraph 95

Spelthorne Borough Council Core Strategy and Policies DPD 2009

Policy CO1: Providing Community Facilities

54. Paragraph 95 of the NPPF 2021 states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education

¹ [Consultation Response document \[1.25MB\]](#)

they should give great weight to the need to create, expand or alter school through the preparation of plans and decisions on applications.

55. Policy CO1 states that the council will seek to ensure community facilities are provided to meet local needs by supporting the provision of new facilities for which a need is identified in locations accessible to the community served.
56. The proposed development would deliver a new two storey dining hall and classroom block, single storey extension to science lab and associated works to facilitate the expansion of the school by 1FE. The planning application is accompanied by the submission of an Educational Planning Statement which justifies the educational need for this proposed development.
57. Surrey County Council are proposing to expand Bishop Wand C of E School from a PAN 186 (6 forms entry) at year 7 to a PAN of 210 (7 forms entry) from September 2022. As a consequence, the school will be enlarged from a 930 to a 1050 place secondary school, 210 places per year from year 7 to year 11 and the school will reach capacity in September 2026. The total number of sixth form places is also set to increase from 90 at present to 220 by 2022. The total school and sixth form population will therefore increase to 1270.

Rationale for the expansion of Bishop Wand C of E School

58. Spelthorne is experiencing a significant increase in the demand for school places, reflecting both a rise in birth rate and increased residential development within the area. The forecast for secondary school places within the borough projects a deficit of places in the next 10 years. The proposed expansion will provide additional school places needed in the borough.
59. The following table demonstrates forecasts for year 7 places in Spelthorne based on birth rates, planned housing and pupil migration trends;

Academic Year	Year 7	Current PAN	Surplus/deficit
2020-21	1216	1192	-24
2021-22	1213	1192	-21
2022-23	1322	1192	-130
2023-24	1316	1192	-124
2024-25	1366	1192	-174
2025-26	1366	1192	-174
2026-27	1378	1192	-186
2027-28	1413	1192	-221
2028-29	1330	1192	-139
2029-30	1291	1192	-99

60. At present there are six secondary schools in the borough of Spelthorne. Their provision comprises of;

Name of School	Current Provision
Sunbury Manor	Expanded 9 FE IN 2016
Thomas Knyvett College	Expanded with capacity to increase from a PAN of 150 to 210 by 2022
St Paul's RC College	Expanding from a PAN 180 to 210 in 2022
Matthew Arnold	Has a PAN of 196

Thamesmead	Has a PAN of 210
The Bishop Wand	Has a current PAN of 186.

61. In order to align supply with demand in respect of school places, it is proposed to expand Bishop Wand C of E school places by one form entry (1FE) as there is a sustained need for additional school places within the area. Bishop Wand C of E School has been chosen to facilitate this 1FE expansion as it offers a site that can accommodate the additional space as well as it being located in the middle of the borough to meet local need. Where possible, the Council's strategy is to expand high quality provision which meets parental demand, whilst also ensuring that there is a diverse pattern of provision to provide families with some element of choice. The Bishop Wand C of E School has a 'Good' Ofsted rating.
62. To enable the school to accommodate an additional form of entry additional floor area will be required in the form of a new dining hall and classroom block (DH&CRB) and extension to existing science block. The expansion to the school has been designed in line with these requirements and will enable the school to function effectively at its proposed new capacity.
63. This proposal seeks to provide additional school places on an established school site. The applicant has demonstrated that there is a need for additional School places at this School given the rise in birth rates and the increased amount of development in the locality as identified above. To meet this need this proposal facilitates new built development. Officers consider the proposal meets the requirements of paragraph 95 of the NPPF 2021 and policy C01 of the Spelthorne Borough Council Core Strategy and Policies DPD 2009. Officers therefore consider that *great weight* can and should be attached to the need for the expansion of this school and this needs to be considered in conjunction with the other relevant planning issues as discussed in the following paragraphs.

DESIGN AND VISUAL AMENITY

Spelthorne Borough Council Core Strategy and Policies DPD 2009

EN1: Design of New Development

64. Policy EN1 of the Spelthorne Borough Council Core Strategy and Policies DPD 2009 states that the council will require a high standard in design and layout of new development. Proposals for new development should demonstrate that they will;
65. a) create attractive buildings, they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout materials and other characteristics of adjoining buildings and land,
b) be designed in an inclusive way to be accessible to all members of the community regardless of any disability.
66. This proposal contains two main elements: the construction of a new dining hall and classroom block (DH&CRB) and the extension to the existing science lab.
- New Dining hall and Classroom Block (DH&CRB)*
67. The new DH&CRB will be located within a vacant hand standing area to the south-west of the main school buildings which is currently used for open hard informal social space. The location of this proposed classroom block will encroach slightly onto the soft outdoor playing fields, reducing this area by 52m².

68. The proposed two storey dining hall and classroom block is proposed to measure a length of approximately 20.1 metres (m), a width of approximately 17.3m and a height of 7.5m. The block will comprise a dining hall, servery, two classrooms and circulation space on the ground floor and four classrooms, WC's and circulation space on the first floor.
69. The chosen materials for the DH&CRB draw strongly from the existing school. The design intent is for the appearance of the extension is to be driven by a subtle subversion of the existing school palette to give the proposed DH&CRB its own contemporary, architectural identity whilst complementing the materiality of the existing school building. The principal external material will be brick to match the existing school buildings.
70. The proportions of the DH&CRB are provided by the vertical window bays that reflect the structural framing supporting the building. The panels and windows that form these are proposed to be a light blue grey smooth finish to make them slightly less prominent against the background school and to pick up the tones of the sports hall cladding (Aluminium Window Frame RAL 7010, Mineral Fibre Panel RAL 7010, Metal Louvre RAL 7010). Windows are sized to provide adequate daylight to the teaching spaces with opening fanlights for additional ventilation. Above the windows will be an aluminium louvre. Rainwater goods will be aluminium finished to match window framing. Finally, there will be aluminium capping to wall to match windows (RAL 7010).
71. On the southern façade of the block horizontal louvre canopies are to be hung from the building and fixed over the windows. There will also be a galvanised metal external escape stairway to the first floor for fire safety installed on the western façade. A further small lightweight mesh enclosure is required for the external chiller plant associated with the heating and cooling of the building and will be located on the eastern façade.
72. The scale of the DH&CRB has been dictated by the available footprint within the open courtyard to the southern half of the school campus. The building will infill part of the courtyard area which extends from the existing main school buildings to the school's sports playing pitch. When looking north, the building will be read against the backdrop of the existing volumes of the main three storey north south aligned teaching block and the larger mass of the Gymnasium/sports hall. The placement of the building helps to organise the slightly anonymous, windswept hard surface of the existing courtyard by breaking it into separate zones and defining routes between the existing buildings more clearly.
73. The DH&CRB is considered to be of an appropriate scale. Consideration has been made to ensure that the new block is of an appropriate scale and reflects the scale of adjacent elevations and negotiates the different roof levels of the existing main school buildings.

Extension to Existing Science Lab

74. The science block is located to the east of the school site. The extension will extend off the eastern elevation of the science block. The extension is proposed to measure a length of approximately 9.2m, a width of approximately 10.2m and a maximum height of approximately 4.4m at the pitch of the roof.

75. The design of the science block extension has been influenced by the existing science block building, with a tiled pitched roof. The extension will follow the same palette of materials so that it achieves a degree of homogeneity with the parent building. Therefore the principal external material will be brickwork to match existing. Roof slate will be chosen to match existing. Eaves details profile and gutters will be white as well as white window frames. It is considered that the scale of this extension is modest and appropriate for the function it serves.

Conclusion

76. The proposed DH&CRB and extension to existing science lab will be visually related to the existing school building by their way of its design, materiality and massing. The developments would not look out of place within the immediate area, which includes school buildings of various appearance and design. The materials chosen are of a high quality and are robust to ensure they age well over time. The overall design has been driven by respecting the surrounding scale, height, proportion, form and materials of the existing school buildings. Therefore officers consider that the proposal accords to policy EN1 of the Spelthorne Borough Council Core Strategy and Policies DPD 2009.

IMPACT ON RESIDENTIAL AMENITY

Spelthorne Borough Council Core Strategy and Policies DPD 2009

EN1: Design of New Development

EN11: Development and Noise

EN13: Light Pollution

SP6: Maintaining and Improving the Environment

77. Policy EN1 of the Spelthorne Borough Council Core Strategy and Policies DPD 2009 states that proposals for new development should demonstrate that they will achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or overbearing effect due to bulk and proximity or outlook.
78. Policy EN11 states the council will seek to minimise the adverse impact of noise by requiring developments that generate unacceptable noise levels to include measures to reduce noise to an acceptable level; requiring appropriate noise attenuation measures.
79. Policy EN13 states that the council will seek to reduced light pollution by only permitting lighting proposals which would not adversely affect amenity and requiring lights to be; i) directed to the ground and sited to minimise any impact on adjoining areas; are ii) of a height and illumination level of the minimum required to serve their purpose.
80. Policy SP6 states that the council will seek to maintain and improve the quality of the environment of the borough. To do this it will contribute to improving air quality in the Borough.
81. Bishop Wand C of E School is located in Sunbury-on-Thames with residential properties to the north and east as well as the M3, which is approximately 445 metres to the northwest. To the South of the school site is primarily open land and leisure facilities.
82. There are two application sites for this proposal; the proposed two storey Dining Hall and Classroom Block (DH&CRB) which is located to the south of the main school

buildings at the back of the school site and the extension to the science block is located to the east of the school site.

Loss of outlook/overlooking

83. Due to the configuration of the school site and the location of the proposals onsite there will be very limited views of the proposals from outside the school site.
84. From both application sites, Spelthorne Gymnastics is the closest neighbouring building. From the DH&CRB the Gym is located approximately 95m to the southeast and from the extension to the science block the Gym is located approximately 100m to the south. Given the nature of the proposal and the considerable distance between the application sites and the Gym Officers consider that the proposal will not impact the amenity of Spelthorne Gymnastics.
85. It may be possible to view the extension to existing science block from the most southerly point of Layton's Lane. The closest residential property at this point would be 55 Layton's Lane which is approximately 130m northeast from the proposed extension to the science block. There would be very limited views of the proposed science block extension from outside of the school site due to fence and vegetation screening along the school sites eastern boundary. This together with the significant distance from the residential properties located on the most southerly point of Layton's Lane leads Officers to consider that the proposal would not impact the amenity of neighbouring residential properties.
86. The closest residential property to the DH&CRB would be 179 Peregrine Road, which is approximately 80m to the north. However due to the location of the application site as well as the existing school buildings which lay directly to the north of the proposal the DH&CRB will not be visible from outside the school site for neighbouring residential properties and therefore will have no impact to the amenity of neighbouring residential properties.

Noise from plant

87. The applicant has submitted a Site Sound Survey and Plant Sound Assessment dated 31 August 2021. This document highlights that there are eight pieces of proposed plant associated with the proposal. These include;
 - CU-1 Classrooms: Samsung ES AM240AXVGGR/EU
 - EF/01 Servery: Nuair DAVE DE5-ES, Induct Outlet
 - EF/01 Pupil's and ACC. WCs: Nuair DAVE DE4-ES, Induct Outlet
 - SF/01-04 and SF/09-16 Classroom: Gilbert Mistrale MSF 128
 - SF/05-08 Dining Hall: Gilbert Mistrale MSF 256
 - CU-2 Science Room: Samsung ES AC140RXAD*G/EU
 - HRU/01 Science Room: Nuair XBC45HA Induct Intake (100% duty)
 - HRU/01 Science Room: Nuair XBC45HA Induct Discharge (100% duty)
88. The Assessment indicates that the location of the nearest affected noise sensitive receptor has been identified to be the residential property at 179 Peregrine Road, which is approximately 120m from the new science building and approximately 70m from the new classroom/dining hall building, and therefore the proposed mechanical services plant serving both school buildings shall be assessed to this residential property. The proposed mechanical services plant is to operate between 08:00 hrs and 19:00 hrs. The proposed VRF units (CU-1 and CU-02) are likely to intermittently

turn on and off due to room use requirements and therefore a 3 dB penalty will be applied. Based on manufacturer's published spectral noise data, it is also determined that none of proposed mechanical services plant have any other acoustic features such as tonal or impulsivity features.

89. The County Noise Consultant was consulted on the proposal and has stated within their consultation response that the submitted plant assessment indicates that the plant associated with the proposed development can operate within SCC's Guidelines for Noise and Vibration Assessment and Control dated January 2021². A condition will be placed on the permission which will protect the residential amenity and/ or other noise sensitive facilities or areas.

Lighting

90. The applicant states within the Design and Access statement dated 5 February 2021 that external lighting proposed to be installed as part of the development include low level illumination external lighting around the perimeter and exits of the DH&CRB and extension existing science lab to allow the safe use of the outside space when daylight is limited. External lights shall use presence and ambient light sensing to limit activation to appropriate times. Timeclock controls shall also be provided to offer scheduled lighting during normal operating hours.
91. Officers consider that as the proposal does not involve any significant external lighting, as well as the considerable distance of the application sites from neighbouring residential properties, the proposed external lighting is not considered to generate levels of light that would have an impact beyond the existing site boundaries. A condition will be placed on the permission which will ensure that any external lighting is installed downward and focused.

Odour

92. The Environmental Health Officer from Spelthorne Borough Council raised concern in regard to the proposal not including the provision of any extractor equipment and therefore was recommending a condition which would state the no primary cooking (i.e. the cooking of raw food) shall take place within the proposed dining space.
93. In an email from the agent dated 12/04/21 it has been confirmed that the proposal only includes, the provision of a servery and not a commercial kitchen and therefore no primary cooking will be undertaken within the proposal.
94. Officers therefore consider that this confirmation removes the need for this condition.

Disturbance from increased traffic

95. The proposal will increase vehicular and pedestrian traffic in the locality of the school particularly along the approach road Layton's Lane. The impact of this on the highways is considered in the relevant section of the report but this aspect of the proposal will also give rise to some noise and disturbance to local residents living on this road. However, this noise disturbance occurs already with the existing school and is also limited to two small periods in the morning and afternoon peak. Officers are of the view that the proposed increase in disturbance arising will be moderate

² Surrey County Council Guidelines for Noise and Vibration Assessment and Control. Minerals, Waste and Other County Development. Prepared by RPS Group PLC. January 2020.

over that which occurs already and though this is obviously regrettable it is considered that the need for the school places outweighs the limited additional disturbance caused.

96. Overall, officers are satisfied that the proposal would not result in an adverse impact upon residential amenity, subject to the provision of appropriate conditions as set out above. The applicant has demonstrated that operational noise from the proposed buildings can be adequately managed. The proposed development is set back away from neighbouring residential properties and will not result in loss of amenity or privacy. In addition, the external lighting proposals are not considered to result in an adverse impact on residential amenity given they will be downward and focused and have controlled hours. Officers therefore consider the proposal accords to policies EN1, EN11 and EN13 of the Spelthorne Borough Council Core Strategy and Policies DPD 2009.

DEVELOPMENT ON EXISTING PLAYING FIELD LAND

National Planning Policy Framework (NPPF) 2021

Paragraphs 95 and 99

Spelthorne Borough Council Core Strategy and Policies DPD 2009

Policy EN4 – Provision of Open Space and Sport and Recreation Facilities

97. Paragraph 99 (b) from the NPPF 2021 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Within the context of this application it is appropriate to consider paragraph 99(b) with paragraph 95 which states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education, and they should give greater weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications.
98. Policy EN4 states that the council will seek to ensure there is sufficient open space which is well suited and suitable to meet a wide range of outdoor sport, recreation and open space.
99. The proposed DH&CRB will be constructed on an area of existing vacant hard standing area to the southwest of the main school buildings which is currently used for open hard informal social space. The chosen location for the DH&CRM will encroach slightly onto the soft outdoor playing fields, reducing this area by 52m².
100. Sport England were consulted on the application and within their consultation response have stated that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595).
101. Sport England has considered the application in light of the National Planning Policy Framework and against its own playing field policy, which states:
102. 'Sport England will oppose the granting of planning permission for any development which would lead to the loss, or would prejudice the use of:
- All or any part of a playing field, or
 - Land which has been used as a playing field and remains undeveloped, or

- Land allocated for use of playing field land.

Unless, in the judgement of Sport England, the development as a whole meets one or more of five specific exceptions.

103. Sport England goes on to state within their consultation response that the proposed development results in a minor encroachment onto the playing field. However, having considered the nature of the playing field and its ability to accommodate a range of pitches, it is not considered that the development would reduce the sporting capability of the site.
104. Consequently, Sport England are of the view that the proposal broadly meets exception of E3 of their playing fields policy, in that:
- ‘The proposed development affects only land incapable of forming part of a playing pitch and does not:
- Reduce the size of any playing pitch;
 - Result in the inability of use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
 - Reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
 - Result in the loss of other sporting provision or ancillary facilities on the site; or
 - Prejudice the use of any remaining areas of playing field on the site.
105. This being the case, Sport England does not wish to raise an objection to the proposal.
106. Officers recognise that whilst the proposal results in a minor encroachment onto land allocated as playing pitch land this is not considered to reduce the sporting capability of the site as the proposed development only affects land incapable of forming part of the playing pitch. Furthermore, officers consider that this element of the proposal would not materially detract from the character and appearance of the establishment itself or the area generally. Therefore officers are in the view that the proposal accords to policy EN4 of the Spelthorne Borough Council Core Strategy and Policies DPD 2009.

FLOOD RISK AND SUSTAINABLE DRAINAGE

Spelthorne Borough Council Core Strategy and Policies DPD 2009

Policy LO1: Flooding

107. Policy LO1 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009 states that the council will seek to reduce flood risk and its adverse effects of people and property in Spelthorne by;
- Reducing the risk of flooding from surface water and its contribution to fluvial flooding by requiring all developments of over 100m² of floorspace to have appropriate sustainable drainage schemes.

Flood Risk

108. The Bishop Wand C of E School lies entirely in Flood Zone 1. In accordance with the following table it is considered that this development is classed as more vulnerable within flood zone 1 and therefore development is appropriate³.

Flood Zones	Flood Risk Vulnerability Classification				
	Essential infrastructure	Highly vulnerable	More vulnerable	Less vulnerable	Water compatible
Zone 1	✓	✓	✓	✓	✓
Zone 2	✓	Exception Test required	✓	✓	✓
Zone 3a †	Exception Test required †	✗	Exception Test required	✓	✓
Zone 3b *	Exception Test required *	✗	✗	✗	✓*

Key:

✓ Development is appropriate

✗ Development should not be permitted.

109. The applicant has submitted a Sustainable Drainage Statement dated 15 January 2021. This document states that the proposed development does not meet the requirements for a Flood Risk Assessment to be undertaken due to its size (less than 1 hectare), being located entirely in Flood Zone 1 and it is not known to be located within a Critical Drainage Area. The Environment Agency Flood Risk Maps have been referenced which does not identify the site to be at risk from rivers or the sea or from surface water.
110. Officers therefore consider that the development is appropriate in flood risk terms with no further mitigation required.

Sustainable Drainage

111. The applicant has submitted a Sustainable Drainage Statement dated 15 January 2021 which states that in order to mitigate flood risk from the site, it is proposed to employ a drainage system utilising Sustainable Drainage System (SuDS) techniques in accordance with the requirements of the National Planning Policy Framework (NPPF) and its Technical Appendices.
112. The statement indicates that the proposal will provide a soakaway to accommodate the additional flows from the new development whilst maintaining the current discharge rates from the site. The form of this soakaway, due to site constraints and

³ NPPG Guidance Flood Risk and coastal change. Paragraph: 067 Reference ID: 7-067-20140306. Revision date: 06.03.2014.

suitable above ground space available, will be underground cellular units to be located in an area of playing field to the south of the new dining hall block.

113. The surface water from the existing school infiltrates to the below ground stratum via numerous existing ring soakaways located primarily around the perimeter of the school. The location of the extension to the science block is above one of these existing soakaways and as such the surface flow this soakaway currently receives needs to be accommodated within the new soakaway being proposed for this development work. Due to the close proximity of the existing buildings and site boundary adequate space is not available to site this soakaway in the vicinity of the new science block, and it is therefore proposed to link with the surface water from the new dining hall block into one new soakaway unit to be located within the playing fields.
114. The submitted Sustainable Drainage Statement dated 15 January 2021 also contains details in regard to the management and maintenance of the SuDS onsite. This is to ensure that the SuDS will operate effectively for its lifetime.
115. The Lead Local Flood Authority (SuDS) were consulted on the application and are satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and are content with the development proposed, subject to conditions. Two conditions will be placed on the permission securing the submission of the details of the design of the surface water drainage scheme as well as a verification report which is to be submitted prior to the occupation of the development.
116. Officers consider that the proposed drainage scheme will ensure that the risk of surface water flooding is not exacerbated on site as a result of this proposal. Therefore officers consider that the development accords to policy LO1 of the Spelthorne Borough Council Core Strategy and Policies DPD 2009.

TREES, LANDSCAPING AND ECOLOGY

Spelthorne Borough Council Core Strategy and Policies DPD 2009

EN1: Design of new development

EN8: Protecting and Improving the Landscape and Biodiversity

117. Policy EN1 of the Spelthorne Borough Council Core Strategy and Policies DPD 2009 states that proposals for new development should demonstrate that they will incorporate landscaping to enhance the setting of the development, including the retention of any trees of amenity value and other significant landscape features that are of merit, and provide for suitable boundary treatment.
118. Policy EN8 states that the council will seek to protect and improve the landscape and biodiversity of the Borough by ensuring that new development, wherever possible, contributes to an improvement in the landscape and biodiversity and also avoids harm to features of significance in the landscape.

Trees

119. The applicant has submitted an Arboricultural Development Statement dated December 2020. This document highlights that two low quality trees will be removed as part of the proposal. The remaining four trees and one group of trees can be retained and protected throughout the development. The two trees which are to be removed are both Amelanchier, as they are located within the footprint of the

proposed DH&CRB. As per the submitted Proposed Landscape Plan (Drawing Number 105831-NPS-ZZ-00-DR-A-0090) dated 9 August 2021 2 no. new trees will be provided to replace the trees to be removed as part of the proposal. This drawing suggests that the replacement trees are to be larger specimen of a size that would attain that of a mature Oak or similar with consideration given to species choice avoiding surface rooting species. Alternatively silver birch to replace existing.

120. The submitted Arboricultural Development Statement contains a Tree Protection Plan (Drawing Title CBA 114231.02 TPP) dated December 2020. This plan along with the statement indicates how the proposed works will be carried out to ensure there are no impacts to the trees to be retained as part of this proposal. Protective barrier fencing will be installed around T4, which is located to the southeast of the proposed DH&CRB and Tree G1 (3 trees) which are located to the east of the proposed science block extension. Once the fencing is in place this will remain in situ throughout the course of the development until completion. It details how precautions will be taken to ensure the proposal does not impact trees onsite. These include tree protection measures.
121. The applicant has also submitted an Arboricultural Development Statement Addendum dated July 2021. This document provides a methodology for onsite trenching works to install a new 150mm storm drain within the Root Protection Area (RPA) of Tree 4. Tree 4 is Poplar *Populus spp.* The document contains details with regard to how the proposed development will be carried out in order to mitigate any potential impacts.
122. As previously mentioned in paragraph 120 before starting works on site tree protection measures shall be installed in accordance with the Tree Protection Plan (Drawing Title CBA 114231.02 TPP) dated December 2020 contained within the Arboricultural Development Statement dated December 2020.
123. The Arboricultural Development Statement Addendum dated July 2021 states that service pipes and ducts which are located within the RPA of retained trees will be made redundant either by pipe bursting or by filling with an inert material. Mitigation measures to ensure the protection of the RPA of tree 4 include;
 - The trench excavation works within the RPA will be carried out either using handheld tools or using a vacuum excavator machine.
 - The existing hard surfacing on the northern side of the tree will provide ground protection and a working platform so tree roots and their environment will not be comprised by general contractor movements.
124. The County Arboricultural Officer was consulted on the proposal and raised no objection. Conditions will be placed on the permission to ensure that all proposed Arboricultural works are carried out in accordance with the submitted Arboricultural Development Statement dated December 2020 and the submitted Arboricultural Development Statement Addendum dated July 2021. An informative will also be placed on the permission which will remind the applicant to arrange a pre-start meeting with the County Arboricultural Officer in accordance with the submitted Arboricultural Development Statement dated December 2020.

Landscaping

125. The County Landscape Architect was consulted on the proposal and raised no objection to the proposal from a landscape perspective. A condition will be placed on

the permission to ensure that if the two replacement trees forming part of the approved planting scheme are found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), they shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season and in the same positions.

Ecology

126. The applicant has submitted a Preliminary Ecological Appraisal dated 27 October 2020. This document highlights that within buildings 2 and 12 there are low suitability to support roosting bats and building 14 there are confirmed suitability to support roosting bats.
127. The County Ecologist was consulted on the proposal. He requested that clarification was sought from the agent with regard to any proposed works to buildings B2, B12 and B14 onsite. The agent confirmed that there are no proposed works to B12 and B14.
128. The agent has also confirmed that there will be some works carried out to B2. The applicant has submitted a plan demonstrating the existing kitchen and proposed kitchen showing proposed external door (Drawing Number 105831-NPS-ZZ-XX-DR-A-600m PL2 dated 23.03.21). A new single leaf door will be installed on the southern elevation of the existing kitchen.
129. The new door will have a structural opening height of 2.100m. A new lintel which will be installed approximately 200mm high. This means during construction an opening with the height of 2.300m needs to be formed. The area of the building in which the existing kitchen is located is a single storey building with a flat roof. The proposed works are planned approximately 1 metre below the top of roof level.
130. The submitted Preliminary Ecological Appraisal dated 27 October 2020 makes recommendation in paragraph 4.4.5 that *'in the event that any proposed works result in the alteration or demolition of buildings B2 and B12, the proposed works could result in the damage or destruction of a potential bat roost site. In this event, a further emergence survey would be required to determine presence or likely absence of bat roosts within buildings B2 and B12 to determine any subsequent requirements for mitigation, compensation and/or licences to facilitate the proposed development. All bat emergence surveys should be undertaken between May and August inclusive'*.
131. The County Ecologist sought confirmation from the agent and their Ecological Consultants to whether they considered a bat survey was necessary in view of small-scale proposed works. Their consultant has confirmed that the proposed door would not affect B2 in which case roosting bats are highly unlikely to be affected and therefore it is not required for any further bat surveys undertaken.
132. In this case the County Ecologist has confirmed that the proposed works should cause no adverse impact on bats and that no further bats surveys are required. Initially a condition was being imposed by the County Ecologist securing the submission of an Ecological Enhancement Plan. An informative will be placed on the permission as a precautionary measure to remind the applicant that Building B14 was identified as supporting a confirmed soprano pipistrelle maternity roost. If any works were to be carried out to this building, a European Protected Species Mitigation Licence will be required prior to any works commencing.

- 133. Following the requirement for the submission of an Ecological Enhancement Plan the applicant chose to submit these details now through the submission of an Ecological Enhancement Plan dated 27/04/21. This plan details various ecological enhancement measures such as two bat boxes shall be installed on two suitably retained trees at a height of 3m and 6m above ground level. A total of two bird boxes will be installed on suitably retained trees, at a height of 3m and 5m above ground level.
- 134. The County Ecologist was once again consulted on this plan and has stated that this plan meets the requirement of the proposed condition and therefore the condition can be discharged.

Conclusion

- 135. Officers consider that given their low quality the removal of two trees, located within the footprint of the proposed DH&CRB, is acceptable. Two replacement trees will be provided to reinstate the trees removed as part of the proposal. Consideration has been made to ensure the retained existing trees are protected during the construction period, as measures such as using hand tools during the excavation of the RTA of retained trees. As the agent has confirmed that minimal works is to be carried out to B2, and that there is no need for additional bat surveys to be carried out the County Ecologist confirms that there should be no adverse impact on bats as a result of the proposal. Therefore Officers consider that the proposal accords to policy EN1 and EN8 of the Spelthorne Borough Council Core Strategy and Policies DPD 2009.

ARCHEOLOGY

Spelthorne Borough Local Plan 2001

Policy BE24 Archaeology and Ancient Monuments

Policy BE25 Archaeology and Ancient Monuments

- 136. Policy B224 from the Spelthorne Borough Local Plan 2001 states that there will be presumption against development which would adversely affect a site of archaeological importance. Policy BE25 states that in considering proposal for development within areas of high archaeological potential an initial assessment of the archaeological value of the site will be required to be submitted as part of any planning application.
- 137. There is an Area of High Archaeological Importance located just south of the application sites, around Spelthorne Gymnastics. This is for Linear and Ring ditches. This is approximately 60m to the southeast of the proposed DH&CRB and 66m south of the proposed extension to existing science block. This is not within the school site.
- 138. The applicant has submitted a Desk Based Archaeological Assessment dated October 2020. This document highlights that there has been comparatively little archaeological material discovered within close proximity of the proposal area and the archaeological potential of the site could on that basis be considered to be low. However similar geological zones are known to be very productive for evidence dating to the prehistoric and Roman periods, and it seems most likely that the present lack of evidence is due largely to a lack of substantial modern archaeological investigation. The most likely form of any below ground evidence based on the Historic Environment Records would be finds and/or features of Bronze Age, Saxon or medieval date.

139. The County Archaeological Officer was consulted on the proposal and within their consultation response has stated that the assessment collates known archaeological information within and close to the school, which lies on a gravel terrace of the River Thames. The report notes that, on available information, the archaeological potential of the two proposed new buildings can be considered as low but qualifies this statement by noting that in the wider area, the Thames gravel terraces are rich in prehistoric and Roman buried remains. However, the report notes that the two proposed buildings have a combined footprint of only 454 square metres, and both lie close to the existing School buildings in areas where some previous ground disturbance can be expected, especially from the existing hard surface playground. The ground investigation report submitted with the application suggests this is the case with up to 0.8m of 'made ground' recorded.
140. The submitted Desk Based Archaeological Assessment dated October 2020 recommends that no further archaeological work is merited, should the proposal be permitted.
141. The County Archaeological Officer agrees with the conclusions of the submitted Desk Based Archaeological Assessment dated October 2020 and therefore are content that there is no requirement for any further archaeological work in relation to the proposal.
142. Officers agree with recommendation made by The County Archaeological Officer and therefore Offices consider that the proposal accords to policies BE25 and BE25 of the Spelthorne Borough Local Plan 2001.

AIR QUALITY

Spelthorne Borough Council Core Strategy and Policies DPD 2009

Policy EN3: Air Quality

143. The council will seek to improve the air quality of the Borough and minimise hard from poor air quality by
- a) supporting measures to encourage non-car based means of travel
 - b) supporting appropriate measures to reduce traffic congestion where it is a contributor to existing areas of poor quality,
 - c) requiring an air quality assessment where development is
 - (i) in an Air Quality Management Area, and
 - (ii) generates significant levels of pollution, or
 - (iii) increases traffic volumes or congestion, or
 - (iv) is for non-residential uses of 100m² or greater, or
 - (v) is for 10 or more dwellings, or
 - (vi) involves development sensitive to poor air quality.
 - d) refusing development where the adverse effects on air quality are of a significant scale, either individually or in combination with other proposals, and which are not outweighed by other important considerations or effects and cannot be appropriately and effectively mitigated
 - e) refusing development where the adverse effects of existing air quality on future occupiers are of a significant scale which cannot be appropriately or effectively mitigated and which are not outweighed by other material considerations

144. Bishop Wand C of E School is located within the Spelthorne Air Quality Management Area. However given the nature of the proposal it was considered that the proposal did not meet the usual requirement for the submission of an Air Quality Assessment and therefore one was not submitted with the application. However, the air quality impacts of the proposal still need to be considered and mitigated where possible having regard to policy EN3 above and in respect of this application the greatest potential impact in this case arises from the following;

- The increase in vehicular traffic to the site (including during construction).
- The potential for dust during construction.

Within the Planning Statement dated January 2021 the applicant states that the proposed development is not anticipated to affect air quality in the Borough.

Increase in vehicular traffic and air quality

145. The submitted Transport Assessment dated January 2020 indicates that modal split data for pupils from 2019 shows that 33% of students and 75% of staff travel to school by car.
146. As a result of the proposed increase in pupils attending the school and based on the assumption that students will continue to travel to and from the school as per the mode share determined in the travel survey, the expansion is therefore expected to result in just an additional 66 pupil vehicle trips and additional five staff vehicle trips.
147. A School Travel Plan (STP) has been produced to accompany the planning application. The STP is designed to encourage staff, pupils and visitors to participate in more active travel and thereby reduce the number of vehicle trips associated with the development. The STP contains a set of targets to further reduce the reliance on the car and associated measures to achieve these, with clear responsibilities for delivery of these moving forwards. As discussed in paragraphs 33, 184, 185 and 186 this proposal will also seek the improvement of the shared use footway/cycleway linking Bishop Wand C of E School with Sunmead/Stratton Road. Officers consider that these measures have the potential to reduce overall vehicle movements at the site.

Dust

148. The proposed development of minor building works within an enclosed site does not give rise to implications for any impact on air quality through dust emission apart from during the construction phase of the development. As such there are no requirements to be met in respect of the development plan policy EN3 in this regard and given the nature of the proposal there will be no significant impact on air quality arising from construction dust.

Conclusions

149. The Environmental Health Officer from Spelthorne's Borough Council was consulted on the application and within their consultation response have stated that there is nothing of significant concern that would give rise to exceedances of air quality management thresholds from the proposed development. Two informatives will be placed on the permission in respect of any dust/pollution issues arising from the construction phase.

150. Officers consider that the Bishop Wand C of E School site lies within the Spelthorne Air Quality Management Area and though the proposal does not give rise to any significant impact on air quality, measures have been proposed (and will be secured by conditions) which will seek to minimise traffic movements/encourage sustainable modes of transport within the local air quality hotspots. Officers therefore consider that the proposal accords with policy EN3 of the Spelthorne Borough Council Core Strategy and Policies DPD 2009.

CONTAMINATED LAND

Spelthorne Borough Council Core Strategy and Policies DPD 2009

Policy EN15: Development on Land Affected by Contamination

151. The council will ensure that where development is proposed on land that may be affected by contamination, action will be taken to ensure the site is safe or will be made safe for its intended use.
- The council will;
- a) expect development proposals to be accompanied by an assessment of risk from contamination where the development is on or adjacent to previous industrial uses or other land known to be affected by contamination, or in all cases where the proposal is for housing or other forms of development which are particularly sensitive to contamination,
 - b) require applicants to provide what information is necessary to determine whether the proposed development can proceed; and
 - c) impose conditions on planning permissions requiring appropriate investigation and treatment of contamination before development can proceed.
152. The applicant has submitted a Ground Investigation Report dated December 2020. This report highlights that the site is within 250m of the former Vicarage Farm Landfill Site.
153. The Environmental Health Officer from Spelthorne highlighted in their consultation response that they agreed with the recommendation contained within the Ground Investigation Report dated December 2020 that further rounds of ground gas monitoring (minimum 5) should be completed prior to the development. The requirement for the submission of a survey detailing ground conditions was initially drafted as a pre-commencement condition. However, the applicant chose to submit the details within this planning application.
154. The applicant submitted a Gas Monitoring Report dated 17 August 2021 and Drawing Number 105831-NPS-XX-00-DR-A-0515 P3 Ground Floor to External Wall Foundation Detail dated 18.08.21. These documents were re-consulted with the Environmental Health Officer and it has been suggested that the details submitted fulfil the requirements of the initial pre-commencement condition. The EHO has suggested that upon completion documentation (such as photographs, inspection reports etc.) are submitted to demonstrate that the gas impermeable membrane has been installed in accordance with the approved plan.
155. Officers consider that the submitted details demonstrate how the development conforms to planning policy in this regard. Therefore, the proposal accords to policy EN15 of the Spelthorne Borough Council Core Strategy and Policies DPD 2009.

HIGHWAYS CONSIDERATIONS

National Planning Policy Framework (NPPF) 2021

Paragraphs 110, 111, 113

Spelthorne Borough Council Core Strategy and Policies DPD 2009

Policy SP7: Climate Change and Transport

Policy CC2: Sustainable Travel

156. Paragraph 110 of the NPPF 2021 states that in assessing applications for development it should be ensured that;
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
157. Paragraph 111 goes on to state that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road networks would be severe.
158. Paragraph 113 states that developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport assessment so that the likely impacts of the proposal can be assessed.
159. Policy SP7 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009 states that the council will seek to minimise the impact of climate change by supporting initiatives including travel plans to encourage non car-based travel.
160. Policy CC2 states that the council will seek to secure more sustainable travel patterns by;
- a) supporting measures and specific schemes to improve facilities for non-car based travel including Staines' role as public transport interchange,
 - b) requiring all major development to be accompanied by site specific travel plan to promote and achieve sustainable travel choices
 - c) only permitting traffic generating development where it is or can be made compatible with the transport infrastructure in the area taking into account:
 - i) number and nature of additional traffic movements, including servicing needs,
 - ii) capacity of the local transport network,
 - iii) cumulative impact including other proposed development,
 - iv) access and egress to the public highway,
 - v) highway safety.
161. Surrey County Council are proposing to expand Bishop Wand C of E School from a PAN 186 (6 forms entry) to year 7 to a PAN of 210 (7 forms entry) from September 2022. As a consequence, the school will be enlarged from a 930 to a 1050 place secondary school, 210 places per year from year 7 to year 11 and the school will reach capacity in September 2026. The total number of sixth form places is also set

to increase from 90 at present to 220 by 2022. The total school and sixth form population will therefore increase to 1270. In support of the application a Transport Assessment (TA), a School Travel Plan (STP) and a Construction Traffic Management Plan (CTMP) have been submitted by the applicant.

General Highways Considerations

162. The applicant has submitted a Transport Assessment dated January 2020. This document highlights that Bishop Wand C of E School is located within a predominantly residential area. There are two access points provided to the school via the southern end of Layton's Lane, which also provide access to Spelthorne Gym located to the south-eastern corner of the site.
163. The Transport Assessment details that there are multiple areas within the school site for parking provision. Majority of the parking located within school grounds is not gated and therefore is shared between School and Spelthorne Gymnastics staff and visitors. The main school parking is located to the north of the school building. It is gated and provides 33 parking spaces. Additionally, there are circa 106 parking spaces associated with the school and Spelthorne Gymnastics facility. Of these, 45 spaces serve Spelthorne Gymnastics. The remaining 61 spaces are shared between the Bishops Wand C of E School and the gymnasium during competition events. Of the total provision eight are dedicated for disabled users. There is space for minibus parking within the school site however there are no dedicated bays. The school provides cycle parking provision for 160 spaces, which is greater than cycle parking standards warrant. These are provided in the form of Sheffield stands and are located to the staff car park, along the northern border of the site.
164. The Transport Assessment provides details of the student and staff modal split travelling to and from school. It has been stated that the staff and pupil travel survey was conducted in November 2020. The modal split data for pupils from 2019 shows that 33% of students travelled to school by car, 23% walked, 20% travelled by the school bus, 10% used public bus, 4% used car share, 4% cycled and 2% travelled by train. Data recorded in 2020 shows a modal shift towards car travel, however this is likely to be attributed to the ongoing pandemic. Modal split data for staff from 2019 showed that 75% of the staff drive to school, 5% travel by car share, 4% walk, 3% by train and 3% by public bus.
165. As a result of the proposed increase in pupils attending the school and based on the assumption that students will continue to travel to and from the school as per the mode share determined in the travel survey, the expansion is therefore expected to result in just an additional 66 pupil vehicle trips and additional five staff vehicle trips. The existing on-site parking consists of 139 car parking spaces and 160 cycle parking spaces. The proposed development will maintain the existing level of car and cycle parking provision on the basis capacity well exceeds expected demand.
166. A School Travel Plan (STP) has been produced to accompany the planning application. The STP is designed to encourage staff, pupils and visitors to participate in more active travel and thereby reduce the number of vehicle trips associated with the development. The STP contains a set of targets to further reduce the reliance on the car and associated measures to achieve these, with clear responsibilities for delivery of these moving forwards.
167. The applicant has submitted a Construction Traffic Management Plan dated 11 November 2021 and a Construction Logistics Plan dated 9 November 2021. The County Highways Authority provided initial comments on the documents and it was

suggested that an amendment to the document is required to amend the turning circle for HGVs. As there is a requirement for an amended CTMP to be provided a condition will be placed on the permission which secures the submission of an amended Construction Traffic Management Plan (CTMP) prior to the commencement of the development hereby proposed.

Highway Safety Concern

168. In the initial consultation response provided by the County Highway Authority (CHA) on the 30 March 2021 concern was raised in regard to pedestrian access to the site as well as the local traffic capacity.
169. The CHA Officer highlighted that Pedestrian access to the site is severely hampered by indiscriminate parking on the local roads between the site and Nursery Road (that is within Layton's Lane)
170. A site visit was undertaken between 08:00 and 08:40 on 30 March 2021. This identified that residents of Layton's Lane park on the western footway, outside their houses. On the east side of Layton's Lane it has been observed that vehicles are parked half-on the footway. Similar conditions are observed on Peregrine Road where footways on both sides of the highway were obstructed by vehicles parking with all four wheels on the footway.
171. A significant amount of parent drop-off was observed. These vehicles were stationary for a matter of seconds whilst pupils exited the vehicles. Most of this dropping off occurred within close proximity of the school's gates or on Peregrine Road. Whilst this type of dropping off does not exacerbate the issue of parking demand and footway obstruction in the morning, it is considered likely that parents picking up students after school may contribute towards this, where they may need to be stationary for greater amount of time to wait for their children to emerge from the school. As a result, the development could marginally worsen conditions for pedestrians accessing the school.
172. Notwithstanding the potential for the development to slightly worsen parking conditions in the afternoon peak, the County Highway Authority was also particularly concerned that the addition of the proposed increased pupil numbers set to attend the school will result in greater usage of pedestrian facilities that are not safe and do not have sufficient capacity to accommodate the likely pedestrian flows. In the existing scenario, some pupils were observed walking in the carriageway and/or crossing the road to avoid parked vehicles. Additional pupil numbers accessing the school will increase the number of pupils using unsafe pedestrian facilities and also increase the pressure on footway capacity given the highly concentrated nature of arrivals and departures from schools
173. The CHA requested that a proposal should be put forward to improve the accessibility of the site for pedestrians.
174. It was also suggested that the existing highway network is significantly congested due to a number of schools being located within close proximity as well as proposed expansion projects. It was suggested that there may be limited scope to increase traffic capacity on the local highway network and therefore it may be more achievable to focus on reducing private car travel through Travel Plan interventions.
175. At this stage of the application a number of representations and a petition containing 19 signatures had been received. These representations were raising concern in

regard to the anticipated increase of traffic along Layton's Lane and how residents consider that an increase in the volume of vehicles traveling along this road will continue to impact the residents which live along it.

Applicants response to highway safety concern

176. There has been extensive discussion between the CPA, CHA and the applicant to seek to overcome the identified highway safety issues.
177. In November 2021 a proposal was made by the applicant for offsite highway works along Layton's Lane and Peregrine Way. It was proposed for a 3 metre (m) wide shared footway/cycle way to be created along the western verge on Layton's Lane. This footway was to be demarcated by a white line as well as eight bollards. As well as this double yellow lines were to be installed on the junction leading onto Peregrine Road from Layton's Lane. It was hoped that this proposal would discourage parking across the full width of the footway and ensure pedestrians and cyclists could pass.
178. As detailed in paragraph 45 above a further round of notification was carried out which informed neighbouring residents/properties of the proposed offsite highways works.
179. A number of representations as well as a petition containing 50 signatures was received following this re-consultation. Officers have considered the points raised within the representations and petition and have summarised residents concerns into the following themes/points;
- Existing highways problems around Layton's Lane and Peregrine Road and that the proposal would have resulted in more disruption.
 - Increased parking demand on the existing highway network as there would be less capacity for residents to park along Layton's Lane and Peregrine Road.
 - Lack of existing students cycle to school therefore there is not the scope for a dedicated pedestrian/cycle way to be provided as it would not be utilised by cyclists.
 - Lack of additional cycle provision on surrounding roads (e.g. Nursery Road).
 - Safety concerns as some residents of Layton's Lane would be opening the doors of their properties onto a pedestrian/cycle way.
 - Alternative traffic calming measures could be provided such as chicanes or speed humps.
180. These concerns were considered by the CHA and upon further consideration and partly in response to the significant number of objections and comments received to that element of the proposal, the CHA took the view that this option would not be successful. The applicant was therefore advised to investigate other highways measures to seek to address highway safety along Layton's Lane.
181. It has now been proposed to provide a raised table at the northern end of Layton's Lane, just south of its junction with Nursery Road. This option would not materially reduce the need for pedestrians to walk within the carriageway to negotiate a route around parked vehicles. However, it would help to enforce the existing 20mph zone that is in place on Layton's Lane, which is not currently supported with any hard

engineering measures. It is therefore considered that this option would decrease the risk of conflict and injury by way of reducing vehicle speeds on Layton's Lane. The County Highways Authority has confirmed that this option is acceptable and subject to conditions now raises no objection to the proposal on highways safety grounds.

182. As detailed in paragraph 45 above a further round of notification was carried out which informed neighbouring residents/properties of the changes to the proposed offsite highway works. To date one further letter of representation has been received raising concern with regard to vehicle and noise pollution as a result of construction vehicle associated with the development. No concerns have been raised in regard to the proposed raised table.

Applicants response to improved pedestrian accessibility

183. During initial discussions between the CPA, CHA and the applicant it was discussed that the improve pedestrian accessibility for the site could be secured through the formalisation and improvement of the well-used route between the school site and Stratton Road, where pedestrians currently access through a gap in the fencing. However, this option would have required an agreement from the adjacent landowner. Whilst positive engagement was made, this has not been possible to conclude at this time.
184. Instead, a shared use footway/cycleway linking Bishop Wand C of E School with Sunmead/Stratton Road will be provided to improve pedestrian accessibility of the site. A footway along this route is already in place, however this proposal would improve this route and make it a more desirable route for pupils to take.
185. The applicant has provided a Proposed Pedestrian and Cycling Mitigation dated 24.08.21. This document highlights that pupils from Bishop Wand C of E School would utilise the existing footway connecting the school with Spelthorne Gym. In order to improve the route a dropped kerb and footway connecting the existing footway with the rear access gate is proposed to be implemented. The footway which links the access gate with Sunmead/Stratton road is already made ground but would be repaved, with associated vegetation cleared between the southern edge of the footway and the northern fence line to provide a 2.8m wide footway/cycleway. The majority of this section of the route is currently 3.5 wide (including overgrown vegetation) up to the fence line. The final eastern section reduces down to 2.1m but which is also proposed to be cleared/paved.
186. The applicant considers that by making the proposed improvements this would vastly improve the current substandard route which would accordingly make the route more attractive for pupils. It is acknowledged that the proposed footway is slightly longer than the well-used route between the school site and Stratton Road, by approximately 89m. However, as the entirety of the route is within the control of the school and thus the proposed works are deliverable without delay.
187. The proposed mitigation aligns with the submitted Travel Plan by offering increased and future proofed opportunity to travel to school on foot and by bicycle to the east, south and southeast.
188. The CHA were consulted on the proposal and have stated within their consultation response that the enhancement of the existing formal path from Stratton Road to the school site via the Gymnastics club car park would widen some areas of the path and

make it more attractive to pedestrians. It is acknowledged that this path is less direct than the informal well-used route between the school site and Stratton Road, however it is under the control of the applicant. A condition will be placed on the permission to ensure that the path is improved and permanently maintained, which would mitigate the loss of the more direct route if the land owner of the route were to prevent access in the future. It is also acknowledged that this improvement alone is unlikely to be sufficient to significantly reduce the demand for walking on Layton's Lane.

Conclusions

189. Officers acknowledge that there is an existing highway safety concern on the surrounding roads around Bishop Wand C of E School. More specifically, Layton's Lane and Peregrine Road.
190. The main cause of concern is residents of Layton's Lane parking on the western footway, outside their houses. On the east side of Layton's Lane it has been observed that vehicles are parked half-on the footway. Similar conditions are observed on Peregrine Road where footways on both sides of the highway were obstructed by vehicles parking with all four wheels on the footway. This poses highway safety issues for pedestrians accessing the school from Layton's Lane.
191. The situation is exacerbated around school drop off and pick up times. The applicant has indicated that the peak times for travelling to school are within 7.45am until 8.05am, this is also when the three school buses arrive. The school day ends at 2.30pm and that is when the majority of the students will leave school however some due to extended school sessions some students may remain onsite until 3.30pm. It is considered that parents dropping off their children to the school do not exacerbate the issue of parking along Layton's Lane as these vehicles are stationary for a matter of seconds and most of the dropping off occurs within close proximity of the school gates or on Peregrine Road. However, Parents collecting students after school may contribute to the issue of parking along Layton's Lane and Peregrine Road as cars may need to be stationary for greater amount of time to wait for their children emerge from the school.
192. It is important to consider that exacerbated highway safety concern is only experienced during drop off and pick up times. These conditions are also only experienced during term times.
193. Officers consider that the provision of a raised table at the northern end of Layton's Lane, with the junction of Nursery Road along with the improvement of the shared use footway/cycleway linking Bishop Wand C of E School with Sunmead/Stratton Road will help address the highway safety concern. The raised table will reinforce the 20mph speed limit along Layton's Lane and the improved shared use footway/cycleway will provide another pedestrian access to the site.
194. Officers acknowledge that the proposal is likely to give rise to an increase in traffic movements in the local area at drop off and pick up times. In addition, through the submission of an amended CTMP this will ensure that the impacts of the development from a highways perspective will be managed during the construction of the development hereby permitted. The proposed development also makes appropriate attempts to encourage non-car use such as through the improvement of the shared use footway/cycleway linking Bishop Wand C of E School with Sunmead/Stratton Road through the targets and measures contained within the STP.

195. Officers acknowledge that there still remains an ongoing risk of conflict between pedestrians and motor vehicles due to indiscriminate parking on Layton's Lane, however it is considered that a combination of the raised table and improved shared use footway/cycleway would provide sufficient mitigation in planning terms such that this development does not have a significant net adverse impact. Officers consider that given that the highways issues already occur and this proposal with the mitigation measures will not significantly worsen them. Officers consider that the need for school places in this location outweighs the very moderate harm which occurs in this regard and as such meets the requirements of the development plan policy.

DEVELOPMENT IN THE GREEN BELT
National Planning Policy Framework 2021
Paragraphs 137, 138, 147, 148, 149, 150
Spelthorne Borough Local Plan 2001
Policy GB1: Green Belt

196. Bishop Wand School is located within the Green Belt where policies of restraint apply. National planning policy with regards to Green Belt is set out within the NPPF (2021) which states at paragraph 137 that the Government attaches great importance to Green Belts. The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Paragraph 138 goes on to states that the Green Belt serves five purposes

- a) to check the unrestricted sprawl of large built-up areas
- b) to prevent neighbouring towns merging into one another
- c) to assist in safeguarding the countryside from encroachment
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Of the five purposes, assisting in safeguarding the countryside from encroachment is the most relevant to this proposal.

197. Paragraph 147 of the NPPF 2021 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 149 goes on to state that a planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

- a) Buildings for agriculture and forestry;
- b) The provision of appropriate facilities for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and does not conflict with the purposes of including land within it;
- c) The extension or alteration of a building provided that it does not result in disproportionate additions over the above the size of the original building;
- d) The replacement if a building, provided the new building is the same use and not materially larger than the one it replaces;
- e) Limited infilling in villages;
- f) Limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

- g) Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
- not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority

198. Paragraph 150 states that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it.
199. Policy GB1 from the Spelthorne Borough Local Plan 2001 states that Green Belt shown on the proposals map will be permanent and within it development will not be permitted which would conflict with the purposes of the Green Belt and maintaining its openness. Subject to the above, development will not be permitted except for uses appropriate to the Green Belt.

Harm

200. The proposed development is for a new two storey building (Dining Hall and Classroom Block) and an extension to the existing Science Block. The harm caused to the openness of the Green Belt would be from increasing built development in the form of buildings and hard surfaces on site. The proposed DH&CRB will create a new building footprint of 350m² and the extension to the existing science block will create a new building footprint of 92m². However, given that these elements relate closely to the existing building form and are of a similar scale and character to the existing buildings onsite Officers consider that the actual harm to the Green Belt in this location is only *moderate* and not significant.
201. In addition, there is a need to consider the massing of the proposed buildings. The proposed DH&CRB would have a maximum height of 7.5m and the extension to the science block would have a height of approximately 4.4m at the pitch of the roof.
202. Having regard to the previous sections of the Officers report the only other harm arising from this development is the impact to residential amenity as set out in paragraph 95. Officers are of the view that the proposed increase in disturbance arising as a result from the proposal will be minimal over that which occurs already.

Harm

203. Officers consider that the built form of the proposal amounts to moderate harm to the Green Belt by virtue of inappropriateness and the loss of openness. The only other harm arising is that to residential amenity due to increased traffic. The proposal may only be permitted where very special circumstances are demonstrated by the applicant which clearly outweigh all the resulting harm. Paragraph 148 of the NFFP 2021 states that *when considering any planning application planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.* The applicant has submitted a statement

setting out the very special circumstances which they consider exist in this case which relate to the educational need of the development and lack of suitable alternative school sites within the urban area.

Very special circumstances

Need for development

204. The applicant has submitted an Educational Needs Statement within their application submission which states that the Councils strategy is to expand high quality provision that meets parental demand, whilst also ensuring that there is a diverse pattern of provision to provide families with some element of choice when choosing school places.
205. Bishop Wand School is an Ofsted rated 'Good' school located in Sunbury-on-Thames.
The School offers a site that can accommodate the additional space and is well located to meet local demand. The applicant has stated that the provision of an additional 1FE is necessary and the proposals meet the need for additional spaces in the most effective way.
206. The proposal is to expand Bishop Wand C of E School from a PAN of 186 (6 forms entry) at Year 7 to a PAN 210 (7 forms entry) from September 2022. As a result the school would be enlarged from a 930 place secondary school to a 1050 place secondary school, 186 places per year from year 7 to 11. The total number of sixth form places is also set to increase from 90 at present to 220 by 2022. The total school and sixth form population will therefore increase to 1270.
207. To enable the school to accommodate an additional form of entry additional floor area will be required. A new dining hall and classroom block (DH&CRB) and extension to existing science block. The expansion to the school has been designed in line with these requirements and will enable the school to function effectively at its proposed new capacity.

County Need for the development

208. The submitted Educational Needs Statement states that Spelthorne is experiencing a significant increase in the demand for school places, reflecting both a rise in birth rate and increased house building and mitigation within the area. The forecast for secondary places in Spelthorne projects a deficit of places in the next 10 years.
209. The proposed expansion at Bishop Wand C of E School will provide additional school places needed in the borough alongside expansions on other schools. There is a sustained need for additional school places within the area and it is thought that the provision of an additional 1FE is necessary and therefore the proposed development meets the need for the required additional school spaces. Other schools in the locality have already been expanded, these being Sunbury Manor, Thomas Knyvett College and St Pauls RC College, therefore Bishop Wand C of E School was considered the most appropriate to cater for the further expansion at this time.
210. Bishop Wand C of E School has been chosen to facilitate the 1FE expansion as the school offers the site that can accommodate the additional space and is well located to meet local demand. Where possible, the Council's strategy is to expand high quality provision that meets parental demand, whilst ensuring that there is a diverse pattern of provision to provide families with some element of choice.

Conclusions on Educational Need

211. The applicants have demonstrated that there is a strong educational case for the proposed expansion at Bishop Wand C of E School. Officers are in the view that the expansion of Bishop Wand C of E School is reasonable and necessary and meets the need for additional places in the most effective way. Officers are of view that the construction of a new DH&CRB and extension to science block is required to facilitate the expansion in an acceptable way.
212. The applicant has submitted factors in the form of a needs assessment which clearly demonstrates a need for increased school provision at this site which can only be delivered through the provision of built development on the site. Paragraph 95 of the NPPF 2021 states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen the chosen in education. It states that local planning authorities should give great weight to the need to create, expand or alter schools. Officers consider these factors including both educational and county need, constitute very special circumstances.
213. Officers consider that the need set out above coupled with the suitability of the Bishop Wand C of E school site are factors capable of amounting to very special circumstances.

Other Harm to the Green Belt

214. In accordance with paragraph 148 of the NPPF 2021 when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
215. The new DH&CRB will be located within a vacant hard standing area to the southwest of the main school buildings which is currently used for open hard informal social space. The scale of the DH&CRB has been dictated by the available footprint within the courtyard area. The building will infill the part of the courtyard area which extends from the existing main school buildings to the school's sports playing pitch and will be located within an enclave formed by existing school buildings. When looking north, the building will be read against the backdrop of the existing volumes of the main 3 storey north south aligned teaching block and the larger mass of the Gymnasium/sports hall and would therefore be relatively small scale in comparison. The extension to the science block will not result in disproportionate additions over the size of the original science block building due to its modest scale and massing.
216. Moreover, Officers consider that the proposal is relevant to the Green Belts purpose to assist in safeguarding the countryside from encroachment. Officers consider that the construction of the new DH&CRB and the extension to the existing science block do not encroach on the countryside as the location of these application sites are within existing built-up areas within the school site and have been kept to a minimum in size and massing.
217. The applicant has submitted a Green Belt Statement which outlines *very special circumstances* justifying why their proposal is not *inappropriate development*. Whilst outlined above, Officers are of the opinion the proposal is inappropriate development, Officers will still consider the points put forward within the applicants Green Belt

Statement. The statement outlines that the total increase in building footprint area as a result of the proposed extension is 442 sqm. The new two storey DH&CRB will be set within the courtyard area and although it will protrude beyond the existing lines it is set back far enough away from the school site boundary that there will be minimal change to visual amenity and openness. The existing three storey block and the higher volume of the existing sports hall remain the taller, more dominant features onsite. The single storey extension to the science block will be subservient in form to the existing two storey and steeply pitched roof form of existing science block. The height of the new build and extension has been carefully considered to tie in with the various existing roof levels. The position of the proposed new build development within the school means it will be contained within the existing building massing and will be screened by existing tree planting. Officers therefore consider that these buildings have sought to minimise the harm to the visual amenities and openness of the Green Belt.

Conclusion on Green Belt

218. Officers consider that the applicant has demonstrated that there is a clear need for the development given that there is a requirement to provide appropriate educational facilities. The construction of the new DH&CRB and extension to science block will continue to ensure Bishop Wand C of E School has the appropriate facilities to facilitate the expansion from 6FE to 7FE. Officers consider that the construction of the new DH&CRB and extension to science block will cause moderate harm to the Green Belt by virtue of its presence. However, this is minimised by the limited height and the location of the development on site.
219. Officers are of the view that the applicant has demonstrated factors including educational need for the proposal alongside a design that has sought to minimise the impact on the openness and visual amenities of the Green Belt, that together amounts to *'very special circumstances'*. Officers consider these factors clearly outweigh the harm to the Green Belt by virtue of inappropriateness and the other harm which has been identified relating to moderate loss of openness and the minimal loss of residential amenity.

Human Rights Implications

220. 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.
221. In this case, the Officers' 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 considered moderate given that it occurs for small periods and this is not considered sufficient to engage Article 8 or Article 1 of Protocol 1. As such, this proposal is not considered to interfere with any Convention right.

Conclusion

222. The proposed development seeks to facilitate an increase in pupil numbers at Bishop Wand C of E School through the delivery of a new Dining Hall and Classroom Block (DH&CRB) and single storey extension to existing science block. Officers recognise there is a strong need for additional school places within the Spelthorne area and the

proposed scheme will help facilitate the expansion of the school to meet this demand.

223. The scale, contemporary design and location of the new DH&CRB and extension to science classroom building will make a positive contribution to the quality of the built environment of the school. The materials have been carefully chosen to ensure they draw upon the existing design of the school and are robust to ensure they age well over time. Given the reasonable separation distances as well as the schools boundary treatments officers are of the opinion there would be no significant adverse impact from noise, lighting and visual amenity as a result of the development.
224. The arboricultural, landscape, ecological, archaeology, contaminated land, air quality and surface water drainage impacts of the proposal have also been assessed and it is concluded that these would not give rise to a significant adverse impact on the locality, subject to appropriate conditions. It is acknowledged that the proposal will encroach on the schools playing field pitch by 52m², however as Sport England raise no objection to this proposal Officers support this decision.
225. Officers acknowledge that there still remains a risk of conflict between pedestrians and motor vehicles due to indiscriminate parking on Layton's Lane, however it is considered that a combination of the raised table and improved shared use footway/cycleway would provide sufficient mitigation in planning terms such that the development does not have a significant net impact. Officers are satisfied that the submitted transport information is acceptable and that the proposed package of measures is a suitable and proportionate response to the potential traffic impacts identified.
226. Officers consider that the construction of the new DH&CRB and single storey extension to science block and will cause moderate harm to the Green Belt by virtue of presence and some harm to the openness. Albeit this harm is limited due to the scale, massing and location of these application areas on site. As such Officers are of the view that the proposal is inappropriate development and factors should be put forward to demonstrate that there are very special circumstances to outweigh any harm caused by the reason of inappropriateness and any other harm. Officers consider that the educational need and the design and location of the development proposals amount to factors which constitute very special circumstances which outweigh the harm due the height, massing and location of the built elements. As such, given the significant weight which is to be attached to the need of educational facilities within the locality, Officers consider the application demonstrates there are factors which clearly outweigh the harm to the Green Belt by virtue of its inappropriateness, the temporary loss of openness and encroachment on the countryside.
227. Officers are therefore of the view that subject to appropriate conditions the proposal is acceptable.

Recommendation

228. That, pursuant to Regulation 3 of the Town and County Planning General Regulations 1992, planning application ref: **SP21/00258/SCC** be **permitted** subject to the following conditions:

Conditions:

IMPORTANT - CONDITION NO(S) 17 MUST BE DISCHARGED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT.

1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.

2. The development hereby approved shall be carried out in all respects in accordance with the following plans/drawings:
 - 105831-NPS-ZZ-XX-DR-A-1002 Rev PL2 Existing Block Plan dated 25.01.21
 - 105831-NPS-ZZ-XX-DR-A-1012 Rev PL2 Proposed Block Plan dated 25.01.21
 - 105831-NPS-ZZ-00-DR-A-0048 Rev PL2 Proposed Ground Floor Block Plan Science Block dated 25.01. 21
 - 105831-NPS-ZZ-00-DR-A-0049 Rev PL2 Proposed Roof Plan Science Block dated 25.01.21
 - 105831-NPS-ZZ-00-DR-S-0010 Rev PL2 Existing Ground Floor Block Plan dated 25.01.21
 - 105831-NPS-ZZ-01-DR-A-0011 Rev PL2 Existing First Floor Block Plan dated 25.01.21
 - 105831-NPS-ZZ-02-DR-A-0012 Rev PL2 Existing Second Floor Block Plan dated 25.01.21
 - 105831-NPS-ZZ-XX-DR-A-0061 Rev PL2 Proposed First Floor Block Plan Classroom/Dining Hall dated 25.01.21
 - 105831-NPS-ZZ-XX-DR-A-0067 Rev PL2 Proposed Roof Plan Classrooms/ Dining Hall dated 25.01.21
 - 105831-NPS-ZZ-00-DR-A-0055 Rev PL2 Proposed North Elevation + Section Science Block dated 25.01.21
 - 105831-NPS-ZZ-00-DR-A-0053 Rev PL2 Proposed East + South Elevations Science Block dated 25.01.21
 - 105831-NPS-ZZ-00-DR-A-0066 Rev PL2 Proposed Elevations Classrooms / Dining Hall dated 25.01.21
 - 105831-NPS-ZZ-00-DR-A-0054 Rev PL2 Proposed Sections Classroom / Dining Hall Block dated 25.01.21
 - 10583`-NPS-ZZ-XX-DR-A-1031 Rev PL2 Proposed Sports Pitch + Landscape Plan dated 25.01.21

105831-NPS-ZZ-XX-DR-A-600M Rev PL2 Extract existing kitchen and proposed kitchen showing proposed external door dated 23.03.21

105831-NPS-ZZ-XX-DR-A-0060 Rev PL3 Proposed Ground Floor Block Plan Classroom / Dining Hall dated 25.01.21

PLC/4558E/21/A1/V1 Ecological Enhancement Plan dated 27/04/21

105831-NPS-ZZ-00-DR-A-0090 Rev PL2 Proposed Landscape Plan dated 09.08.21

105831-NPS-XX-00-DR-A-0515 Rev P3 Ground Floor to External Wall Foundation Detail dated 18.08.21

HBS-DR-C-(00)-061 Rev P04 Proposed Below Ground Drainage Layout Sheet 1 dated 16.08.21

HBS-DR-C-(00)-062 Rev P04 Proposed Below Ground Drainage Layout Sheet 2 dated 16.08.21

HBS-DR-C-(00)-261 Rev P02 Typical Drainage Construction Details dated 30.06.21

105831-NPS-ZZ-XX-DR-A-1011Rev PL4 Location Plan dated 09.02.22

29030-1180-T-003 Rev B Proposed Raised Table on Layton's Lane dated 10.02.22

3. The Rating Level, $L_{Ar,Tr}$, of the noise emitted from all plant, associated with the application site shall not exceed the existing representative LA_{90} background sound level at any time by more than +5 dB(A) at the nearest noise sensitive receptor (NSR). The assessment shall be carried out in accordance with British Standard (BS) 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'.

The existing representative LA_{90} background sound level shall be determined by measurement that shall be sufficient to characterise the environment. The representative level should be justified following guidance contained within BS 4142:2014+A1:2019 and agreed with the County Planning Authority (CPA).

4. The installation of external lighting as part of the development hereby permitted must be installed in order to avoid any upward glare of light from the external lighting installed to minimise light spill outside the boundary of Bishop Wand School, all external lights should be directed downwards.
5. The construction of the drainage system shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

a) Details of drainage management responsibilities and maintenance regimes for the drainage system.

b) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

The drainage shall be installed in accordance with the approved details

6. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.
7. The development hereby permitted shall be carried out in accordance with the approved Arboricultural Development Statement dated December 2020 and the Arboricultural Development Statement Addendum dated July 2021, together with Tree Protection Drawing Title CBA 114231.02 TPP) dated December 2020 as submitted with the application.
8. Prior to the occupation of the development hereby permitted the landscaping scheme as shown on Drawing Number 105831-NPS-ZZ-00-DR-A-0090 Proposed Landscape Plan dated 09.08.21 shall be implemented in accordance to the approved plan
9. Any trees, shrubs and perennial plants forming part of the approved planting scheme that are found to be dead, dying, severely damaged or diseased within five years of the completion of the building works or five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season and in the same positions.
10. The development hereby permitted shall be carried out in accordance with the approved Ecological Enhancement Plan dated 27/04/21.
11. The development hereby permitted shall be carried out in accordance with the Bishop Wand School – Gas Monitoring Report dated 17 August 2020.

12. Upon completion of the development hereby permitted documentation (such as photographs, inspection reports) shall be submitted to and approved by the County Planning Authority to demonstrate that the gas impermeable membrane has been installed in accordance to drawing number 105831-NPS-XX-00-DR-A-0515 Ground Floor Rev P3 to External Wall Foundation Detail dated 18.18.21.
13. The net additional floor space hereby permitted shall not be first occupied unless and until the existing pedestrian route between the application site and Stratton Road, in accordance with the details contained within Bishop Wand School – Proposed Pedestrian and Cycling Mitigation dated 24.08.21, have been improved and enhanced in accordance with details to be submitted to and approved in writing by the County Planning Authority
14. The net additional floor space hereby approved shall not be first occupied unless and until measures to reduce the speed of vehicles on Layton's Lane have been delivered in accordance with a scheme submitted to and approved in writing by the County Planning Authority comprising a raised speed table based on drawing number 29030-1180-T-003 Rev B Proposed Raised Table on Layton's Lane dated 10.02.22 submitted with this application.
15. The existing facilities for the secure storage of bicycles at the premises (as shown on the application drawings) shall be permanently retained and maintained for their designated purpose.
16. No later than three months from the occupation of the development hereby permitted an updated School Travel Plan shall be submitted to the County Planning Authority for approval. The approved Travel Plan shall include measures to ensure it is monitored, maintained and updated.
17. No development shall commence until a Construction Transport Management Plan, to include
details of
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) HGV deliveries and hours of operation
 - (e) measures to prevent the deposit of materials on the highway
 - (f) before and after construction condition surveys of the highway and a commitment to fund the

repair of any damage caused

(j) no HGV movements to or from the site shall take place between the hours of 08.00 and 09.00 and 14:45 and 16:00 during school term time nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Layton's Lane or Peregrine Road during these times

(k) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

5) The existing vehicle parking areas at the premises (as shown on the application drawings) shall be permanently retained and maintained for their designated purpose.

Only the approved details shall be implemented during the construction of the development

Reasons:

1. To comply with Section 91 (1)(a) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt and in the interests of proper planning.
3. To protect the amenity of noise sensitive receptors during the operation of the development in accordance to policy N11 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009.
4. To safeguard and protect the existing community in accordance to Policy EN13 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009.
5. To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS in accordance to Policy LO1 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009.
6. To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS in accordance to Policy LO1 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009.

7. To ensure the protection of the trees in accordance with Policy EN1 and EN8 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009.
8. To ensure that the development integrates well with its surroundings and protects the amenity of the locality in accordance with Policy EN1 and EN8 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009.
9. To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990 to safeguard and enhance the amenity of the area, to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with Policy EN1 and EN8 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009.
10. In the interests of biodiversity in accordance with Policy EN8 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009.
11. To address contamination on the site in accordance to policy EN15 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009
12. To address contamination on the site in accordance to policy EN15 from the Spelthorne Borough Council Core Strategy and Policies DPD 2009.
13. In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to promote sustainable travel in accordance with the National Planning Policy Framework 2021 and policy CC2 of Spelthorne Borough Council Core Strategy and Policies DPD 2009.
14. In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to promote sustainable travel in accordance with the National Planning Policy Framework 2021 and policy CC2 of Spelthorne Borough Council Core Strategy and Policies DPD 2009.
15. In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to promote sustainable travel in accordance with the National Planning Policy Framework 2021 and policy CC2 of Spelthorne Borough Council Core Strategy and Policies DPD 2009.

16. In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to promote sustainable travel in accordance with the National Planning Policy Framework 2021 and policy CC2 of Spelthorne Borough Council Core Strategy and Policies DPD 2009.
17. In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and accord with the National Planning Policy Framework 2021 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

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 associated planning practice 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 traffic 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 paragraph 38 of the National Planning Policy Framework 2021.
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 Department for Children, Schools and Families Building Bulletin 102 'Designing for disabled children and children with Special Educational Needs' published in 2008 and Department of Education Building Bulletin 104 'Area guidelines for SEND and alternative provision' December 2015, or any prescribed document replacing these notes.
4. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.

5. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.
6. Biosecurity is very important to minimise the risks of pests and diseases being imported into the UK and introduced into the environment. It is recommended that all trees grown abroad, but purchased for transplanting, shall spend at least one full growing season on a UK nursery and be subjected to a pest and disease control programme. Evidence of this control programme, together with an audit trail of when imported trees entered the UK, their origin and the length of time they have been in the nursery should be requested before the commencement of any tree planting. If this information is not available, alternative trees sources should be used. You are advised to consult the relevant UK Government agencies such as the Animal and Plant Health Agency (APHA) and the Forestry Commission for current guidance, Plant Passport requirements and plant movement restrictions. Quality Assurance Schemes followed by nurseries should also be investigated when researching suppliers. For larger planting schemes, you may wish to consider engaging a suitably qualified professional to oversee tree / plant specification and planting.
7. The applicant shall arrange a pre-commencement meeting after the installation of the tree protection between the County Council and the applicant's project arboriculturists to allow inspection and verification of the protection measures in accordance with the approved Arboricultural Development Statement dated December 2020.
8. Building B14 was identified as supporting a confirmed soprano pipistrelle maternity roost. If any works were to be carried out to this building, a European Protected Species Mitigation Licence will be required prior to any works commencing.
9. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs

Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used onsite. Where permanently sited

equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;

(d) Adequate steps should be taken to prevent dust causing nuisance beyond the site boundary. Such uses include

the use of hoses to damp down stockpiles of materials which are likely to generate airborne dust, to damp

down during stone/slab cutting, and the use of bowsers and wheel washes;

(e) There should be no burning onsite;

(f) Only minimal security lighting should be used outside the hours stated above; and

(g) Building materials and machinery should not be stored on the highway, and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility of the highway

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit. In order to meet these requirements and to promote good neighbourliness, the council recommends that this site is registered with the Considerate Constructors Scheme (<https://www.ccscheme.org.uk/siteregistration/>

site-registration-257/)

10. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as:

(a) How those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme;

(b) How neighbours will be notified prior to any noisy/disruptive work or any significant changes to site activity that may affect them;

(c) The arrangements that will be in place to ensure a reasonable telephone response during working hours;

(d) The name and contact details of the Site Manager who will be able to deal with complaints; and

(e) How those who are interested in or are affected will be routinely advised regarding the progress of the work.

Registration and operation of the site to the standards set by the Considerate Constructors Scheme

(<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

Contact Katie Jewell

Tel. no. 020 8213 2840

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.

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

[Spelthorne Borough Council Core Strategy and Policies DPD 2009](#)

[Spelthorne Borough Local Plan 2001](#)

Other Documents

[Surrey County Council Guidelines for Noise and Vibration Assessment and Control. Minerals, Waste and Other County Development. Prepared by RPS Group PLC. January 2020](#)

[Sport England Planning Policy and Guidance](#)

[NPPG Guidance Flood Risk and coastal change](#)

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