

To: Planning & Regulatory Committee

Date: 7 December 2022

By: Planning Development Manager

District(s) Tandridge District Council

Electoral Division(s):

Caterham Hill

Mr Webster

Case Officer:

Janine Wright

Purpose: For Decision

Grid Ref: 531419 154933

Title: Surrey County Council Proposal TA/2021/1213

Summary Report

St Peter and St Paul CE Infant School, 93 Rook Lane, Chaldon, Caterham, Surrey CR3 5BN

The construction of a single storey extension to the existing school to accommodate the expansion of the school from a 1FE Infant School to a 1FE Primary School, including the construction of teaching classrooms with related support accommodation, WC facilities, library, enlargement of the existing hall and associated off-site highway works (AMENDED).

The proposal comprises of the construction of a new building at the rear of the existing school to provide four teaching classrooms, extension to the hall, WC facilities, library and associated off-site highway works. Nine trees will be removed to accommodate the development, however, the applicant is proposing replacement planting. The retained trees will be protected throughout the development and root protection zones introduced to ensure that trees are adequately protected during the construction works. The proposed development includes mitigation measures for traffic management during the construction and operational phases of the development.

The County Highway Authority raised an initial objection to the proposal on highway safety grounds. However, following further discussions with the applicant the scheme was revised to include a number of off-site highway works to improve the safety of pedestrians/pupils travelling to and from the school. The proposed amendments include the introduction of speed cushions, speed control zones and lay-by parking provisions. As well as the widening of the school entrance to facilitate safe passage for pupils and the submission of a detailed Travel Plan.

The off-site highway works include the introduction of a 20mph speed zone along Rooks Lane as well as speed tables and cushions. Additional parking provisions are also proposed along the eastern approach to the school.

The proposal would result in the expansion of St Peter and St Pauls CE Infant School to a one form entry (1FE) primary school for pupils aged 4 to 11 years, offering a capacity of 210 places across reception to national curriculum year 6. This would result in an increase of 120 pupils across all year groups. It is proposed that the school would be at full capacity as a 1FE primary school by September 2027/28. In September 2022, an additional Year 3 class of 24 pupils commenced without the existing building (this did not require planning permission).

TDP require that the highway works are carried out prior to the occupation of the new extension, in order to overcome the original highway objection. No objections have been received from the other

statutory consultees. 74 letters of representation have been received. 51 objections, 13 in support and 11 comments have been received.

The letters of representation have been summarised in the report.

The proposal has been assessed and subject to the implementation of the off-site highway works and other planning conditions, the proposal is considered to comply with the relevant Development Plan Policies.

That, pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, planning application ref: TA/2021/1213 be permitted subject to conditions.

Application details

Applicant

SCC Property

Date application valid

22 June 2021 (The application has been amended since it was originally submitted)

Period for Determination

21 September 2021

Amending Documents

Email received from applicant dated 27 July 2022, attaching document 29-07-22 0706_R01_REVC_Preliminary Ecological Appraisal OPT

Additional documentation has been submitted as part of the application.

- Preliminary Ecological Appraisal ref: 20-07-22 0706_R01_Rev C
- Stage 1 RSA and Designer response document ref: 51160J44 doc 01 and RW Ltd Designers response RSA
- Tree Survey, Arboricultural implications Assessment and outline method statement ref: 2063-WWA-ZZ-XX-RP-L-0601-PL03 dated March 2022.
- Heritage Statement ref: R14943 dated April 2022
- Landscape assessment dated May 2022
- Environment Noise Assessment ref: 220516 status S3 prepared by Mach Group
- Plant Noise Assessment ref: RP210716 status S1 prepared by Mach Group.
- Updated Planning and Green Belt statement prepared by Vail Williams dated July 2022
- Transport statement ref: 4874/002/001A prepared by Robert West dated June 2021
- Traffic Management Plan ref: 4874/002/002B prepared by Robert West dated October 2021
- Transport addendum ref: 4874/002/005B prepared by Robert West dated April 2022.
- Construction Logistics Plan ref: 4874/002/007 prepared by Robert West dated May 2022
- Stage 1 Safety Audit submitted by email on 14.9.22 by the applicant.

- Email received from applicant dated 16.9.22 attaching an updated school travel plan ref: 4874_002_006D
- Email received from the applicant dated 17.11.22 attaching revised Landscape planting plan with biodiversity enhancements (ref: 0434-22-B-1A) and ecological mitigation and management plan report (ref: 16-11-22 0706_R02_Rev A).

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 Development and Educational Need	Yes	42-55
Design and Visual Amenity	Yes	56-64
Residential Amenity	Yes	65-82
Trees, Landscaping and Ecology	Yes	91-124
Highway Considerations	Yes	125-157
Green Belt	Yes	183-209
Sport Pitch	Yes	174-182
SuDS	Yes	83-90
Heritage	Yes	158-173

Illustrative material

Site Plan

Plan 1 Site Location Plan and Application Site

Aerial Photographs

Aerial 1 Surrounding Area

Aerial 2 Application Site

Site Photographs

Photo 1 Approaching school from the west along Rook Lane
 Photo 2 & 3 View from the car park opposite the school
 Photo 4 & 5 Entrance of School
 Photo 6 View along Rook Lane from the school entrance
 Photo 7 - 10 Views along Rook Lane
 Photo 11 & 12 View of Mount Avenue
 Photo 13 & 14 View of the rear of the school
 Photo 15 Play area at school
 Photo 16 & 17 School Parking Area
 Photo 18 Wiley Broom Lane

Background

Site Description

1. St Peters and St Pauls Church of England Infant School lies to the east of Chaldon Village. The school building was constructed in the 1960's and is set back from Rooks Lane. Access to the school is via a footpath and vehicular entrance which leads to the main school building. The Chaldon Village hall is situated adjacent to the entrance and fronts onto Rooks Lane.
2. Residential properties are located to the north, south and east of the site. The school playing fields are located at the rear of the school building with a maintenance access off Willey Broom Lane. A staff car park is located on the western side of the school, behind the village hall and provides 17 staff parking bays.
3. The school building is contained within the site and the building is predominantly single storey with the exception of the hall which has an elevated roof. The building is constructed from brick.
4. St Peters and St Pauls Church of England Infant School provides co-educational schooling for 4 – 7 year old pupils within the village of Chaldon. The school has an intake of 30 pupils per year group (Year R-Year 2). In September 2020 the school expanded to include an additional year R bulge intake. It was further expanded in September 2022 to include a year 3 intake.
5. In September 2022, provisions were made to further expand the school to incorporate a year 3 intake. The SEN/wraparound care room was altered in order to provide an additional year 3 classroom.
6. The application site is within the Metropolitan Green Belt and is also within an Area of Great Landscape Value.

Planning History

2008/1619	Erection of a single storey flat roofed rear extension to provide a classroom, store room and disabled WC and erection of retaining wall	Approved
2002/1198	Erection of single storey extension to north, west and south elevations of school building.	Approved
2002/1149	Continued stationing of temporary classroom building for a further period of one year.	Withdrawn
2001/0750	Retention of temporary building	Approved
2000/1003	Temporary stationing of demountable classroom unit for 1 year.	Refused
92/353/A	Extension to school to enlarge staff room, office and head teacher's room. (amended parking layout)	Approved

The proposal

7. The proposal is for the construction of a single storey extension to the existing school to accommodate the expansion of the school from a 1FE infant school to a 1FE primary school, including the construction of four teaching classrooms with related support accommodation, WC facilities, library, enlargement of the existing hall and associated off-site highway works.
8. The proposed expansion will allow for the inclusion of key stage 2, providing education for 4-11 year olds.
9. The Pupil Admission Number (PAN) will remain at 30 (except for the additional intake admitted in September 2020 and September 2022). The resulting number on role (NOR), including the additional year groups, will be 150 increasing to 240 pupils. In 2027/2028 the NOR will reduce to 210.
10. The main school building is located north of the site with the sport fields situated to the south. A playground is located along the eastern side of the site and the staff car park is on the western side.
11. The new facilities will be arranged around a central space and linked to the main school via the extended hall. The corridor link from the hall will continue through to the playing fields.
12. The proposed single storey extension includes 4 general teaching classrooms with related storage, a practical teaching area, library area, pupil WC and an increase in the size of the hall. The kitchen facilities will be altered to allow for the expansion in pupil numbers.
13. The proposed extension comprises of a square shape building with a central area corridor linking the new and existing structures. The rear extension will measure approximately 18.83m in length, with a maximum width of 25.62m and a height of 4.3m. The existing hall will be extended by 4.6m in length and 8.2m in width and the height will be 4.4m extending over the previous extension. Overall, the proposal will have an internal floor area of 605m².
14. The building will be clad in brickwork to match the existing building and will have white polyester powder coated aluminium window frames and contrasting doors and ironmongery. A green/blue roof designed to assist with water attenuation and biodiversity enhancement has been incorporated into the design of the extension. Solar PV panel are also proposed to improve the building's energy efficiency. The roof coping will be pressed stainless steel sections with a balustrade edge protection.
15. The proposal also includes the expansion of the staff car park from 17 to 26 parking bays, resulting in 9 additional parking bays. The site entrance will be improved to allow for pupils to enter and exit the site safely.
16. The off-site highway works include the provision for vehicle and/or mini-bus lay-bys and speed cushions along Rook Lane with a maximum speed limit of 20mph near to the school. The speed limits in the surrounding roads, Doctors Hill, Hill Top Lane and Church Lane, will be reduced to 30mph. A park and stride is proposed from Mount Avenue and a park and ride is proposed from Westway Community Centre.
17. The planning application has been amended since it was originally submitted in June 2021. The amendments to the proposal include off-site highway works.

Consultations and publicity

District Council

18. Tandridge Borough Council
Council as the Local Planning Authority consider that the proposal would constitute inappropriate development within the Green Belt however it is for the County Council to consider whether there are sufficient 'Very Special Circumstances' in this case to outweigh the resulting harm. The

I write to advise you that this

development would have no adverse impact upon amenities of neighbouring properties or the character and appearance of the locality. The District Council have requested a tree protection condition to be added should the County Council be minded to grant planning permission. There are potential highway concerns resulting from the additional trip generation associated with the enlargement of the school and increase in pupil numbers however this is also a matter for the County Council, and more specifically the County Highway Authority, to consider.

Consultees (Statutory and Non-Statutory)

- | | |
|------------------------------------|--|
| 19. Arboriculturalist | No objection subject to planning conditions. |
| 20. Caterham Valley Parish Council | No comments received. |
| 21. Ecologist: | No objection subject to planning conditions |
| 22. Godstone Village Association | No comments received. |
| 23. County Landscape Consultant | No objection, overall the landscape and ecological mitigation proposal is welcome and should result in enhancements to biodiversity and habitat connectivity within the site and adjacent land. Whilst there is some tree removal new trees and extensive native hedging is proposed plus wildflower and green roof areas. |
| 24. RPS- Noise: | No objection, subject to planning conditions. |
| 25. RPS – Lighting | No objection, subject to planning conditions. |
| 26. Sport England: | Objection Withdrawn, as the land does not constitute playing fields under the statutory definition. |
| 27. SuDS: | No objection, subject to planning conditions. |
| 28. Surrey Wildlife Trust: | No response received. |
| 29. County Highways Authority: | Objection Withdrawn, subject to mitigation measures proposed and planning conditions. |
| 30. Heritage Conservation Team: | No objection to the proposal. |
| 31. Chaldon Village Council | Supports the school expansion plans but has grave fears over the safety of the proposed traffic management plan. The idea of sending minibuses and parents' cars down single-track lanes (Church Lane and Doctors Lane) neither of which have pavements nor street lighting), whilst school children and parents are trying to walk on the roads at the same time is not a sensible approach. These roads are dangerous enough at present with some residents reporting damage to their property caused by cars trying to pass each other. |

Many other better options could be found and once they are in place we will fully support the expansion plans.

32. Archaeological Officer: No objection to the proposal due to low archaeological potential on site.

33. Legrew Memorial Charity Chaldon Village The parking design proposed blocks the fire escape route for users of the village hall. The proposal needs to be amended to allow a width of 120cm free access to the east side gate. The area of land shown for extra car parking spaces is currently on a grassed area. This area is frequently wet and spongy under foot and slopes gently downwards towards the Hall boundary fence and tarmac area. The drainage channel along the eastern side would be easily overwhelmed by surface water flowing rapidly from a more solid car park area. The hall's kitchen has flooded following heavy rain. Action needs to be taken to prevent water running off the car park into the hall. Wiley Broom Lane is a narrow unadopted gravel track. Unless the 'turn left' requirement is rigorously enforced together with a ban on U-turns, there could well be increased safety risks outside the School and Hall. School users think that the village hall car park belongs to the school and attempt to park or turn there. With increased numbers of parents dropping off children and greater afterschool use, this is likely to get worse. Overall, the trustees strongly support the call for a properly researched, realistic traffic management plan and travel plan and will be happy to cooperate in any way to reach solutions.

34. Officers have considered the comments raised by the Legrew Memorial Charity Chaldon Village and respond as follows:

- The proposed scheme will include a range of sustainable drainage features which will take the site constraints into consideration. The Lead Local Flood Authority (LLFA) have reviewed the proposal and are satisfied that the development would not increase flood risk elsewhere.
- Details of the design as well as a verification report, to ensure that the scheme is properly implemented and maintained throughout the lifetime of the development, will be submitted to the LLFA for approval.
- The applicant will be required to carry out a highway safety audit to ensure that the proposed highway works are safe for all highway users.
- The village car park is situated on private land and does not form part of the pending application. Officers are therefore unable to comment on the use of this area.

Summary of publicity undertaken and key issues raised by public

35. The application was publicised by the posting of site notices and an advert was placed in the local newspaper. Further consultations were undertaken in August 2022 by posting site notices.

36. A total of 104 owner/occupiers of neighbouring properties were directly notified by letter. A total of 74 letters of representation have been received. 51 letters of objection, 11 letters of no comment and 13 letters of support have been received.

37. The following concerns have been raised within the letters of representation:-

- Significant increase in traffic volumes / congestion
- Limited parking along Rooks Lane
- Parked car restricting traffic flow and causing traffic jams
- Highway safety concerns for road users and pupils/pedestrians
- Speeding traffic
- Impact on character of Village

- Inadequate sports facilities for school pupils
- Restricted access for residents along Rooks Lane
- Loss of school sports fields to facilitate the expansion of the school
- Loss of trees, shrubs and wildflowers
- Disruption to local residents
- Limited site creating a cramped environment
- Impact on Green Belt
- Rook Lane is a county road and a main route to the M25 which is already congested
- Previous plans to expand the school were refused due to highway safety
- Inadequate broadband and mobile phone services available at the school, restricting education
- Side Roads not suitable for parking
- Difficult for road users, delivery vans, HGVs and buses to use Rook Lane during school drop off and pick ups
- Impact on residential amenity
- Statutory Nuisance - breach of rights under article 8 of the Environmental Protection Act 1998
- Increased noise disturbances, often out of hours
- Unsuitable for expansion
- Restricted access to the school
- Extended opening hours of the school during evenings and week ends causing disruption to local residents
- Acoustic Barrier should be built along the southern boundary of the school to reduce the noise levels
- Illegal parking along private road (Willey Broom Lane)
- Parking restrictions should be imposed
- Road Rage due to commuters travelling dangerously fast along Rook Land
- Traffic calming measures to be imposed and restricted speed limits
- Staggered drop off and collection times would be problematic for residents and would result in prolonged periods of traffic
- 'Green School' measures to slow traffic and reduce traffic must be part of the school's ethos to reduce its carbon footprint. Few parents walk to school, as the very least school buses and walk and cycle routes must be insisted upon
- Location of school, why does the village school not serve the village of Chaldon.
- Unsuitable pedestrian access due to narrow footpaths and overgrown hedges
- Disruption during construction works
- Proposal would endanger the lives and welfare of the neighbourhood, residents and pupils attending the school
- The transport of the children has not been adequately researched.
- Doctors Lane is a narrow road with no passing spaces which would be problematic for the minibus routes resulting in the use of Rooks Lane. Doctors Lane is a quiet residential area without lighting or pavements adding buses twice a day would cause a hazard to residents.

Representations received in support of the application have raised the following points:-

- Chaldon is a unique village centred around a vibrant school, church and community centre
- St Peters and St Pauls Infant School provides outstanding education.
- Failure to grow the school could see its closure.
- Objectors should be fully aware that without this approval the village will suffer, families will leave and a once thriving school will be shut down with its land sold off for flats

- The expansion of the school would enable families living in immediate village to reduce their car usage
- The schools' expansion would result in more local family placements reducing the overall catchment area and pupils travelling in from further afield
- The increase in traffic management has been given careful consideration and the proposals have been prepared to manage the impact of the increase in pupil numbers
- Staggered drop-off and pick-up times and increase wrap-around care have been introduced
- The expansion of St Peters and St Pauls School and the removal of year 3 at St Johns School would be beneficial to traffic flow in the immediate vicinity and wider Caterham area. Parents/guardians who travel between both schools by car would no longer have to do so, reducing journeys across town and making other modes of transport much more viable
- The expansion of St Peter and St Paul School is the best option to meet increasing need for high quality primary education in the area.

38. Officers have considered all the comments raised by the representatives and has respond as follows:

- Appropriate highway safety audits will be undertaken prior to the implementation of the highway works. Slower speed limits will also beneficial the residents within the locality.
- The applicant will be required to submit a revised Travel Plan which meets the requirements of the Modeshift Stars Programme in conjunction with the County Highways Authority.

Planning considerations

Introduction

39. The guidance on the determination of planning applications contained in the Preamble/Agenda frontsheet is expressly incorporated into this report and must be read in conjunction with the following paragraphs.

40. In this case the statutory development plan for consideration of the application consists of the Tandridge District Core Strategy 2008 (TDCS) and the Tandridge Local Plan: Part 2 (TDLPP2). Caterham, Chaldon and Whyteleafe Neighbourhood Plan 2021 and Guidance on Parking Standards. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations

41. 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: principle of development, design and visual impact, residential amenity, highways, biodiversity and Green Belt.

Principle of Development and Educational Need

Tandridge District Core Strategy 2008 – Policies CSP13 and CSP18

Tandridge Local Plan Part 2: Detailed Policies 2014-2029 – Policies DP1, DP18

National Planning Policy Framework 2021 – paragraph 95

42. Paragraph 95 of the NPPF states that local planning authorities should give great weight to the need to create, expand or alter schools. Policy DP1 of the TDLPP2 states that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Planning applications that accord with the policies will be approved without delay, unless material considerations indicate otherwise.

43. Policy CSP13 of the TDCS states that improved community facilities that meet the needs of all sections of the community will be encouraged. Policy DP18 of the TDLPP2 states that the provision of new community facilities will be encouraged where they are sustainably located and are suitable to meet the needs of the local community.

44. St Peter and St Paul CE infant school is a one form entry (1FE) Infant school for pupils aged 4 to 7 years with a published admission number (PAN) of 30 places and permanent accommodation for up to 90 pupils. The school is voluntary aided and part of the Diocese of Southwark.

45. Surrey County Council, in partnership with the Governing Body of St Peter and St Paul CE Infant School and the Diocese of Southwark, are proposing to expand St Peter and St Paul CE Infant School from a 1FE infant School to a 1FE primary school from September 2023.

46. The proposal would allow for St Peter and St Pauls infant CE school to expand to a 1FE primary school with a total capacity of 210 pupils from year R to year 6. Providing an opportunity for pupils and siblings to remain at the school during their primary school education. The proposal would also provide modern and improved facilities for the pupils.

47. The Local Authority has a statutory duty to ensure that there are sufficient school places in Surrey. This proposal provides Surrey County Council with the opportunity to re-organise school places in the area of Caterham.

48. The primary projections for Caterham primary places over a ten-year period are shown below:-

Caterham						
School year	Year R PAN	Year R Forecast	Surplus / Deficit	Year 3 PAN	Year 3 Forecast	Surplus / Deficit
2021-22	270	283	-13	270	241	29
2022-23	270	278	-8	270	264	6
2023-24	270	279	-9	270	293	-23
2024-25	270	282	-12	270	284	-14
2025-26	270	283	-13	270	279	-9
2026-27	270	280	-10	270	278	-8
2027-28	270	281	-11	270	279	-9
2028-29	270	282	-12	270	278	-8
2029-30	270	283	-13	270	275	-5

49. Current forecasts indicate an ongoing demand for primary school places and a deficit of places across the area. The applicant had considered expanding other schools within the Caterham area, however, the expansion of St Peters and St Pauls Infant school and the removal of a year 3 PAN at St Johns CE primary school was considered to be the most viable solution.

50. To meet the immediate demand and to enable children to be placed locally, an additional reception class was formed at St Peters and St Paul's CE infant school within the existing building in September 2020. A new year 3 class also commenced in September 2022, also within the existing building ahead of the proposed permanent expansion of the school.

51. The proposed expansion allows St Peter and St Paul CE infant school to offer additional junior places and in turn supports the reduction of a year 3 intake at St John's CE primary school. Both schools are under financial pressure, as overall capacity is reduced, due mainly to the organisation of places. Additional funding will be allocated to St Peters and St Pauls infant school to reduce the financial pressure and improve overall capacity numbers, ensuring that both schools share the organisation of junior school places within the area.

52. The expansion of the school would enable pupils to continue their primary education at St Peters and St Paul's school minimising disruption to their learning and promoting health and well-being during this crucial stage of their learning development.
53. As part of the school's expansion, breakfast and afternoon club provisions will be extended. The extended hours would accommodate earlier drop offs and later pickups for pupils at the school, facilitating the changing needs of the local school community.
54. The proposed expansion of the school would support the learning development and educational needs of local children as well as creating a sustainable future for the school.
55. Given the above, officers are satisfied that the applicant has demonstrated an educational need for the expansion of the school as proposed.

Design and Visual Amenity

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

DP7: General Policy for New Development

Tandridge District Core Strategy 2008

Policy CSP18: Character and Design

National Planning Policy Framework 2021 – paragraphs 123, 126, 130

56. Policy DP7 of the TLPP2 states that proposals should respect and contribute to the distinctive character, appearance and amenity of the area in which it is located.
57. Policy CSP18 of the TDCS states that new development is of a high standard of design that must reflect and respect the character, setting and local context, including those features that contribute to local distinctiveness.
58. Paragraph 123 of the NPPF states that Local Planning Authorities should support proposals that (b) make more effective use of sites that provide community services such as schools, provided this maintains or improves the quality of service provision. Subsection a, b, c and f of paragraph 130 of the NPPF states that planning decisions should ensure that developments function well and add to the overall quality of the area over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; sympathetic to local character and history, including built environment and landscape setting; creating places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
59. Paragraph 126 of the NPPF states that the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creating better places in which to live and helps make development acceptable to communities.
60. The proposed development would comprise of a single storey extension to the existing building, providing 4 teaching classrooms, a practical teaching area, library area with cloakroom/WC facilities and the enlargement of the main school hall. The building would have a predominantly flat biodiverse green roof with solar PV panels to increase the energy efficiency of the building. The materials to be used on the extension would match those on the existing building. The existing lean-to-roof of the hall will be replaced and will match the height of the existing hall. The main pedestrian entrance, off Rook Lane, will be widened to allow for pupils to enter and exit the school safely.
61. Although the proposed development has a footprint which is almost double that of the existing building, the applicant has sought to reduce the mass of the building by keeping it as low as possible.

The flat roof of the building enables the installation of solar PV panels and a biodiversity/rain water attenuation green/blue roof, to improve the energy efficiency of the building and promote biodiversity opportunities.

62. The proposed extension will be located at the rear of the existing school building. This location is considered to be the most practical location for this development, as it minimises the loss of the outdoor and playing areas. The design and proposed materials will ensure that the new addition integrates appropriately with the existing building.

63. As set out above, the proposal will be located at the rear of the school building and would not be visible from Rook Lane. The building would however be partly visible from Willey Broom Lane (public footpath) which is situated along the western boundary of the school. Although it would be partly visible, mainly during the winter months, the extension would be within the main school complex, appearing subservient and in keeping with the existing built form on site.

64. Officers consider that the proposed development does reflect and respect the character, appearance and amenity of the existing building. As such officers consider that the proposal accords with the development plan policies in this regard.

Residential Amenity

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

DP7: General Policy for New Development

Tandridge District Core Strategy 2008

Policy CSP18: Character and Design

65. Policy DP7 of the Tandridge Local Plan Part 2 states that proposals should not significantly harm the amenities and privacy of occupiers of neighbouring properties by reason of pollution (noise, air and light), traffic or other general disturbances. Proposals should provide a satisfactory environment for the occupiers of both the existing and new development.

66. Policy CSP18 Tandridge District Core Strategy requires that development does not significantly harm the amenities of the occupiers of neighbouring properties through overlooking, overshadowing, visual intrusion, noise and traffic.

67. The main impacts on residential amenities arising from the proposal are considered to be noise, traffic generation and construction works.

68. The nearest residential properties are 91, 97 and 99 Rook Lane and Reculver and Shadoes located along Willey Broom Lane. Oak Cottage, Willey Broom Lane is situated at the rear of the school building and shares the southern boundary. Due to the location of the extension and the orientation of the school site, the proposal would not cause overlooking, overshadowing or visual intrusion to the occupants of these residential properties. The existing and proposed landscaping, along the western elevation of the site, would further screen the proposal from views. The existing vegetation along the southern boundary, shared with Oak Cottage, will remain unchanged and the proposal would be fully screened from this viewpoint. The screening, location of the extension and the separation distances between the proposed development and the neighbouring residential properties lead officers to conclude that there would be no harm, caused by overlooking, overshadowing or visual intrusion to the residential amenities of these properties.

Lighting

69. The applicant has submitted a plan showing the external lighting, ref: 4495-E100 Rev P2. The drawing shows that the security lighting is to be installed around the building and no lighting is proposed within the car park area. Low level bollards are to be installed to illuminate the footpath and lux levels demonstrate no off-site light spillage.

70. The County light consultant has reviewed the plan and application documentation and is satisfied with the information which has been provided. The proposed external lighting is not considered to have an impact on the nearby residential properties at Wiley Broom Lane provided that the levels of light generated do not extend beyond the site boundaries. A planning condition is recommended to ensure that any external lighting is installed downwards.

71. The proposed development is likely to cause noise disturbances during the construction and operational phases of the development. As part of the application a Noise Assessment (NA) and Plant Noise Impact Assessment (PNIA) has been prepared and submitted.

72. The submitted NA and PNIA has identified noise disturbances during the construction and operational phases of the development as:-

- noise caused by the construction of the development
- installation of new plant equipment
- an increase in vehicular traffic
- an increase in the number of users (pupils)

Construction phase

73. It is acknowledged that there would a noise impact, as a result of the construction works, on the residential amenities of the nearby occupants. The applicant has suggested that a Construction Environmental Management Plan (CEMP) be prepared for the development. The CEMP will contain established control measures for environmental protection that will be adopted during the construction works. A planning condition is recommended to secure the submission of the CEMP prior to the commencement of the development.

74. The County Noise consultant has reviewed the submitted documentation and recommended that an hours of working condition be imposed to ensure that the impact on the nearby residential properties is reduced during the construction phase of the development. The proposed hours of construction are:

Monday to Friday: 07:00 to 18:00 hours

Saturday: 07:00 to 13:00 hours

Sundays or Public and Bank Holidays: No works to take place

75. Officers have considered the noise impacts and are satisfied that the mitigation through the noise monitoring, restricted working hours and the submission of a CEMP would overcome any harm to the neighbouring residential amenities. It is also noted that some construction works will occur during school hours and as such the noise levels would be kept to a minimum to ensure that the pupils are able to fully engage with their learning.

76. It is also acknowledged that the construction works will be temporary and once completed the potential adverse impacts on the nearby residents would cease. Officers therefore consider that any harm caused by the construction phase of the development, though minimised by the submission of a CEMP and a condition controlling hours, is not a reason to withhold planning permission.

Operational phase

77. The noise generated during the operational phases are considered to include vehicular traffic, plant equipment and an increase in pupil numbers.

78. The proposed expansion to a 1FE Primary School will result in an increase in traffic generation in the locality, particularly along Rook Lane. The increase in traffic generation will result in some noise and disturbances to local residents, particularly those situated within close proximity to the school site. However, it must be noted that the site is an existing school and some disturbances, to local

residents, already occur during the morning and afternoon peak periods. The peak periods are limited to two small periods (drop off and pick up) during the school day, term time only.

79. Officers have considered the impact of the traffic generation, and this is considered within the Highway section of the report. Officers have concluded that the proposed increase in traffic generation would cause some harm to the amenities of the occupiers of neighbouring properties, however, the need for school places and the community facilities are considered to outweigh any harm caused by the additional traffic disturbances. Furthermore, these disturbances are likely to occur for short periods of time twice a day during school peak periods, term time only.

80. The increase in pupil numbers has the potential to cause some noise disturbances from children playing in the outdoor areas. The school play areas are located to the south of the main building and the closest residential properties are those situated along Wiley Broom Lane. The proposed extension would be built on a section of the existing play area, along the south western side of the school and would screen some of the noise generated from the remaining play areas. Existing fencing and landscaping would attenuate any source noise and as such officers consider that an increase in the noise levels, generated by the additional pupils, would not be significant over the existing situation.

81. The applicant has advised that new plant equipment will be installed during the building works. The proposed plant equipment includes air source heat pumps which will provide an under floor heating system. The County Noise consultant has reviewed the application and submitted documentation and has recommended a planning condition to ensure that the noise levels from the plant equipment do not have an impact on the residential amenities of the nearby neighbours.

82. Overall, officers are satisfied that the proposal would not cause significant harm to the neighbouring residential amenities. The proposal is therefore considered to comply with development plan policies in this regard.

Flooding And SuDS

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

Policy DP21 (d)

Tandridge District Core Strategy 2008

Policy CSP15: Environmental Quality

National Planning Policy Framework – paragraph 167

83. Paragraph 167 of the NPPF states that in determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate applications should be supported by a site-specific Flood Risk Assessment (FRA).

84. Policy DP21(d) of the TDLPP2 refers to Flood Risk. The policy seeks to secure opportunities to reduce the cause and impact of flooding, through the use of green infrastructure and sustainable drainage systems (SuDS). The SuDS systems should ensure that the discharge of surface run off is restricted to that of the pre-development site. Consideration should also be given to the future maintenance of any proposed SuDS schemes.

85. Policy CSP15 of the TDCS states that in order to promote high quality flexible, safe living environments and to minimise the impact on the natural resources the Council will require Sustainable Drainage Systems (SuDS) to be included where necessary; encourage innovative construction methods, such as 'green roofs' to impede the flow of surface water run-off.

86. The application site is located within Flood Zone 1 and therefore there is a low risk of flooding. The development is therefore appropriate for the Flood Zone and does not require the Sequential Test nor Exception Test.

87. The applicant has submitted a FRA and drainage strategy, dated 28 May 2021, in support of the application. The proposed development will be built in accordance with BS8533:2017 'Assessing and managing flood risk in development'.

88. The submitted drainage strategy states that the proposal will manage runoff from the new extension through the use of a blue/green roof and swale structures. The blue/green roof will be laid on all available areas on the new extension and should discharge water into the swale through the use of downpipes and appropriate outlets. The swale would be located around the extension to the east and south, with an engineered fall towards the west of the site. A pipe will convey the surface water out of the swale and into the existing foul water network which is already serving the school. The proposed scheme will integrate a range of features, in line with the SuDS Manual philosophy, taking into consideration site constraints. The maintenance details regarding the SuDS on site are set out within paragraph 5.7 of the FRA, ensuring that the SuDS operate effectively for its lifetime.

89. The Lead Local Flood Authority (LLFA) have reviewed the FRA and has raised no objections to the proposal, subject to planning conditions which include the submission of details of the design as well as a verification report, to ensure that the scheme is properly implemented and maintained throughout the lifetime of the development.

90. The proposed development is considered to be appropriate in flood risk terms and would accord with development plan in this regard.

Trees, Ecology, Landscaping

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

DP7(12 and 13): General Policy for New Development

DP19: Biodiversity, Geological Conservation & Green Infrastructure

Tandridge District Core Strategy 2008

Policy CSP17: Biodiversity

Policy CSP18: Character and Design

91. Policy DP7(12) of the TDLPP2 states that proposals should ensure that landscaping is an integral element in layout design, making provision for suitable new planting, trees and boundary treatments to enhance the appearance, character and amenity of the site from the outset. The proposal is also expected to retain existing important features such as trees and hedgerows where possible. Part 13 states that where trees are present on a site, a landscaping scheme should be submitted alongside the planning application which makes provision for the retention of existing trees that are important by virtue of their significance within the local landscape. Their retention should be reflected in the proposed development layout, allowing sufficient space for new and young trees to grow to maturity, both above and below ground.

Landscaping

92. The application site is situated within the Area of Great Landscape Value (AGLV), a local landscape designation. The rear of the school grounds are within the Chaldon Chalk Down with Woodland (CD4) landscape character area, and adjoins an area of designated ancient woodland (Willey Broom Wood). To the west of the site, a public footpath (FP112) runs along Willey Broom Lane in a north-south direction. The Surrey Hills AONB lies approximately 500m to the south-west of the application site.

93. A landscape appraisal (LA) and landscape planting plan (LPP) have been prepared by the applicant and submitted as part of the application.

94. The LA has provided an overview of the potential landscape and visual effects arising from the off-site highway works along Rook Lane.

95. The LA has concluded that the proposed highway works would result in a degree of urbanisation through the loss/reduction of the grass verge, introduction of new speed cushions and raised tables, as well as the road signage. The County Landscape Architect (CLA) was consulted on the application and comments that interventions need to be carried out to ensure that the rural/semi rural character of the area is maintained. The CLA has requested a planning condition to ensure that the materials used on the highways works are in keeping with the rural character of the area. Officers suggest that an informative is more appropriate in this regard as the details of materials, used in highways works are subject to other requirements relating to safety and noise and are controlled under other legislation.

96. Officers consider that the proposed highway improvements are necessary in this case in order to overcome the highways objections. The proposed works are limited in scale and as such the harm to the Landscape Character is not significant or overriding. On balance, the benefits of the scheme are considered to be greater than the limited harm.

Trees

97. A Tree and Arboricultural Implications Assessment (dated March 2022) has been submitted as part of the application. The document states that 9 trees will be removed as a result of the proposed development. The trees to be removed include 7 low quality or dying trees and 2 mature trees of a moderate quality. Replacement ornamental trees will be planted adjacent to the footpath along the south elevation of the proposal. The location and tree species are shown on the landscape planting plan with biodiversity enhancements, plan reference 0434/22/B/1A dated September 2022.

98. The tree removal will take place outside of the bird nesting season, however, if this is not possible the trees will be inspected by a competent person, preferably a qualified ecologist, before the removal commences. If any active nests are found, the tree removal will be delayed until the nests are no longer active.

99. Existing trees on site will be retained and protective measures, such as fencing, put in place during the construction works. A planning condition will ensure that the retained trees will be adequately protected during the construction works.

100. Every effort will be made to avoid cutting or severing any roots of the retained trees. Where excavation works or the removal of existing paving reveals roots of 25mm or greater in diameter, works will temporarily cease and advice sought from an arboricultural consultant. Hand digging will be instructed if it is considered to be necessary to protect the tree roots.

101. A 15m buffer zone will be put in place in order to protect the Ancient Woodland, located along the southern boundary outside of the application site. No construction works or materials will be placed and/or stored within this area. The proposed buffer zone will be installed in accordance with Natural England's standard advice. The County ecologist has requested confirmation from the applicant that a gap will be left between the ground and heras fencing, to allow for badgers (if present) to access the site. The applicant has confirmed that, if present, badger will not be obstructed by the construction works.

102. The applicant has advised that all new planting, including the rain garden, will be watered and maintained during the first two full growing seasons in accordance with the BS8545:2015. Future watering will be undertaken as required to maintain health and growth. All dying or dead trees will be replaced to the same specifications. A planning condition will be imposed to ensure that this requirement is met.

103. The County Aboricultural Officer and County Landscape Architect have been consulted on the aboricultural aspects of the proposal and have raised no objections, subject to planning conditions.

Ecology

104. Paragraph 174 of the NPPF requires that planning decisions contribute to and enhance the natural environment by minimising impacts on and providing net gains for biodiversity.

105. Policy DP19 of the TDLPP2 states that there will be a presumption in favour of development proposals which seek to protect, enhance or increase provisions of multi-functional green infrastructure and promote nature conservation and management. Part B states that proposals which would result in significant harm to local and national sites will be refused planning permission unless the proposal incorporates measures to avoid the harmful impacts arising.

106. A Preliminary Ecological Appraisal (PEA) dated 5 July 2022 has been submitted as part of the application. The PEA has identified protected species and habitats within the site and the wider area.

107. The school site is surrounded by residential development with a broadleaved ancient woodland situated to the south. The wider area comprises predominantly of residential development, patches of broadleaved woodland and arable fields.

108. The PEA has considered the potential impacts of the proposal on the ecological features identified within the application site. These include:-

- Foraging and commuting bats
- Hazel dormouse
- Badger
- Hedgehogs
- Nesting birds
- Great crested newts

109. Foraging and commuting bats; there are unlikely to be any impacts on the bats, however, careful consideration should be given to any lighting designs.

110. Hazel dormouse; may be present within the surrounding woodland and area. Small areas of shrubs will be removed to facilitate the proposal, including dense cherry laurel along the western boundary and an area of overgrown shrub at the north-eastern corner of the site. The loss of these small areas of shrub will not sever any habitat corridors or impact connectivity within the locality.

111. Badger; no signs of badger activity have been recorded within the site. However, there is the potential for badger setts within the ancient woodland, to the south of the site. The construction site lies approximately 30m from this area of woodland and therefore any impacts to a badger whilst it is occupying its sett is unlikely. The applicant has confirmed that badgers would have access to the wider site and would not be obstructed by the construction phase of the works.

112. Hedgehogs; the proposal is unlikely to have an impact on hedgehog populations. Precautionary measures to reduce the risk of killing or injuring hedgehogs will be put in place.

113. Nesting birds; it is unlikely that the proposal will have an impact on the bird nesting habitats for common and widespread bird species, as well as those listed as Red and Amber within the bird of conservation concern. Mitigation measures will be put in place to ensure that the bird nesting season is avoided.

114. Great crested newts; there are two ponds both located within 150m from the site boundary. These ponds may provide suitable aquatic habitat to support great crested newts. Great crested newts typically disperse during the breeding season to suitable terrestrial habitat that are within 250m. The proposal is to be constructed largely on areas of existing hardstanding and short sward

length grassland, which constitutes negligible and low quality terrestrial habitats for great crested newt species. The pond at the south-eastern corner of the site provides terrestrial habitat of moderate suitability for great crested newts, if present. The highway works include impacts to a small area of neutral grassland that comprised long sward length at the time of the survey. This area provides terrestrial habitat of moderate suitability for great created newts, if present. Due to the strict legal protection afforded to the habitat of great crested newts, a district level licensing scheme will be entered into as an alternative to undertaking presence /absence survey work of off-site ponds.

115. The PEA has also provided suitable mitigation measures to ensure that habitats and woodland are protected during the construction works. These are set out in section 12 of the PEA and include:

116. A 15m buffer zone between the construction site and the woodland will be put in place. No heavy machinery or materials will be stored or operated within this area and refuelling, repair or maintenance to equipment or machinery should not be carried out within 30m of the woodland. Dust suppression measure should be put in place, if appropriate, and a spill management plan should be in place during the construction works. Waste materials should be safely stored and removed from site as soon as possible.

117. Works to vegetation and trees shall be undertaken outside of the bird nesting season and should this not be possible a nesting bird survey should be undertaken by an experienced ecologist at least 48 hours prior to any works. If nesting birds are found, no further works should commence that are likely to damage or significantly disturb a nest. Site clearance works will be carried out by hand in a sensitive manner to minimise potential harm to habitats. It is recommended that the small on site pond be drained with care between November and February to minimise impacts to aquatic life. Any closeboarded fencing will be fitted with small openings to ensure that badger and hedgehogs have access throughout the site. All holes and excavations should be covered over each night to prevent animals from being trapped or injured. Lighting columns will be kept low to avoid any light spillage and LED lighting should be used on site to avoid light trespass.

118. The applicant has proposed enhancements measures which are considered to have the potential to improve the value of habitats within the site. The proposed measures include:

119. Enhanced grassland areas around the site to provide habitats for wildlife such as mammals, mice, birds and invertebrates. Appropriate management of the grassland to include plants such as common knapweed, birdsfoot trefoil, daisy and field flowers to encourage butterflies and bumblebees.

120. Log piles would be created and placed within the site to provide hibernating and sheltering opportunities for reptiles, amphibians and small mammals.

121. Tree planting within the site and along the verge will be beneficial for nesting birds and foraging bats. Planting around the building extensions would include flower rich species to enhance biodiversity.

122. Bird boxes would be integrated into the building. The boxes should be located close to eaves and on the north or east elevations to avoid direct sunlight. Bird boxes could also be installed within the site on mature trees.

123. The County Ecologist has reviewed the accompanying information and has raised no objections to the proposal, subject to planning conditions and informatives.

124. Overall, officers are of the opinion that the proposal would not have an adverse impact on the habitats within or near to the application site. The proposed green/blue roof of the extension and the enhancement measures will provide biodiversity opportunities on site. Therefore, subject to planning conditions the proposal is considered to accord with the development plan policies.

125. This section of the report considers the traffic generation and access arrangements, the impact on the highway network and the accessibility of the site. The application is accompanied by a Transport Statement (TS), Addendum to the Transport Statement (TA) and an interim Travel Plan (TP).
126. Paragraph 95(a) of the NPPF states that planning authorities should give great weight to the need to create, expand or alter schools.
127. Paragraph 110 of the NPPF states that in assessing planning 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;
 - d) 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.
128. Paragraph 111 of the NPPF further states that development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. Paragraph 113 states development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
129. Policy DP5 of the TDLPP2 states that development will be permitted where the proposal complies with the highway authority's design guidance; it does not impede on free flow of traffic on the existing network or create hazards to traffic and other road users; provision for safe and suitable access to the site must be achieved by all users.
130. The application was originally submitted in June 2021. The County Highway Authority originally raised an objection to the proposal on highway safety grounds and following discussions the proposal has been revised to include off-site highway works. These works comprise of:
- the widening of the pedestrian access,
 - on street lay-by parking provisions (option 1 to include 20 vehicle bays and option 2 to include 14 vehicle bays and 3 minibus bays),
 - reduction in speed limits along Rook Lane to 20mph and 30mph limits on adjoining roads,
 - installation of speed tables and cushions along Rook Lane,
 - park and stride facilities at Mount Avenue,
 - park and ride facilities off-site at Westway Community Centre.
131. The proposal includes the construction of a single storey rear extension to provide teaching classrooms, library space, WC facilities and a plant room. The proposal also includes the expansion of the school hall and the internal refurbishment of the existing kitchen, enabling the expansion of the school from a 1FE infant school to a 1FE primary school. There will also be an increase in the number of staff members and the projected increase is anticipated to be 33 staff members, with 25 being on site at any one time.
132. The proposed development will be accessed off Rook Lane, immediately to the east of Chaldon Village Hall. A pedestrian access is provided by a segregated footway. Both the vehicle and pedestrian accesses are individually gated from Rook Lane.

133. The TS states that the designated parking areas are situated to the west of the main school building. The parking bays are unmarked and provide space for approximately 17 vehicles. The car parking provision on site will increase to 26 spaces (including 2 disabled spaces) to allow for additional parking provisions for staff members. Cycling and scooter provisions will be accommodated on site.
134. The TA has provided information on current pupil and staff travel modes. Paragraph 3.7 of the TA provides a table (3.1) which shows the current mode of transport used by pupils and staff members. The table shows that the majority of pupils and all staff (70%) currently travel to school by car. Eighteen pupils travel from Chaldon and the remaining pupils and staff travel from Caterham and South Croydon. Twelve (12%) pupils walk to school and one (1%) pupil cycles. Four (4%) pupils arrive by taxi and thirteen (13%), siblings and colleagues, car share. These results are characteristic for a school situated within a remote area.
135. The projected trip generation for the school, following the expansion and including the net increase, for pupils and staff members is shown in paragraph 3.11 of the TA (table 3.2). The figures are based on the assumption that pupils will continue to travel to and from school as per the travel survey.
136. Table 3.2 of the TA shows that the pupil trip generation by vehicle modes would increase by ninety-one vehicle trips (including car, car share and taxis) with eight additional vehicle trips expected to be generated by staff. Walking and cycling will increase to twenty-five and two respectively.
137. Overall the expansion is expected to generate an additional 73 pupil vehicle trips and 8 staff vehicle trips. The staff vehicle trips are expected to occur outside of the morning and afternoon peak drop off hours. In addition, the school offers breakfast and wrap around childcare provisions. These provisions further reduce the number of vehicles at peak hour drop off as vehicle journeys would be staggered.
138. The proposed expansion of the school to a full primary school would increase the ability for siblings to attend the school and would partially reduce traffic congestion for parents travelling between the infant school and other primary schools. It would also allow for the use of other non-car modes, as the school would be more attractive for local families.
139. The expansion of the school will result in an increase in additional traffic generation and the demand for on-street parking provisions. The applicant has held discussions with the County Highway Authority and is proposing mitigation measures to ensure that the proposal does not impact the road network or compromise highway safety.
140. The proposed mitigation measures include the following:-
141. Improvements to the access to allow for the widening of the pedestrian footpath to 3m where possible. This would allow for passing places along the existing footpath for multiple pedestrians and would clear any impasse.
142. The speed limit through the village will be reduced to 20mph to create a 20mph zone between Mount Avenue and Hill Top Lane. Traffic calming measure by way of tables and cushions will be constructed to implement the speed reductions.
143. The introduction of road tables and speed cushions are proposed between 65m to 100m intervals to encourage drivers to adhere to the speed limits. Raised tables and speed cushions marked with arrows indicating bi-directional traffic flow are proposed along Rook Lane, in between raised road tables.
144. A preliminary design for car parking provisions along Rook Lane has been proposed. The design accommodates 14 car parking spaces in lay-bys and three minibus spaces in lay-bys. Parking restrictions would be in operation during the school collection period to ensure that the minibus lay-bys are available for use. These lay-bys would be available to vehicles during the morning drop-

off periods. Therefore the maximum car parking capacity along Rook Lane during the morning would be 20 cars reducing to 14 during the afternoon.

145. Alongside the inclusion of lay-bys, provisions to improve the footways running alongside the new lay-bys are proposed and the existing footway, immediately adjacent to the carriageway, will be extended to allow for parents and children to easily pass.
146. Mount Avenue is a residential street, cul-de-sac, located approximately 700m east of the school. The road lies to the south of Rook Lane and is connected via the southern footway. It is proposed that Mount Avenue would provide informal parking provisions for parents to utilise as a park and stride. The walk from Mount Avenue to the entrance of the school is approximately nine minutes (based on an adult walking speed), although it is acknowledged that this time may vary depending on the age of the children. It is estimated that parents would take 20-30 minutes to use Mount Avenue as a park and stride point.
147. A number of park and ride sites have been considered and provide further mitigation measures for the expansion of the school. The most appropriate park and ride location is the Westway Community Centre (WCC) which is located approximately 2km to the northwest of the school in Caterham, where the majority of the school's catchment area lies.
148. The WCC has been identified as a location and waiting area for parents and pupils using the park and ride. The site is considered to be the most suitable to provide minibus transportation, in support of the school's proposal. The park and ride provisions would be required during the afternoon collection period. Drop off and collection points are proposed in minibus lay-bys along Rook Lane and parking restriction will be imposed to ensure that parking is available for the minibuses. Officers have considered the park and ride with minibus provisions and are of the opinion that further information and input is required from the school to ensure the long-term viability of the minibus service.
149. The proposed highway works will be carried out within the extents of the public highway and will be maintained at public expense. The final details of the traffic calming scheme will be confirmed during the detailed design stage, following the recommendation of the Road Safety Audit. The works will be supervised by the Highway Authority.
150. The mitigation measures proposed above would be implemented on a phased basis as the school expands and details of the phasing will be required to be submitted by planning condition.
151. The mitigation measures proposed by the applicant are required in order to provide a safer environment for the expansion of the school and overcome highway objections. The increase in the PAN will lead to increased vehicular traffic and parking provisions at and around the school.
152. Rook Lane is used as a main route for commuters and is a fast stretch of road. The proposed scheme would introduce a 20mph speed zone controlled by speed cushions and tables with additional parking provisions along the approach to the school. The proposed provisions along Rook Lane would be beneficial for parents and pupils attending both the school and nursery, at the Chaldon Village hall.
153. To ensure that that the proposal does not have an impact on highway safety or cause severe traffic and transport impacts on the highway network, it is proposed that the mitigation measures put forward by the applicant are implemented before the first occupation of the school's extension. The CHO has assessed the application on safety, capacity and policy grounds and has recommended planning conditions be imposed. As such, the original objection from the County Highways Authority has been satisfactorily addressed and overcome, subject to the inclusion of planning conditions.

154. As set out above, the proposed off-site highway works would improve highway safety and reduce congestion along Rook Lane, providing benefits to the school, community and residents within the village.
155. As part of the application, an interim Travel Plan (TP) has been submitted. The TP is designed to encourage staff, pupils and visitors to:
- minimise the impact of traffic on the local community and promote sustainable transport choices;
 - improve traffic conditions within the local area;
 - reduce adverse effects on health associated with increased vehicle use;
 - reduce air pollution and consumption of fossil fuels;
 - increase attractiveness of transport such as walking and public transport;
 - promote social inclusion;
 - reduce cost of staff and pupil journeys promoting alternatives that are cheaper and more environmentally friendly;
156. The TP will include management measures for the school site, Mount Avenue and other off-site locations. These measures will be set out within the TP and distributed to all staff and parents. The interim TP will need to be upgraded to include input from the parents and staff in accordance with the standard requirements by the Modeshift Stars Programme. A planning condition is recommended to secure the submission of an appropriate and up to date TP.
157. The County Highway Officer has been consulted on the revised proposal and has raised no objections, subject to the inclusion of planning conditions. The assessment has been undertaken in relation to highway safety, net additional traffic generation, access arrangements and parking provisions. The highways officer is now satisfied that subject to the proposed off site highway works the proposal would not have a material impact on the safety and operation of the adjoining public highway, subject to the inclusion of planning conditions. The proposal, subject to compliance with the conditions, is considered to accord with development plan policies in this regard.

Heritage

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

Policy DP20: Heritage Assets

National Planning Policy Framework – paragraphs 189-203

158. Section 66(1) of the Planning (Listed Building and Conservation Area) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historical interest which it possesses.
159. One of the core principles of the NPPF is that heritage assets should be conserved in a manner appropriate to their significance. Paragraphs 189-199 sets out the framework for decision making in planning applications relating to heritage assets and this application takes account of the relevant considerations in these paragraphs. Paragraph 195 sets out that 'Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including development affecting the setting of a heritage asset) taking into account the available evidence and any necessary expertise. Paragraph 199 further states that 'when considering the impact of the proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

160. Paragraph 202 of the NPPF outlines that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
161. Policy DP20 of the TDLPP2 states that there is a presumption in favour of development proposals which seek to protect, preserve and wherever possible enhance the historic interest, cultural value, architectural character, visual appearance and setting of the districts heritage assets and environment. When granting planning permission the Council will require the works to be sympathetic to the heritage asset and/or its setting in terms of quality of design and layout (scale, form, bulk, character and features) and materials; the development conserves or enhances the character of the area and its setting, including protecting any existing views into or out of the area.

162. In accordance with paragraph 194 of the NPPF, the application is supported by a Heritage Statement (HS). The HS has identified three Grade II listed building as being within close proximity to the application site. These include:

- Rook Cottage,
- Barn 15 Yards North of Rook Farm House
- Rook Farm House

163. The Chaldon Conservation Area is located approximately 325m north west of the proposed development, with existing vegetation, woodland and built form development separating the Conservation Area and the application site. The HS has concluded that the proposed development would have no impact on this heritage asset and the County Historic Buildings Officer (CHBO) is in agreement.

164. There are no known heritage assets recorded within the application site boundary and the proposal would not result in the alteration or demolition of a listed building. Therefore, it is appropriate to assess whether the proposal, including the highway works, would harm the setting of the listed buildings identified and/or their significance.

Rook Cottage, Rook Lane

165. Rook Cottage is a Grade II listed building situated to the north of Rook Lane. The building is identified as late 16th century, with a timber frame, red and brown brick with a thatched roof with end stacks. The two storey building has casement windows across the first floor. Its historical interest is derived from it being one of the few houses which would have been present in the late 16th century, its thatched roof emphasises Chaldon's rural origins. The cottage is of regional significance and has a medium heritage value.

166. The proposed development would not be visible from Rook Cottage due to the location of the development and the existing built form. However, the proposed off-site highway works, would introduce speed cushions and parking provisions (lay-bys) along Rook Lane, with the parking provisions partially eroding the existing verge. Although the building would have historically been located within a rural setting, this setting has been altered largely due to the surrounding built form and the modern highway. Therefore, officers are of the opinion that the harm caused by the proposed development, including the off-site highway works, are considered to be less than substantial.

Barn 15 Yards North of Rook Farm House

167. Barn 15 is a Grade II listed building situated to the south of Rook Lane at the junction with Doctor's Lane. The barn is identified as a 17th century, with 18th century additions, timber framed barn with weatherboard cladding and a thatched roof. The barn is of regional significance and has a medium heritage value.

168. The proposal would not be visible from the Barn due to the location of the development and the existing built form. However, the proposed off-site highway works, including the introduction of raised tables at the junction of Rook Lane and Doctors Lane and the parking provisions (Lay-bys) along Rook Lane, would partially erode the verge. Whilst the Barn would have historically been situated within a rural setting, this setting has been altered through other forms of development and as such officers are of the opinion that the harm caused by the proposed development, including the off-site highway works, are considered to be less than substantial.

Rook Farm House

169. Rook Farm House is a Grade II listed building situated to the south of Rook Lane at the junction with Doctors Lane and Rook Lane. Rook Farm House is identified as a late 17th century, restored in 20th century, 2 storey building with knapped flint brick dressings, a plain tiled roof with casement windows across the first floor and casement doors to ground floor (left). A 20th century addition brick porch is set back on the left hand return. The house is one of a few which would have been present in the 17th century and some of its historical interest is in relation to other post-medieval landscape features, notably Rook Cottage and Barn 15. Rook Farm House is of regional significance and has a medium heritage value.

170. The proposal would not be visible from Rook Farm House due to the location of the development and the existing built form. However, the introduction of raised tables at the junction of Rook Lane and Doctors Lane, and the formation of parking spaces (lay-bys) within the verge to the west, would erode the verge. Whilst historically the building would have been set in open countryside, some of the rural character has been lost and as such officers are of the opinion that the harm caused by the proposed development, including the off-site highway works, are considered to be less than substantial.

171. The County Historic Buildings Officer (CHBO) has reviewed the submitted HS and historic records. The officer has noted that the historic and architectural significance of the buildings lie in their status as surviving vernacular buildings from the 17th century and their use of traditional materials including thatch, flint and timber framing. The officer has stated “that whilst historically the buildings would have been set in open countryside, some of this has been lost as a result of development on the south side of the road. The remaining rural character makes some contribution to their significance, however, the appearance of the road is modern and does not reveal anything about the listed buildings”.

172. The CHBO has considered the impact of the proposal and the off-site highway works on the historic assets listed above and has concluded that the proposal would result in less than substantial harm.

173. Officers have considered the impact of the proposed development, in accordance with paragraph 199 of the NPPF, on the significance of the heritage assets. Great weight should be given to the asset’s conservation (and the more important the asset the greater the weight should be). Officers consider that the educational benefits of the proposal, including the improved highway safety measures, are considered to outweigh the less than substantial harm caused to the heritage assets and their setting. The proposal is therefore considered to accord with the development plan policies.

School Playing Pitch

Tandridge District Core Strategy 2008

Policy CSP13: Community, Sport and Recreational Facilities and Services

National Planning Policy Framework – paragraph 99

174. Paragraph 99(b) from the NPPF 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 provisions in terms of quantity and quality in a suitable location.
175. Policy CSP 13 of the TDCS states that existing sport facilities will be safeguarded. New or improved facilities to meet the needs of all sections of the community will be encouraged. The Council will encourage the dual use of community and sport facilities.
176. The proposed extension will be constructed at the rear of the school building and will encroach onto a hard surface area as well as the school's playing fields.
177. An initial consultation with Sports England, raised an objection. However, following discussions with the applicant the objection has been removed.
178. Sport England advised that the *"statutory definition of 'playing fields' under the 1996 Order is the whole of the site which encompasses at least one playing pitch. A 'playing pitch' is a delineated area which, together with any runoff area, is of 0.2 hectares or more and which is used for association football, American football, rugby, cricket, hockey, lacross, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo."* The 1996 Order, referred to by Sport England, has been superseded by the 2015 Development Management Procedure Order.
179. Sport England have assessed the application and do not consider that the site contains or has contained a 'playing pitch' of 0.2ha or more under the statutory definition. Therefore the site would not meet the Sport England consultation threshold.
180. There are no marked playing pitches at the school. The land at the rear of the site is used informally by pupils as a kickabout and forest school tuition. It is acknowledged that part of this area will be lost, however, the applicant has agreed to provide a small pitch with markings to formalise the playing fields.
181. Officers recognise that the proposal would result in encroachment onto playing field at the rear of the school. However, the area of land south of the proposal, would continue to remain as a playing field and would provide sporting opportunities for the pupils at the school.
182. Officers conclude that although the proposal would not wholly accord with the development plan policies, regarding the safeguarding of sports facilities, the inclusion of a small playing pitch and the educational benefits of the proposal are outweighed by the partial loss of the playing area.

Green Belt

Tandridge Local Plan Part 2: Detailed Policies 2014-2029

Policy DP10(b): Green Belt Development

Policy DP13: Buildings in the Green Belt

National Planning Policy Framework – paragraphs 137, 147-148

183. The Government attaches great importance to Green Belts, with an aim to prevent urban sprawl by keeping land permanently open. The essential characteristics of the Green Belt is the openness and the permanence.
184. Paragraph 147 of the NPPF states that inappropriate development, is by definition, harmful to the Green Belt and should not be approved except in 'very special circumstances'. Paragraph 148 of the NPPF further states, when considering planning applications, 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.

185. Paragraph 149 of the NPPF states that the Local Planning Authority should regard the construction of new buildings as inappropriate in the Green Belt. The paragraph lists a number of exceptions, and sub-section (c) includes the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.
186. Policy DP10(b) of the TDLPP2 states that within the Green Belt, planning permission for any inappropriate development which is, by definition, harmful to the Green Belt, will normally be refused. Proposals involving inappropriate development in the Green Belt will only be permitted where very special circumstances exist, to the extent that other considerations clearly outweigh any potential harm to the Green Belt by reason of inappropriateness and any other harm.
187. Policy DP13 of the TDLPP2 refers to buildings within the Green Belt. The policy states that unless very special circumstances can be clearly demonstrated, the Council will regard the construction of new buildings as inappropriate in the Green Belt. Part e) of the policy refers to exceptions and lists extensions and alterations. The policy further states that extensions or alterations of buildings within the Green Belt, where the proposal does not result in disproportionate addition over and above the size of the original building as it existed at 1 July 1948, or if constructed after the relevant date, as it was built originally. When assessing proposals for the extension of rebuilt buildings, the Council will consider the original building (as defined in criterion 'E') in comparison with the present building and the proposed extension, in order to determine whether the proposal would result in a disproportionate addition.

Harm

188. The proposed development comprises of a large building located at the rear of the existing school building with an internal floor area of 605m². The proposed extension will extend southward toward the school playing field and as such part of the playing field will be lost.
189. The proposal would see a substantial building introduced in an area of the site that is currently free of built form and would therefore have an adverse impact on the spatial aspect of the Green Belt openness. The proposal would therefore not fall within the exception set out in paragraph 149 (c) of the NPPF. Accordingly for planning permission to be granted 'very special circumstances' should be demonstrated.
190. The proposal is considered to be inappropriate development in the Green Belt. The NPPF establishes that substantial weight should be given to any harm to the Green Belt, and development should not be approved except in very special circumstances.
191. The proposed development is for a new single storey extension to the rear of an existing school. The harm caused to the openness of the Green Belt would be as a result of the increase in the footprint of the building and the ancillary hard surfaces. The footprint of the extension would be approximately 605m² and the proposed materials, design, scale and mass would closely match the existing building. Officers consider that the spatial harm to the Green Belt, given the disproportionate nature of the proposed extension, is moderate (taking into account that a smaller extension to the building could be considered proportionate and therefore appropriate). However given the sympathetic design and scale of the extension and location at the rear of the site the visual impact on the Green Belt is less than moderate. Officers therefore conclude that the harm caused to the Green Belt in this case would be moderate and not significant.
192. The proposed off-site highway works will result in alternations being carried out along Rook Lane. These alterations include raised tables and cushions, signage, removal of part of the existing verge and vegetation to accommodate lay-by parking provisions. Local transport infrastructure and engineering operations can be considered to be appropriate development in the Green Belt where those works preserve openness and do not conflict with the purposes of Green Belt. Officers consider that in this case the erosion of part of the grassed highway verge alongside the road,

including the removal of existing vegetation and the laying of hardstanding to create parking provisions, would cause harm to the rural appearance of the area and visual openness of the Green Belt. As such officers consider that less than moderate harm would be caused to the openness of the Green Belt as a result of the urbanised appearance.

193. Officers therefore consider that the built form of the proposal and the off-site highway works would overall cause moderate harm to the openness of the Green Belt by virtue of inappropriate development and loss of openness. Therefore, the proposal may only be permitted where very special circumstances are demonstrated and which clearly outweigh all resulting harm, which in this case also includes the harm caused to the heritage assets as identified in the preceding section of this report.
194. The applicant has submitted a Green Belt Statement (GBS) setting out the very special circumstances for this development. The following considerations have been put forward to demonstrate 'very special circumstances':-

Educational Need

195. The applicant has submitted an Educational Justification Statement (EJS) as part of the application.
196. The EJS outlines that the proposal provides an opportunity to re-organise the primary school places in the Caterham area by providing an all-through primary school at St Peters and St Pauls Infant School. The proposed expansion would be in partnership with the Diocese of Southwark and the Governing Body of the school.
197. The expansion of the school would allow for siblings and pupils to remain at St Peters and St Pauls through-out their primary school education, easing the transition from key stage 1 to key stage 2 and improving the health and wellbeing of the pupils.
198. It would allow for St Peters and St Pauls School to offer additional places to local pupils and in turn support St Johns CE Primary School by allowing them to reduce their Year 3 intake. Both schools are facing financial pressures, due to below overall capacity, and the reorganisation of the school places would benefit each institution by ensuring that all pupils are placed in a local school.
199. The County Council seeks to support, where possible, the availability of local schools for local children. Securing an all-through primary school creates a sustainable future for the school and allows the school to adapt to the changing needs of the local community.
200. The proposed expansion would also result in new and improved facilities, creating a larger sports hall for indoor and recreational events.
201. As part of the expansion, the school is intending to offer additional wrap around childcare provisions to assist parents. The before and after school provisions would also alleviate the traffic congestion along Rook Lane during the peak drop off and pick up times.

Improved Road Network

202. The applicant has stated within the planning statement that the proposal would result in less congestion on the immediate and wider road network as parents/carers would not have to travel to other primary schools to drop off and collection pupils. This would result in a reduction in vehicle journeys, reducing congestion and allowing families to make environmentally friendly choices to walk or cycle to school.
203. The proposed off-site roadworks would provide improved safety measures for pupils and would improve parking and footpath provisions along Rook Lane as well as reducing the speed limits within the village and surrounding roads. These measures would benefit the wider community.

Alternative Sites

204. The expansion of the school would allow for local placement applications and would reduce the need for pupils to travel to other primary schools. Furthermore, the school is an established educational facility within the village which has successfully supported pupils and residents since the 1960s.
205. A comprehensive review of alternative sites, within the area, have been considered and have been found to be inappropriate. St Peters and St Pauls School has been found to be the most suitable to accommodate the growth in school places and as such would secure the future viability of both St Peters and St Pauls School and St John School. The proposal would also enable siblings to be placed at the school, therefore avoiding unnecessary journeys to other schools.
206. Overall, in the opinion of the applicant, the very special circumstances put forward clearly outweigh the harm by reason of inappropriateness and any other harm. As such very special circumstances exist and the proposal accords with paragraph 148 of the NPPF and policy DP10(b) and DP13 of the TDLPP2.

Green Belt conclusion

207. Officers have found that the proposal would be inappropriate development in the Green Belt. The NPPF establishes that substantial weight should be given to any harm to the Green Belt, and development should not be approved except in very special circumstances. The proposal would also have a moderate adverse impact on the openness of the Green Belt and would cause less than substantial harm to the existing heritage assets. Very special circumstances will not exist unless the harm to the Green Belt and any other harm are clearly outweighed by other considerations.
208. Officers have reviewed the considerations put forward by the applicant. Officers accept the County Education Authority's view that the proposed extension of this school is needed to secure the longer term provision of school places in this area by ensuring the viability of both St Peters and St Pauls School in Chaldon and St John's School in Caterham. Officers consider that great weight can be attributed to providing local school places for pupils and ensuring their safe passage to and from school. Paragraph 95 of the NPPF states that local planning authorities should give great weight to the need to create, expand or alter schools. The highways works arising from the proposal are required to render it acceptable on highway safety grounds and officers consider that these measures will also improve highway safety for the wider community.
209. On balance officers conclude that very special circumstances have been demonstrated which outweigh the moderate harm caused to the open character of the Green Belt and the less than substantial harm caused to the heritage assets and therefore planning permission should be granted.

Human Rights Implications

210. 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.
211. It is recognised that the development has the potential to have an impact on the local environment and local amenity. Officers consider that these impacts can be addressed through the imposition of planning conditions and that the scale of any potential impacts are not sufficient to engage in Article 8 or Article 1. As such the proposal is not considered to interfere with any Convention right.

Conclusion

212. The proposed development involves the construction of a single storey extension to the existing school to accommodate the expansion of the school from a 1FE infant school to a 1FE primary

school, including the construction of teaching classrooms with related support accommodation, WC facilities, library, enlargement of the existing hall, and associated off-site highway works.

213. The scale, design and location of the proposed extension will make a positive contribution to the existing school and the surrounding built form. The applicant has selected materials which are in keeping with the existing building and has chosen to install a green/blue roof to allow for biodiversity opportunities and sustainable drainage systems.
214. Given the reasonable separation distances between the nearest residential properties and the existing and proposed landscaping provisions, officers are of the opinion that there would be no adverse impact caused to residents. It is however acknowledged that there would be a disruption to residents during the construction of both the rear extension and the off-site highway works.
215. The arboricultural, landscaping, ecological and surface water drainage impacts of the proposal have been assessed and it is concluded that these would not give rise to any adverse impacts on the locality, subject to planning conditions.
216. It is recognised that the proposed development would encroach onto the school's playing fields. The applicant has agreed to provide a small pitch with markings to formalise the playing fields. Sport England have raised no objections to the proposal and as such officers support the expansion and formalisation of the outdoor areas, including the provision of a small playing pitch.
217. It is acknowledged that the expansion of the school would generate additional traffic on the highway network. The additional traffic would be for a limited period during the peak drop off and collection of pupils in the morning and afternoon. The proposed off-site highway works would result in safety improvements and would improve parking provision and pedestrian footways along Rook Lane.
218. Officers consider that the proposed development would be inappropriate development within the Green Belt and would cause harm to both the openness of the Green Belt and harm to the heritage assets, that cumulative harm is moderate. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 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. On balance officers conclude that very special circumstances have been demonstrated which outweigh the moderate harm caused to the open character of the Green Belt and less than substantial harm caused to the heritage assets. Therefore planning permission should be granted, subject to planning conditions.

Recommendation

That, pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, planning application ref: TA/2021/1213 be permitted subject to the following conditions:

Conditions:

IMPORTANT - CONDITION NO(S) [INSERT NO'S] 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:

253296-D01 Rev A Location Plan as Existing dated 6 July 2021

253296-D10 Rev A Site Plan As proposed dated 6 July 2021

253296-D11 Rev A Ground Floor Plan as Proposed dated 6 July 2021

253296-D12 Elevation as Proposed dated 6 July 2021

253296-D15 Rev A Block Plan As Proposed dated 6 July 2021

0434-22-B-1 Rev A Landscape Planting Plan with Biodiversity enhancements dated 17 November 2022

4495-E100 RevP2 External Lighting Plan dated 7 July 2021

3. Prior to the commencement of the development hereby permitted full details of the associated off-site highways works as detailed on plan drawing nos 4874-008a Rev P01, 4874-008b Rev P01, 4874-008c Rev P01 and 4874-009a Rev P05, 4874-009b Rev P05, 4874-009c Rev P03 shall be submitted to and approved in writing by the County Planning Authority to demonstrate how these works will be delivered in phases to accord with the requirements of condition 4 and shall include results of full surveys and safety audits of the highway.
4. The extension to the school building hereby permitted shall not be occupied unless and until the off-site highways works associated with the development (as referred to in condition 3) have been fully implemented on Rook Lane in accordance with the approved details, including any phasing.
5. Prior to the commencement of development hereby permitted a Construction Transport Management Plan (CTMP), shall be submitted to and approved in writing by the County Planning Authority. The CTMP shall include details of:

- a) parking of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) HGV deliveries and hours of operation
- f) No HGV movements to or from the site shall take place between the hours of 08:30 and 9:15am and 15:00 and 16:00 nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting in Rook Lane, Mount Avenue, Chaldon Common Road, Doctors Lane, Linden Drive or Church Lane during these times.
- g) On-site turning for construction vehicles.

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

6. The development hereby permitted shall not be first occupied until a school travel plan has been submitted to and approved in writing by the County Planning Authority. The submitted details shall include details of measures to promote sustainable modes of transport and provisions for the maintenance, monitoring and review of the impact of the Plan and its further development. The development shall thereafter be carried out in accordance with the approved details.

7. SuDS

The installation of the drainage measures in connection with the development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the County 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) Evidence that the proposed final solution will effectively managed the 1 in 30 & 1 in 100 (+20% allowance for climate change) storm events, during all stages of the development . The final solution should follow the principles set out in the approved drainage strategy. If deep-bore infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 1 l/s.
- B) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc).
- C) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- D) Details of drainage management responsibilities and maintenance regimes for the drainage system.

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

The development shall be undertaken in accordance with the approved details.

8. 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 County 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.
9. Prior to the commencement of the development hereby permitted a plan showing the location and details of the proposed Tree Protection fencing shall be submitted to and approved in writing by the County Planning Authority and thereafter the protective measures as approved shall remain in place until all works are completed.
10. The development hereby permitted shall be implemented fully in accordance with the recommendations in the Aboricultural implications Assessment ref: 2063-WWA-ZZ-XX-RP-L-0601 Rev PL03 dated 17.02.22. The development shall thereafter be carried out in accordance with the approved details.
11. The permitted hours for construction works are:
Monday to Friday 07:00 to 18:00 hours
Saturday 07:00 to 13:00 hours
Sunday and public and bank holidays

Details of any works required outside of these permitted hours should be submitted to and approved in writing by the County Planning Authority beforehand.
12. Prior to the commencement of the development, an assessment should be submitted to, and approved by, SCC, demonstrating that the Rating Level, L_{Ar}, Tr, of the noise emitted from all plant and equipment associated with the application site shall not exceed the existing representative LA₉₀ 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 LA₉₀ 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 BS4142:2014+A1:2019 and agreed with the County Planning Authority (CPA).
13. The development hereby permitted shall be carried out in accordance with the submitted Landscape Planting Plan with biodiversity enhancement as shown on drawing number 0434/22/B Rev 1A dated September 2022.
14. Any trees, shrubs or planting forming part of the approved landscaping 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.

15. The development hereby permitted shall be carried out in accordance with the submitted Habitat Mitigation and Enhancement plan ref: 0706_R02_EMMP dated 16 September 2022. The development shall thereafter be carried out in accordance with the approved details.
16. The development hereby permitted shall be carried out in accordance with the submitted extension external lighting plan drawing number 4495 E100 rev P2 dated 07.07.21 and thereafter retained.

Reasons:

1. To comply with Section 91 (1)(a) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt and in the interests of proper planning.
3. To ensure that the development does not prejudice highway safety or cause inconvenience to other highway users and is in accordance with policy DP5 of the TDLPP2.
4. To ensure that the development does not prejudice highway safety or cause inconvenience to other highway users and is in accordance with policy DP5 of the TDLPP2.
5. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users and accords with the National Planning Policy Framework and policy DP5 of the TDLPP2.
6. To ensure that the development does not prejudice highway safety, nor cause inconvenience to other highway users and accords with the National Planning Policy Framework and policy DP5 of the TDLPP2.
7. To ensure that the design meets the National Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site in accordance with policies DP21 of the TDLPP2 and NPPF.
8. To ensure that the drainage system is constructed to the National Non-Statutory Technical standards for SuDS and to comply with policy DP21 of the TDLPP2.
9. To mitigate the loss of trees and to protect and enhance the character and appearance of the surrounding area and to comply with policy CSP21 of the TDLPP2.
10. To protect the retained trees and to comply with policy CSP21 of the TDLPP2.
11. To protect the amenity of noise sensitive receptors during the construction phase of the development and in accordance with policy DP7 of the TDLPP2.
12. To protect the amenity of noise sensitive receptors during the construction phase of the development and in accordance with policy DP7 of the TDLPP2.

13. To ensure that the development integrates well with its surroundings and protects the amenities of the locality in accordance with Policy DP7 of the TDLPP2.
14. To ensure that the development integrates well with its surroundings and protects the amenities of the locality in accordance with Policies DP7 of the TDLPP2.
15. In the interests of biodiversity and in accordance with policies DP19 of the Tandridge District Local Plan Part 2 and CSP18 of the Tandridge District Core Strategy.
16. To safeguard and protect the residential amenities and in accordance with policy DP7 of the TDLPP2.

Informatives:

1. The attention of the applicant is drawn to the requirements of Sections 7 and 8 of the Chronically Sick and Disabled Persons Act 1970 and to 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.
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. In determining this application the County Planning Authority has worked positively and proactively with the applicant by: (delete as appropriate) 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 and on noise/traffic/odour/air quality/dust/heritage/flooding/landscape/ecology/visual impact/Green Belt and addressed through negotiation and acceptable amendments to the proposals. The applicant has also been given advance sight of the draft planning conditions and the County Planning Authority has also engaged positively in the preparation of draft legal agreements. This approach has been in accordance with the requirements of paragraph 38 of the National Planning Policy Framework 2021.

4. The applicant is advised that, under the Wildlife and Countryside Act 1981, as amended (Section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or is being built. Planning consent for a development does not provide a defence against prosecution under this Act. Trees and scrub are likely to contain nesting birds between 1 March and 31 August inclusive. Trees and scrub are present on the application site and are assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity during this period and shown it is absolutely certain that nesting birds are not present.

[National Planning Policy Framework Planning Practice Guidance waste; traveller sites; planning for schools development; sustainable drainage systems; parking and Starter Homes.](#)

Contact Janine Wright

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Background papers

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

For this application, the deposited application documents and plans, are available to view on our [online register](#). The representations received are publicly available to view on the district/borough planning register.

The Tandridge District Council planning register for this application can be found under application reference TA/2021/1213.

Other documents

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

Government Guidance

[National Planning Policy Framework](#)

The Development Plan

Tandridge District Core Strategy 2008 (adopted October 2008)

Tandridge Local Plan: Part 2 Detailed Policies 2014 (adopted July 2014)

Caterham, Chaldon and Whyteleafe Neighbourhood Plan 2018 to 2033 (adopted June 2021)

Other Documents

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