

 <b>Reigate &amp; Banstead</b> BOROUGH COUNCIL Banstead   Horley   Redhill   Reigate	<b>TO:</b>	PLANNING COMMITTEE
	<b>DATE:</b>	5 <sup>th</sup> September 2018
	<b>REPORT OF:</b>	HEAD OF PLACES & PLANNING
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<b>AGENDA ITEM:</b>	7	<b>WARD:</b> Merstham

<b>APPLICATION NUMBER:</b>	17/02890/OUT	<b>VALID:</b>	11 December 2017
<b>APPLICANT:</b>	Education And Skills Funding Agency	<b>AGENT:</b>	JLL
<b>LOCATION:</b>	<b>ST NICHOLAS SCHOOL, TAYNTON DRIVE, MERSTHAM</b>		
<b>DESCRIPTION:</b>	<b>Outline planning application for the demolition of the existing school buildings, including main school buildings, sports hall and ancillary building and erection of new secondary school, car parking, play space, landscaping and ancillary works</b>		
<b>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</b>			

## SUMMARY

This application seeks outline planning permission with all matters reserved except access for demolition of the existing St Nicholas School and the erection of a new secondary school with associated car parking and other works.

The site is within the Metropolitan Green Belt. Whilst the application is in outline, the applicant has identified clear maximum size and volume parameters for any building which would be secured through condition. Based on these parameters, the footprint of proposed building would be only 2% larger than the existing, the volume 6.5% larger and the height would be reduced. The increases would therefore be relatively modest and arguably would not be inappropriate by virtue of the exceptions in the Framework which allow for replacement buildings where they would not be “materially larger” than the existing.

Notwithstanding this, the applicant has provided clear evidence of the need for a new secondary school to serve the Merstham/Redhill/Reigate area (a fact which is supported by commentary from Surrey County Council and by this Council’s own infrastructure needs evidence) and have conducted an alternative site search which demonstrates that this need could reasonably not be met on any other sites within the catchment. As such, even if the building were considered to be inappropriate development, it is considered that the significant benefits associated with meeting the well-established need for secondary school provision in the local area are sufficient to establish very special circumstances, particularly in light of advice in the Framework which advises that “great weight” should be given to the need for new schools in planning decisions.

Access to the site would be via two vehicular accesses from Taynton Drive, with the main access point broadly opposite Sutton Gardens. A further pedestrian access would also be created. The County Highway Authority has considered these access points and the transport implications of the proposed 900 pupil secondary school and considers them to be acceptable in terms of safety and operation subject to conditions, including a Travel Plan.

Specific and detailed consideration has been given to the impact of the movements from the proposed school on the School Hill/A23 junction and, whilst it is acknowledged that there would be some impact in terms of queuing in the AM peak, the County Highway Authority concludes that this would not be so severe as to warrant refusal and the recommended Travel Plan would assist in further mitigating any such impacts. The internal layout of access road and parking areas would be a matter for detailed consideration a Reserved Matters stage; however, it is considered that there is adequate space within the "zone" identified on the parameter plans to achieve sufficient parking whilst also preserving character and amenity.

The application is in outline and as such, there is limited detail as to the final form and appearance of the building at this point. However, based on the building size and siting parameters proposed by the applicant, and subject to the conditions recommended, it is considered that an acceptable relationship to the character of the area and neighbouring properties could be achieved.

## **RECOMMENDATION(S)**

Subject to the completion of all documentation required to create a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure:

- (i) A contribution of £3,000 towards a review and implementation of parking restrictions for up to two years past full occupation of the site;
- (ii) A contribution of £6,150 towards Travel Plan monitoring
- (iii) The Council's legal costs in preparing the agreement

Planning permission is **GRANTED** subject to conditions.

In the event that a satisfactorily completed obligation is not received by 31 December 2018 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason:

The proposal fails to make adequate provision for the monitoring of sustainable travel measures and local parking demand and therefore could give rise to a situation prejudicial to highway safety or which would fail to promote sustainable travel, contrary to policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS17 of the Reigate and Banstead Core Strategy 2014.

## **Consultations:**

County Highway Authority: No objection on highway safety or capacity grounds subject to conditions. Comments as follows:

Tree Officer: No objection subject to conditions

Environment Agency: No objection subject to conditions in respect of groundwater and flooding. In respect of flooding, notes that flood risk advisor has reviewed the FRA and think we can be confident that the development is all being undertaken in FZ1.

Surrey Wildlife Trust: Recommends conditions to secure ecological mitigation and further bat surveys

County Archaeologist: No objection and no further requirements for investigations/conditions.

UK Power Networks: No objections

## **Representations:**

Letters were sent to neighbouring properties on 3<sup>rd</sup> January 2018; a site notice was posted 5<sup>th</sup> January 2018 and the application was advertised in local press on 18<sup>th</sup> January 2018.

5 responses have been received raising the following main issues as set out below.

<b>Issue</b>	<b>Response</b>
Overshadowing	See paragraphs 6.29-6.31 and conditions 2, 3 and 9
Hazard to highway safety	See paragraphs 6.42-6.46 and conditions 10, 16, 17 and 21
Inadequate parking	See paragraphs 6.39-6.46 and conditions 2, 3, 16, 18, 19 and 20
Increase in traffic and congestion	See paragraphs 6.32-6.41 and conditions 15, 20 and 21
Noise & disturbance	See paragraphs 6.30 and 6.63 and condition 10
Crime fears	See paragraphs 6.64
Health fears	See paragraphs 6.64
Drainage/sewage capacity	See paragraphs 6.48-6.51 and conditions 6, 14 and 24
Flooding	See paragraphs 6.48-6.51 and conditions 6, 14 and 24
Loss of buildings	See paragraphs 6.62
Loss of private view	This is not a material planning consideration

Letters of support to the application was received from the GLF schools (who are the intended operator of the facility) and the proposed Headteacher of Merstham Park School.

## **1.0 Site and Character Appraisal**

- 1.1 The site consists of the existing St Nicholas special school which is set within extensive grounds located on the southern edge of the Merstham urban area. The site is wholly within the Metropolitan Green Belt but accommodates the existing school buildings and associated facilities.
- 1.2 The existing main school buildings are largely two storey structures, arranged in a long, thin footprint towards to the north-west corner of the site. Slightly to the south of this is the large sports hall building which is again the equivalent of two storey scale. Parking, hardstanding and other facilities associated with the school are also present. The remainder of the site comprises open grounds either laid out as formal sports pitches or left to a more natural environment. The existing school buildings are deeply set back into the site, with a high degree of tree cover along the road boundaries and a large open grassed area between them and the Taynton Road frontage which provides a pleasant street scene and contributes positively to the character of the area.
- 1.3 The site is bounded by the Merstham estate to the north which comprises mainly inter/post-war housing. To the south, the site is bounded by a narrow belt of trees, beyond which are public allotments and which are within the Green Belt. To the east, the belt of trees is more pronounced and separates the site from the adjoining lake/body of water. The character transitions very quickly from urban to rural countryside to the south of Merstham, all of which is within the Green Belt.
- 1.4 As a whole, the application site extends to approximately 7.95ha.

## **2.0 Added Value**

- 2.1 Improvements secured at the pre-application stage: Pre-application advice relating to the redevelopment of the site has been sought on several occasions since 2015. Advice was given in relation to the Green Belt and very special circumstances, design/layout and accessibility, highways and parking.
- 2.2 Improvements secured during the course of the application: None required. Additional information and modelling regarding highways impacts was secured during the course of the application.
- 2.3 Further improvements to be secured through planning conditions or legal agreement: Conditions would control the parameters any reserved matters in terms of the size and siting of any building. Conditions to deal with highway matters and provision and implementation of a travel plan to encourage sustainable travel are also proposed. A condition restricting pupil numbers to 900 as specified is also recommended.

### 3.0 Relevant Planning and Enforcement History

- 3.1 There is various planning history associated with the expansion and operation of St Nicholas School, with most applications determined by SCC as the Local Planning Authority for such works.
- 3.2 A separate, related planning application (17/02891/F) for the erection of temporary school provision (modular buildings) for a period of two years on part of the site to enable the new school to operate whilst construction is on-going was determined and GRANTED by the committee on 18 April 2018.

### 4.0 Proposal and Design Approach

- 4.1 The proposed development seeks outline planning permission for the demolition of the existing school buildings and the erection of a new secondary school (900 pupils) with associated works including new car parking.
- 4.2 At this stage, all matters are reserved except access. An outline application is proposed to allow any future contractor some flexibility in terms of final design and specification. The applicant has however provided a plan which sets out parameters for the siting and size of any building proposed through any future reserved matters. These include:
- Maximum building footprint of 4000sqm
  - Maximum building height of 7.5m (cill to eaves)
  - Maximum building volume of 29,000m<sup>3</sup>
  - Defined “zones” within which the building footprint and car parking/access will be located
  - Fixed minimum distances between the building and adjacent residential occupiers
- 4.3 Access would be taken from Taynton Drive in broadly the same location as those serving the existing school.
- 4.4 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:  
Assessment;  
Involvement;  
Evaluation; and  
Design.
- 4.5 Evidence of the applicant’s design approach is set out below:

Assessment	The site is located within the Metropolitan Green Belt and a small portion of the site is within Flood Zone 2/3. The site is largely flat, surrounded by trees and hedgerows. The existing buildings are largely two storey and set back deeply into the
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	<p>site. To the north, the school is adjacent to residential dwellings and to the west also although separated by Taynton Drive. To the south are allotment gardens and to the east another school.</p> <p>Most of the trees on the site will be retained to maintain screening.</p>
Involvement	<p>The Planning Statement and Statement of Community Involvement identifies that pre-application advice was undertaken and that a public consultation event held in the school in November. Feedback is summarised as being largely positive with the main issues being traffic, parking and issues of privacy/impact on residential amenity.</p>
Evaluation	<p>The Planning Statement set out how the proposals have evolved in relation to the pre-application advice, the constraints of the site and the space requirements of a new secondary school which are dictated by the Department for Education.</p>
Design	<p>The applicant sets out that it proved possible to have a feasible solution on the footprint of the existing school and similar scale and massing to the existing building. In this way, it will ensure that the building is not out of proportion to its surroundings and achieve similar minimum distances to nearby dwellings. The location of the permanent school is intended to keep buildings close to existing urban development so as to minimise impact on the Green Belt, whilst maintaining enough distances from the boundary to minimise visual and neighbour amenity impacts.</p>

4.6 Further details of the development are as follows:

Site area	7.95ha
Existing use	School (Use Class D1)
Proposed use	Secondary School (Use Class D1)
Built volume	27,243m <sup>3</sup> (existing) 29,000m <sup>3</sup> (proposed maximum parameter)
Building footprint	3,922m <sup>2</sup> (existing) 4,000m <sup>2</sup> (proposed maximum parameter)
Proposed parking spaces	80 minimum (indicative)
Parking standard	BLP 2005 - individual assessment – BLP states that <i>“only operational requirements should be provided for...Pupil parking and drop off/pick up</i>

## 5.0 Policy Context

### 5.1 Designation

Metropolitan Green Belt  
Flood Zone 2/3 (part of site)  
Adjacent to Site of Nature Conservation Importance

### 5.2 Reigate and Banstead Core Strategy

CS1 (Presumption in favour of sustainable development)  
CS3 (Green Belt)  
CS4 (Valued townscapes and historic environment)  
CS5 (Valued people/economic development),  
CS8 (Area 2a (Redhill))  
CS10 (Sustainable development),  
CS11 (Sustainable construction),  
CS12 (Infrastructure delivery)  
CS17 (Travel options and accessibility)

### 5.3 Reigate & Banstead Borough Local Plan 2005

Countryside	Co1
Landscape & Nature Conservation	Pc2C, Pc2G, Pc4, Pc8
Community Facilities	Cf1, Cf2
Recreation	Re11
Movement	Mo4, Mo5, Mo6, Mo7, Mo13
Utilities	Ut4

### 5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Local Distinctiveness Design Guide Developer Contributions SPD Surrey Design
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 (as amended) Conservation of Habitats and Species Regulations 2010

## 6.0 Assessment

6.1 The application site comprises an existing school complex within the Metropolitan Green Belt but adjoining the defined urban area. The proposals seek outline permission for a replacement secondary school

- 6.2 The main issues to consider are therefore:
- development within the Metropolitan Green Belt
  - design and impact on the character of the area
  - effects on the amenity of neighbouring properties
  - access, parking and highway implications
  - other matters

#### Development within the Metropolitan Green Belt

- 6.4 Being within the Green Belt, paragraph 145 of the NPPF applies. This allows for, amongst other provisions, the replacement of a building provided the new building is in the same use and not materially larger than the one it replaces and the partial/complete redevelopment of previously developed sites provided it would not have a greater impact on the openness of the Green Belt or purposes of including land within it.
- 6.5 There is no definitive test by which to consider whether the replacement building would be materially larger than that which it replaces. However, a number of factors are considered to be relevant and these are discussed below.
- 6.6 The site is occupied by the existing main school buildings and a number of associated ancillary buildings. The applicant's Planning Statement provides an assessment of the existing site in terms of built footprint and volume, and other dimensional calculations. This identifies that the existing buildings on site (i.e. those which would be demolished to make way for the new permanent school) have a footprint totalling some 3,922sqm, a volume of 27,243cum and a maximum height to the ridge of 10m. In addition, there are also significant existing areas of hardstanding both for recreation and access/car parking.
- 6.7 In comparison, the parameter plan which has been provided with the application (and with which any reserved matters would be required to comply as per condition 3) limits the proposed building to a footprint of 4,000sqm and a volume of 29,000cum, equivalent to a 2% and 6.5% increase respectively. In addition to this, the replacement school would be of a lower height profile compared to the existing, with the height being capped at 7.5m compared to the c.10m of the existing building.
- 6.8 The existing buildings are also spread across the site, particularly the existing sports hall building located to the south-east of the main school which projects out into the more open parts of the site. In contrast, whilst the footprint of the proposed school would potentially be slightly larger based on the maximum parameter of 4,000sqm, the built form would be less spread across the site and focussed closer towards the existing built up area.
- 6.9 Taking all of the above considerations into account, in particular the fact the modest increases in the footprint and volume, the reduction in spread of buildings across the site and the potentially reduced visual impact owing the fixed lower height, it could reasonably be argued that the replacement building would not be materially larger than the existing or, if the proposal were treated as a redevelopment of a previously developed site, that it would not cause greater impact on the openness of

the Green Belt. Thus, the development would comply with the exceptions at paragraph 145 of the Framework and would not be inappropriate.

- 6.10 Even if the converse view was taken, the applicants have advanced a number of considerations and benefits which are considered to justify the development, namely the need for additional secondary school provision and the lack of alternative sites. Many of the factors advanced by the applicant apply to both this application (for a permanent replacement school) and to the separate application for short term temporary provision on the site). The various considerations, and the respective evidence for each, is discussed below:

#### *Need*

- 6.11 The applicant provides evidence of the need for new secondary school provision in this area. Firstly, the applicant highlights that the Secretary of State has approved the Glyn Learning Foundation (GLF) Trust's application to create a new secondary free school. The application process used by the Government for free schools includes a requirement to *"provide valid evidence that there is a need or demand for this school in the area"*. The fact that this application has been approved therefore provides some credence to the argument that there is a genuine need.
- 6.12 In addition, the applicant has provided within their Planning Statement a letter of support from Surrey County Council – the Local Education Authority – for the opening of a new Free School on the Chart Wood/St Nicholas site. This letter confirms Surrey CC's view that *"the proposed new school is justified in terms of increased pupil demand in the secondary sector that will continue to grow, over the short to medium-term (driven by a historic rise in pupil numbers that are feeding through from the primary sector)*. More specifically, the letter from SCC highlights that *"At present, our pupil projections show a need for an additional four secondary forms of entry in the Reigate/Redhill Planning Area for September 2018, increasing to five forms of entry by September 2019, six forms of entry by 2021 and eight-to-nine forms of entry thereafter. These forecasts take into account the additional one form of entry already supplied at both The Warwick and St Bede's School, meaning that the aforementioned deficits represent demand that will not be met if the new Merstham Park Free School is not forthcoming"*.
- 6.13 The letter of support from Surrey CC is considered to be unambiguous evidence of the clear and immediate need for additional secondary provision to serve the Reigate/Redhill area. Furthermore, the commentary regarding The Warwick and St Bede's School demonstrates that options to provide for the need within the existing school estate within the urban area have been explored and exhausted, thus necessitating the opening of a new school. SCC's letter of support concludes that *"the proposal to deliver a new, six form entry school in Merstham, with a phased opening in temporary accommodation for the first two academic years (at a four form entry intake) is well aligned with the forecast demand profile in the area..."*.
- 6.14 The Council's own policies and evidence also support the need for new secondary provision in this area. Policy CS8 (Area 2a) of the Core Strategy identifies a *"new 6-form entry secondary school"* as one of the infrastructure priorities for the Redhill area and at that point it was envisaged that it would be needed by 2017.

Furthermore, evidence prepared to support the Development Management Plan (Regulation 18 Stage) consultation concludes that “*Urban growth in the Redhill/Reigate catchment is projected to generate a need for an additional 10 forms of entry (300 places) at YR 7 by 2022. Potential urban extension sites are projected to generated demand for a further 27 places at YR 7 (i.e. a further 1FE) over and above this baseline urban growth*”.

- 6.15 The combination of the Government’s approval of a free school application for this area, together with the County Council’s support and school needs projections and this Council’s own evidence and policy position (as set out in the Core Strategy) is considered to be conclusive evidence of a clear need for secondary provision in the Redhill/Reigate catchment. Mindful of the Framework and subsequent Government Policy Statement “Planning for Schools Development”, both of which advise that “great weight” should be attached to the need for new or expanded schools in planning decisions and that “there should be a presumption in favour of the development of state-funded schools”, it is considered that this evidence of need is compelling and attracts significant weight. The consequent social benefits of meeting this need also weigh in favour of the proposal.

*Lack of alternative sites*

- 6.16 The applicant’s also argue that there are no alternative, available sites upon which the proposed new school to serve the Reigate/Redhill catchment could be accommodated given the specific requirements. This argument is supported by a “Sequential Site Assessment”.
- 6.17 The alternative site search considers both land and buildings of sufficient size to provide a school meeting Department for Education/ESFA standard guidelines within a suitably wide search area covering Redhill, Reigate and as far south as Salfords but limited by the M25 and M23 motorways to the north and east. These governing criteria are considered to be appropriate and proportionate.
- 6.18 A total of 10 sites were identified, including large sites within the Green Belt, large office buildings and sites within industrial areas. However, the majority of these are assessed by the applicant – as a result of investigations with the landowners – as not being available for development of a school. Others – such as the sites identified in the industrial locations – are identified as having access constraints or being unable to provide an appropriate environment for a school.
- 6.19 Overall, it is acknowledged and accepted that the particular requirements for a new school (most notably the size of accommodation required) is likely to significantly reduce the available pool of suitable sites. Furthermore, the findings of the site search are considered to be robust and it is therefore accepted that the identified need could not be met on an alternative site within the catchment. This attracts further significant weight in favour of the application.

*Overall conclusions in relation to Green Belt*

- 6.20 As above, given the modest increases in the footprint and volume of the building which would result if the maximum size limits in the parameter plan are adopted, it

is concluded that the replacement school would not be materially larger than the existing. On this basis, it would fall within the ambit of the exceptions within paragraph 145 of the Framework and thus would not be inappropriate development.

- 6.21 Even if a contrary view was taken on this point, it is considered that very special circumstances have been demonstrated as the harm to the Green Belt (which would be relatively modest given the comparative increases) would be clearly and demonstrably outweighed by the significant benefits associated with providing a new school to meet undoubted and immediate need within the Reigate/Redhill catchment, a need which could not reasonably be met on any other alternative site. In coming to this balance, account has been taken of the support in Policy CS5 of the Core Strategy for delivering improved and increased education facilities and the clear national policy support for meeting education needs in both the Framework and associated policy statements.
- 6.22 The development would therefore accord with Policy Co1 of the Borough Local Plan, CS3 of the Core Strategy and the relevant provisions of the NPPF.

#### Design and impact on the character of the area

- 6.23 The application is in outline and as such, there is limited detail as to the final form and appearance of the building at this point. There would be further opportunity at Reserved Matters stage to consider these detailed matters.
- 6.24 However, as above, the applicant has provided a parameters plan which sets out a number of governing principles for the layout, siting and size of the proposed building.
- 6.25 The existing buildings on the site are set back from the road frontage, allowing for a generous soft landscaped and tree lined frontage which is considered to give a pleasant, open character to Taynton Drive, particular when read with the large verge at the bend in Taynton Drive. The “Build Zone” shown on the parameter plan shows that this set back would be largely retained, enabling this relationship and positive open character to be retained.
- 6.26 It is considered that – subject to detailed design – the parameters for the volume, footprint and height will ensure a building of appropriate scale, bulk and massing for the locality and the fixed lower height of 7.5m would likely help to mitigate the visual impact and prominence of the building within the street scene. The Landscape and Visual Impact Assessment submitted with the application concludes that the proposals would not have any significant landscape or visual effects and these findings are agreed.
- 6.27 The parameter plan allows for a broad “zone” for access/car parking to the front (north-west) of the building and between it and properties fronting onto Taynton Drive. Whilst this would result in a potentially larger area of hardstanding/hard surfacing that presently exists, there is considered to be ample space (given the generous size of the “zone” which has been allowed) to ensure that – in the detailed design and layout which will come forward at Reserved Matters stage - the existing open, grassed and landscaped frontage of the site can be maintained and to enable

appropriate new landscaping to be introduced to soften and screen this parking area, both visually and from neighbours. Given this, it is not considered that the parking areas would be unduly prominent or harmful to the character of the area. Given the constraints of the site (being in the Green Belt) this siting of the car parking areas (closer to the existing built up area) is considered to be most appropriate and would avoid encroaching unnecessarily into the more open landscape of the site.

- 6.28 In conclusion, taking the above into account, and acknowledging the parameters indicated submitted plans, it is considered that a scheme of a layout, scale, massing and appearance appropriate to the character of the area could be achieved. On this basis, the outline parameters comply with the requirements of Policy Cf2 insofar as is relevant at this stage.

#### Effects on the amenity of neighbouring properties

- 6.29 As above, the submitted parameter plan identifies on it a "Build Zone" within which the footprint of the replacement building would be sited. This "Build Zone" would ensure than a separation of a minimum of 35m would be retained between the new school building and the residential properties to the north and west on Taynton Drive. Based on the parameter plan, the school building would also be approximately 20m from the rear gardens of the adjoining dwellings on Taynton Drive. At these distances, and mindful of the 7.5m height limit established by the parameter plan, it is not felt that the proposals would enable an acceptable neighbour amenity relationship (in terms of overshadowing, overbearing or loss of privacy) to be maintained.
- 6.30 A larger area of car parking (for a minimum of 80 vehicles) would be introduced to the rear of the neighbouring residential properties on Taynton Drive. The current application was supported by a Noise Impact Assessment which considers the potential effect of the car parking areas and general use of school outside areas on the nearest residential receptors on Taynton Drive. Against a measured background noise level of 49dB(A), the assessment identifies that the noise level experienced at the rear windows of the nearest adjoining residential properties from the activity in the car park during the peak morning period (including vehicle engine noise, car doors and conversations) would be 48dB, i.e. less than the background noise level. On this basis, it is not considered that the indicated broad siting of the car park would give rise to unacceptable noise and disturbance for neighbouring properties. Nonetheless, the detailed design and layout of the parking area would be dealt with at Reserved Matters stage and further consideration would be given to effects on neighbour amenity at that point. The parking "zone" indicated on the parameter plans is considered to be of ample size such that there is flexibility as the design develops to ensure that adequate separation and landscaped screening can be achieved between the car park area and neighbouring properties to further mitigate any perceived amenity impacts.
- 6.31 On this basis, subject to detailed design, the proposal would is not considered to give rise to any serious adverse impacts on neighbour amenity and therefore complies with policies Cf2 and Cf3 the Borough Local Plan 2005.

Accessibility, parking and highway implications

- 6.32 The application was accompanied by a Transport Assessment which examines the travel patterns, parking demand and trip generation which would be associated with the proposed secondary school use (up to 900 pupils when fully operational). Trip generation has been calculated by reference to planned staff and pupil numbers and the modal share has been informed by data from both the School Census and the 2011 Census in respect of Travel to Work for staff. In terms of vehicular movements, the distribution and routing of likely trips has been informed by existing pupil postcode data from the likely feeder primary schools which has been corroborated by postcode data for the first 50 pupil applications to the proposed new school. Modal split was based on two similarly sized secondary schools elsewhere in Surrey, neither of which presently operates at School Travel Plan. On this basis, the approach taken in identifying the likely number, pattern, distribution and mode of movements to the new school is considered to be robust and realistic.
- 6.33 The application site is considered – in transport terms – to be a sustainable location for a new secondary school, being located on the edge of an established residential neighbourhood, in close proximity to its likely catchment population and feeder primary schools (both of which are presently some distance from the nearest secondary school) and with good access to bus routes and services. These characteristics are likely to facilitate walking, cycling and bus journeys to school, particularly by pupils. In broad terms, the proposal is therefore felt to be consistent with the thrust of local and national policy, both of which seek to locate developments which could generate significant movement to accessible locations where the need to travel is minimised and opportunities for sustainable modes are maximised.
- 6.34 In terms of the more micro-effects on the surrounding highway and transport network, it is for the most part agreed that the proposal is unlikely to give rise to any significant impacts, particularly with the imposition of a School Travel Plan. However, during the course of the application, concerns were raised with the applicant regarding the absence of modelling of the School Hill/A23 junction which has previously identified as experiencing congestion at peak times due to the throughput and geometry of the junction. As a consequence, at the request of both Officers and the County Highway Authority, the applicant undertook further specific modelling of this junction. This was based on a modelling methodology which was verified and approved by the County Council.
- 6.35 The results of the modelling shows that, over the period to 2025, there would undoubtedly be an impact on School Hill/A23 junction insofar as there would be an increase in movements through this junction as a result of the school and consequently some worsening of queueing and congestion at the junction. This impact would be largely limited to the northbound "arm" of School Hill towards the A23 with relatively modest impacts on the other approaches/exits of the junction. Furthermore, the impact would be felt most during the AM peak hour (08:00-09:00) due to the combined effect of both the school and highway experiencing peak

demand in terms of general traffic attraction. During the PM peak (15:00-16:00 for a school) the impact is much less pronounced as movements associated with pupil travel/pick-ups at the end of the school day generally do not coincide with the normal PM travel peak (17:00 to 18:00) on the highway network.

- 6.36 In terms of the scale of the impact, the outputs of the modelling predict that - by 2025 and even without the proposed school - the School Hill junction (towards the A23) would be operating over capacity in the AM with a ratio of flow to capacity (RFC) of 1.15. With the school in place and fully operational (as it is expected to be by 2025 if permitted), the RFC in the AM peak is predicted by the model to exceed a value of 0.95 for a period of one hour between 0800 and 0900 during the week Monday to Friday. Furthermore, in terms of queues, the model predicts that - as a worst case scenario - these could potentially extend back as far as Nutfield Road (c.350m) for a 30 minute period during the AM rush hour before dissipating.
- 6.37 However, the applicant argues that the outputs of the model significantly underestimates the performance of the School Hill junction and as a result, in reality, the junction will operate better and queues will be significantly shorter than predicted.
- 6.38 To justify this claim, the County Highway Authority requested that the applicant undertook traffic counts/surveys on the junction which was completed between 9<sup>th</sup> and 15<sup>th</sup> May 2018. The results of these surveys strongly support the applicant's position. During the weeks survey (weekdays only), the average queue length on the School Hill arm of the junction was 12 vehicles during the AM peak (08:00-09:00), with an average delay/wait of 2 minutes 2 seconds. This compares to the model which – over the same period – shows a queue length of 10 vehicles and an average delay of 4 minutes 28 seconds. Hence, in practice, queues are flowing through the junction twice as fast as the model estimates.
- 6.39 In addition, as above, the travel mode (i.e. percentage of movements by car, bus, walk, cycle, etc.) assumptions which underpin the Transport Assessment and number of vehicle movements are based on two comparator secondary schools, neither of which presently operates a School Travel Plan. The application was supported by a draft School Travel Plan which details the various measures to be introduced by the school in order to promote sustainable travel. The draft Travel Plan follows the Modeshift STARS programme (a national programme for schools) and sets out the intention for initiatives to be in place for the school to meet the Silver accreditation upon opening of any permanent school.
- 6.40 Subject to such a Travel Plan, the proposed school would likely achieve a modal split more in favour of sustainable travel than those comparator schools (which show c.30% of pupil journeys being by private car) and thus private vehicle movements from the school (and through School Hill specifically) generated by the proposed school would likely be reduced. The County Highway Authority has therefore recommended that – in order to make the development acceptable - a final Travel Plan with appropriate monitoring contributions should be secured through a legal agreement.
- 6.41 Whilst there would be some residual impact on the School Hill junction as a result of the proposal permanent school, taking account of the Transport Assessment,

additional junction modelling and surveys and subject to securing the Travel Plan, the County Highway Authority concludes that the impacts would not be so severe as to warrant refusal (mindful that the Framework advises that development should only be prevented or refused if the residual cumulative impacts on the road network would be severe). Given the basis of the transport modelling and assessment has been a school of 900 pupils, the effects on the highway network of the school operating with greater pupil numbers than this is untested. On this basis, it is considered reasonable and necessary to impose a condition limiting pupil numbers to 900 such that, should any increase be required in the future, the highways implications of this can be fully assessed and considered.

- 6.42 In terms of access arrangements, vehicular access to the new permanent school is proposed to be taken from Taynton Drive opposite Sutton Gardens. This is an existing access which would be improved – as part of the works pursuant to the already approved temporary scheme – to enable it to become the main vehicular access to the school. The application was supported by drawings showing these works (including road markings/restrictions) and demonstrating that adequate visibility can be achieved, even acknowledging the bend of the road. The County Council has confirmed that, subject to the improvements, this access would be appropriate and safe. A new separate pedestrian access from Taynton Drive would also be constructed which would provide a means of segregating pedestrian and vehicular movements within the site.
- 6.43 Given the anticipated staffing levels (up to 75 FTE at full occupation – 84 in total) and staff travel patterns (the comparator schools indicate 67% of staff either drive or car share), the proposed travel plan measures and the likely visitor numbers to the school, the proposed provision of 80 spaces for the permanent school is considered to be acceptable. The submitted parameter plan proposes that this parking area would be sited between the proposed school and the dwellings on Taynton Drive to the north: in principle, this siting is considered to be an appropriate position in principle (taking account of Green Belt issues), and there would be ample opportunity within the large “zone” which has been given over to parking/access on the plan to achieve an acceptable layout at Reserved Matters stage. The County Highway Authority has recommended a condition specifying that a maximum of 90 parking spaces are provided on site to support the effectiveness of Travel Plan measures.
- 6.44 Provision for parent/pupil parking or pick up/drop off within the site itself is not included, this is in full accordance with standards in the Borough Local Plan 2005 which specifically state that *“only operational requirements should be provided for...Pupil parking and drop off/pick up areas are discouraged as this encourages car usage”*. This position is supported by the County Highway Authority.
- 6.45 The application was also supported by a delivery and servicing plan which identifies how such movements will be accommodated and managed. The submitted version does however suggest that bus pick-ups/drop-offs associated with the school would be carried out on Taynton Drive; however, the County Highway Authority has confirmed that such movements should be managed within the site. A condition requiring a revised delivery and servicing plan to be drawn up and submitted for approval is recommended, supported by an informative setting out the expectations

that bus/coach pick-ups and drop-offs should be on-site. This would also be expected to be reflected in any subsequent Reserved Matters application for the detailed layout of the site.

- 6.46 As above, the CHA has confirmed they have no objection to the proposed school subject to conditions and a legal agreement to secure funding from the application to cover the cost of reviewing and implementing local parking restrictions as identified in the Transport Statement (including restrictions on Taynton Drive/Sutton Gardens junction and School markings outside the entrance to the school) and for monitoring of the effectiveness of the Travel Plan.
- 6.47 Taking all of the above into account, include the expert advice of the CHA following their detailed review of the application, it is considered that the scheme complies with policies Mo4, Mo5, Mo6 and Mo7 of the Local Plan and Policy CS17 of the Core Strategy.

#### Flooding and drainage

- 6.48 The application site is largely in Flood Zone 1; however, a very small part of the site at its western boundary with Taynton Drive is in Flood Zone 2/3.
- 6.49 As above, evidence has been provided by the applicant to demonstrate that there are no available alternative sites which could accommodate the school. On this basis, the site is considered to be the most sequentially preferable. Given the flood profile, the Environment Agency was consulted on the application and they have raised no objection on flood risk grounds, noting that all of the development can be undertaken in Flood Zone 1 given the extent of the “build zone” identified on the parameter plan (which can be secured through condition). On this basis, the development is considered to be acceptable in respect of flooding.
- 6.50 The application was supported by a drainage strategy statement which considers the potential drainage solutions for the site, including in respect of surface water. The County Council – as the Lead Local Flood Authority – has reviewed this information and considers it to be sufficient to support the scheme subject to conditions to secure the detail at a later date. The Environment Agency has also considered the application in terms of groundwater implications and has recommended conditions to ensure no adverse impact would occur.
- 6.51 Based on the above and subject to conditions, the proposals comply with policy Ut4 of the Local Plan and CS10 of the Core Strategy.

#### Community Infrastructure Levy (CIL) and requested contributions

- 6.52 The proposal, being for a new school, falls outside of the uses which attract a charge based on the Council’s adopted Charging Schedule and as such the development would not be liable to pay CIL.
- 6.53 Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which states that it is unlawful to take a planning obligation into account unless its requirements are (i) relevant to planning; (ii) necessary to make the proposed

development acceptable in planning terms; and (iii) directly related to the proposed development. As such only contributions, works or other obligations that are directly required as a consequence of development can be requested and such requests must be fully justified with evidence including costed spending plans to demonstrate what the money requested would be spent on.

6.54 In this case, no such contributions or requirements have been requested.

#### Trees and landscaping

6.55 The application was supported by a Tree Survey and Arboricultural Impact Assessment which shows the implications of the development for trees and tree cover and the site and the tree protection measures to be put in place. A number of trees would be lost or removed as part of the development.

6.56 The Tree Officer was consulted on the application and has reviewed the information submitted, including the arboricultural report. The Tree Officer has confirmed that the tree losses are mainly confined to lower category trees, most of which are small specimens typical of planting around a school, and that the losses will – in his view - not result in any significant loss of visual amenity. The Tree Officer concludes that the removed trees can be easily replaced with more suitable species to ensure continued tree cover and visual amenity in the long term. With regards to retained trees, the Tree Officer confirms that it is possible to manage the effects on these with appropriate protection and working methods during construction.

6.57 The response from the Tree Officer also notes that there would be opportunities to include replacement tree planting within the permanent car parking zone which would help soften this area. This would require consideration of appropriate planting pits to ensure successful establishment. The requirement for suitable landscaping within the parking areas will be reflected in the landscaping condition.

6.58 Based on the above, it is considered that – subject to conditions – the effect of the development on existing tree cover and local landscape character would be acceptable. It therefore complies with policies Pc4 and Cf2 on this issue.

#### Other matters

6.59 Although the site itself is not subject to any specific nature conservation designations, it is located adjacent to the Holmethorpe Sandpits Complex Site of Nature Conservation Importance which covers the adjoining lagoon and allotments as well as a much larger area to the south. Being a large land area, there is also potential for the site to support various habitat and, as such, the application was supported by a Preliminary Ecological Appraisal. This concludes that the habitats within the site are generally of lower value. The appraisal identifies some potential for protected species to be present on the site and makes recommendations as to mitigation to ensure that the development would have a neutral effect on these. A condition will be imposed to ensure compliance with these recommendations.

6.60 In respect of bats, the appraisal notes that the main school building is reported as having a bat roost, whilst the other buildings on site are considered to have limited

opportunities for bat roosting. On this basis, it recommends further emergence surveys to establish the present of bats in the main building and in order to inform the full mitigation which might be required. A further condition requiring completion of these surveys prior to any demolition or clearance of the existing buildings and for the development to be carried out in accordance with any recommendations which might arise. This condition is considered necessary to ensure compliance with Pc2G of the Local Plan 2005, CS2 of the Core Strategy and relevant legislation.

- 6.61 The application was accompanied by a Desk Based Archaeological Assessment which is required due its size (over 0.4ha). The study concludes that the site has low archaeological potential and that any archaeological remains are likely to be of local significance only. It also notes that the replacement school, being located largely on the footprint of the existing, is likely to have little or no impact on archaeology. The County Archaeological Officer was consulted on the application and concludes that the area of the proposed new buildings will have been disturbed by previous buildings thus further removing the potential for any significant surviving archaeology. On this basis, no further investigations or conditions are requested by the Archaeological Officer.
- 6.62 Concerns have been raised regarding the loss of buildings, specifically housing associated with the school. The existing "School Cottage" is not identified as being demolished. Whilst it is noted that there is residential accommodation within the main school buildings (used by staff), this is integral to and used in conjunction with operation of the school and not general housing stock. Given this, its loss is not considered to conflict with Policy Ho1, particularly mindful of the points set out at amplification point 3 to this policy.
- 6.63 Whilst some disturbance might arise during the construction process, this would by its nature be a temporary impact. Other environmental and statutory nuisance legislation exists to protect neighbours and the public should any particular issues arise. A Construction Transport Management Plan condition has been recommended by the County Highway Authority to ensure that any activity and movements associated with construction would not cause a highway issue; this would also support management of wider issues (e.g. in respect of delivery timings and avoiding vehicles waiting on residential roads which could also cause disturbance).
- 6.64 Concerns have been raised in relation to crime and health; however, no specific issues have been identified. Whilst the presence of the school would give rise to an increase in the number of pupils and level of activity, there is no clear evidence in this case that this in itself would give rise to additional crime. Policies and monitoring/management of pupil behaviour – including anti-social behaviour – would be a matter for the school, assisted as appropriate by local policing.

## CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

<b>Plan Type</b>	<b>Reference</b>	<b>Version</b>	<b>Date Received</b>
Location Plan	34074 A 001		11.12.2017
Site Layout Plan	34074 A 002		11.12.2017
Site Layout Plan	34074 A 003		11.12.2017
Other Plan	34074 A 004		11.12.2017
Floor Plan	34074 A 005		11.12.2017
Site Layout Plan	34074 A 006		11.12.2017

Reason:

To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

2. Approval of details of the appearance, landscaping, layout and scale of the development (hereinafter called the “reserved matters”) shall be obtained from the Local Planning Authority in writing before any development is commenced. Plans and particulars of the reserved matters referred to above shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason:

To comply with Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015 (or any order revoking and re-enacting that Order) and Section 92(2) of the Town and Country Planning Act 1990.

3. The details of the reserved matters to be submitted pursuant to this permission shall be in accordance with the approved Parameter Plan (drawing no. 34074 A 003) including the development zones and building footprint, height and volume parameters specified thereon.

Reason:

To define the parameters of the development in recognition of the location of the site within the Metropolitan Green Belt with regard to policy Co1 of the Reigate and Banstead Local Plan 2005 and policy CS3 of the Reigate and Banstead Core Strategy.

4. No development, including demolition or site clearance, shall commence until a Bat Emergence and Re-Entry Survey covering the main school building, including any necessary measures for mitigation, compensation and enhancement has been carried out and submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the details and measures when approved.

Reason:

To ensure that any protected species or the habitats thereof are safeguarded with respect to policy Pc2G of the Reigate and Banstead Borough Local Plan 2005, policy CS10 of the Reigate and Banstead Core Strategy and the provisions of the NPPF.

5. No development, except demolition, shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason:

To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to policy Cf2 of the Reigate and Banstead Borough Local Plan 2005.

6. No development, except demolition, shall take place until the detailed design of the surface water drainage system for the site has been submitted to and approved in writing by the Local Planning Authority. This shall include:
- (a) A design that satisfies the SuDS hierarchy and that is compliant with the national non-statutory technical standards for SuDS, NPPF and Ministerial Statement on SuDS
  - (b) Results of infiltration testing carried out in accordance with BRE Digest 365
  - (c) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+CC% allowance) for climate change storm events, during all stages of the development (pre, post and during)
  - (d) Should the solution involve a discharge to the public surface water sewer, evidence that discharge rates and storage volumes shall be provided to achieve with a greenfield discharge rate of 10.7 litres per second unless otherwise agreed by the Local Planning Authority
  - (e) Should the solution involve a discharge to the public surface water sewer, evidence to confirm the consent of Thames Water to receive the aforementioned flows
  - (f) Evidence that any proposed infiltration will not give rise to unacceptable risk to Controlled Waters
  - (g) Detailed drawings showing the finalised drainage layout with location of SuDS elements, pipe diameters, levels, and long or cross sections of each drainage element including any flow restrictions
  - (h) Details of how SuDS elements will be protected from any root damage or ingress
  - (i) Details of construction phasing including how the surface water system or any temporary drainage will be managed and protected during the works, including dealing with flows, silt, prevention of pollution and construction loading
  - (j) Details of management and maintenance regimes and responsibilities for the SuDS system

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

Reason:

To ensure that the SuDS are adequately planned, delivered and maintained and that the development is served by an adequate and approved means of drainage to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Core Strategy 2014 and the requirements of non-statutory technical standards.

7. No development, except demolition, shall take place until evidence that the development is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate) indicating that the development can achieve a 'Very Good' rating has been submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the development is constructed to appropriate sustainability standards with regard to Policy CS11 of the Reigate and Banstead Core Strategy 2014.

8. No development shall commence including demolition or any groundworks preparation until a detailed, scaled Tree Protection Plan (TPP) and the related finalised Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP, including the installation of service routings. The AMS shall also include a pre commencement meeting, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policies Pc4 and Cf2 of the Reigate and Banstead Borough Local Plan.

9. No development, except demolition, shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features has been submitted to and approved in writing by the LPA. Such a scheme should include details of hard and soft landscaping; any tree removal/retention; planting plans; written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities; and an implementation and management programme. The scheme shall specifically include provision for appropriate tree and shrub planting within the car parking areas.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to design, demolition and construction-Recommendations.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, shrubs of the same size and species.

Reason:

To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4 and Cf2 of the Reigate and Banstead Borough Local Plan 2005.

10. No development shall commence until a finalised Construction Transport Management Plan has been submitted to and approved in writing by the Local Planning Authority. The final plan shall include details of:
- (a) parking and turning for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) provision of boundary hoarding behind any visibility zones
  - (e) construction vehicle routing to and from the site
  - (f) on-site turning for construction vehicles
  - (g) delivery, demolition and construction working hours, including measures to ensure that no HGVs associated with the development will be laid up, waiting in Taynton Drive, Sutton Gardens, Weldon Way, Worsted Green or Bletchingley Road during school pick up and drop off times
  - (h) measures to prevent the deposit of materials on the highway
  - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF.

11. No above ground construction or superstructure works shall take place until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in accordance with the approved details.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13.

12. The development hereby approved shall be carried out in accordance with the recommendations for mitigation, construction practice and ecological enhancement identified in the Preliminary Ecological Appraisal by The Landscape Partnership (dated November 2017).

Reason:

In order to preserve and enhance the wildlife and habitat interest on the site and ensure species present on the site are afforded appropriate protection during construction works with regard to Reigate and Banstead Borough Local Plan 2005 policy Pc2G.

13. Contamination not previously identified by the site investigation, but subsequently found to be present at the site, shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary by the Local Planning Authority, development shall cease on site until an addendum to the remediation method statement detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning Authority. The remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify.

Reason:

To ensure that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Policy CS10 of the Reigate and Banstead Core Strategy 2014 and the NPPF.

14. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express consent of the Local Planning Authority which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with any approved details.

Reason:

To ensure that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Policy CS10 of the Reigate and Banstead Core Strategy 2014 and the NPPF.

15. The number of pupils on roll at the school at any one time shall not exceed 900.

Reason:

To manage the intensity of use in recognition of the location of the site within the Metropolitan Green Belt and to manage the effect on the local highway network with regard to policies Co1 and Mo4 of the Reigate and Banstead Borough Local Plan 2005.

16. The development hereby approved shall not be first occupied unless and until the space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking/turning areas shall be retained and maintained for their designated purpose.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF.

17. Notwithstanding the submitted drawings, the development hereby approved shall not be first occupied unless and until the modified and improved vehicular and pedestrian accesses on Taynton Drive have been constructed in accordance with a detailed scheme to be submitted to and approved in writing by the Local Planning Authority.

The scheme for the main vehicular access opposite Sutton Gardens shall be in broad accordance with the Robert West drawing numbered SK-02 Rev P3 attached to Appendix B of the Transport Assessment including:

- a) Double yellow lines on Sutton Gardens and Taynton Drive, including at the junction between the two roads
- b) School Keep Clear signs and markings on the carriageway on Taynton Drive next to the revised access
- c) Dropped kerbs and tactile paving at the pedestrian crossing points on Taynton Drive and Sutton Gardens

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF.

18. The development hereby approved shall not be first occupied unless and until secure, accessible and covered cycle parking for a minimum of 100 bicycles has been provided within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the cycling parking shall be provided, retained and maintained in perpetuity in accordance with the approved details to the satisfaction of the Local Planning Authority.

Reason:

To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework.

19. The development hereby approved shall not be first occupied unless and until space has been laid out within the site for a maximum of 90 car parking spaces and for vehicles to turn so that they may enter and leave the site in forward gear in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the parking and turning areas shall be retained and maintained for their designated purposes.

Reason:

To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework.

20. The development hereby approved shall not be first occupied unless and until a final School Travel Plan through MODESHIFT STARS has been submitted to and approved in writing by the Local Planning Authority. Such a statement should be in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide" and in general accordance with the Robert West Technical Note dated 15 March 2018.

The approved Travel Plan shall be implemented upon first occupation of the development and thereafter the Travel Plan shall be maintained and developed through STARS to the satisfaction of the Local Planning Authority.

Reason:

To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework

21. The development hereby approved shall not be first occupied unless and until a revised, finalised Delivery and Servicing Plan reflecting the finalised layout and arrangements for the site has been submitted to and approved in writing by the Local Planning Authority.

The approved Delivery and Servicing Plan prior to first occupation of the development and thereafter monitored and reviewed in accordance with the approved document.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF.

22. No plant or machinery, including fume extraction, ventilation and air conditioning, which may be required by reason of granting this permission, shall be installed within or on the building without the prior approval in writing of the Local Planning Authority. Any approved plant or machinery shall be installed and thereafter maintained in accordance with the approved details and any manufacturer's recommendations.

Reason:

To ensure that a satisfactory external appearance is achieved of the development and to safeguard the amenities of neighbouring occupiers with regard to Reigate and Banstead Borough Local Plan 2005 policy Cf2.

23. The development hereby approved shall not be first occupied until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed and installed before the occupation of the development hereby permitted.

Reason:

To preserve the visual amenity of the area and the openness of the Green Belt with regard to the Reigate and Banstead Borough Local Plan 2005 policies Cf2 and Co1.

24. The development hereby approved shall not be first occupied until a verification report carried out by a qualified drainage engineer and demonstrating that the sustainable urban drainage system has been constructed as per the agreed scheme, has been submitted to and approved by the Local Planning Authority.

Reason:

To ensure that the SuDS are adequately planned, delivered and maintained and that the development is served by an adequate and approved means of drainage to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, Policy CS10 of the Core Strategy 2014 and the requirements of non-statutory technical standards.

25. The development hereby approved shall not be first occupied until a final certificate demonstrating that BREEAM 'Very Good' rating is achieved for this development has been submitted to and approved by the Local Planning Authority.

Reason:

To ensure that the development is constructed to appropriate sustainability standards with regard to Policy CS11 of the Reigate and Banstead Core Strategy 2014.

## INFORMATIVES

1. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at [www.firesprinklers.info](http://www.firesprinklers.info).
2. The applicant is encouraged to provide renewable technology within the development as part of meeting the BREEAM Very Good standard in order to reduce greenhouse gas emissions.
3. The applicant is advised that the Council will expect any future Reserved Matters application(s) and the School Travel Plan and Delivery & Servicing Plan required by the above conditions to make provision for coach, bus and minibus pick up within the site. The applicant is strongly encouraged to consider how this can be facilitated within the proposed layout, including how vehicles will flow around the site. The applicant is also strongly encouraged to consider making provision for dedicated School Buses as part of the Travel Plan.
4. The school is reminded that the travel plan should be submitted through MODESHIFT STARS through the following link <https://modeshiftstars.org>.
5. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
  - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
  - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
  - (c) Deliveries should only be received within the hours detailed in (a) above;
  - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
  - (e) There should be no burning on site;
  - (f) Only minimal security lighting should be used outside the hours stated above; and
  - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit. In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - [www.ccscheme.org.uk/index.php/site-registration](http://www.ccscheme.org.uk/index.php/site-registration).

6. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
7. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).
8. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form or modify a vehicle crossover or to install dropped kerbs. Please see: [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).
9. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
10. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
11. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.

12. The use of landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant conditions. Replacement planting of trees and shrubs shall be in keeping with the character and appearance of the locality and shall have a strong native or indigenous influence, suitable and appropriate cultivars of native species will be acceptable. There is an opportunity to incorporate structural landscape trees into the scheme to provide for future amenity, biodiversity, wildlife habitat and long term continued structural tree cover in this locality. It is expected that the replacement structural landscape trees will be of semi Advanced Nursery Stock sizes with initial planting heights of not less than 4.5m with girth measurements at 1m above ground level in excess of 16/18cm.
13. The use of a landscape/arboricultural consultant is considered essential to provide acceptable submissions in respect of the above relevant condition. The planting of trees and shrubs shall be in keeping with the character and appearance of the locality.

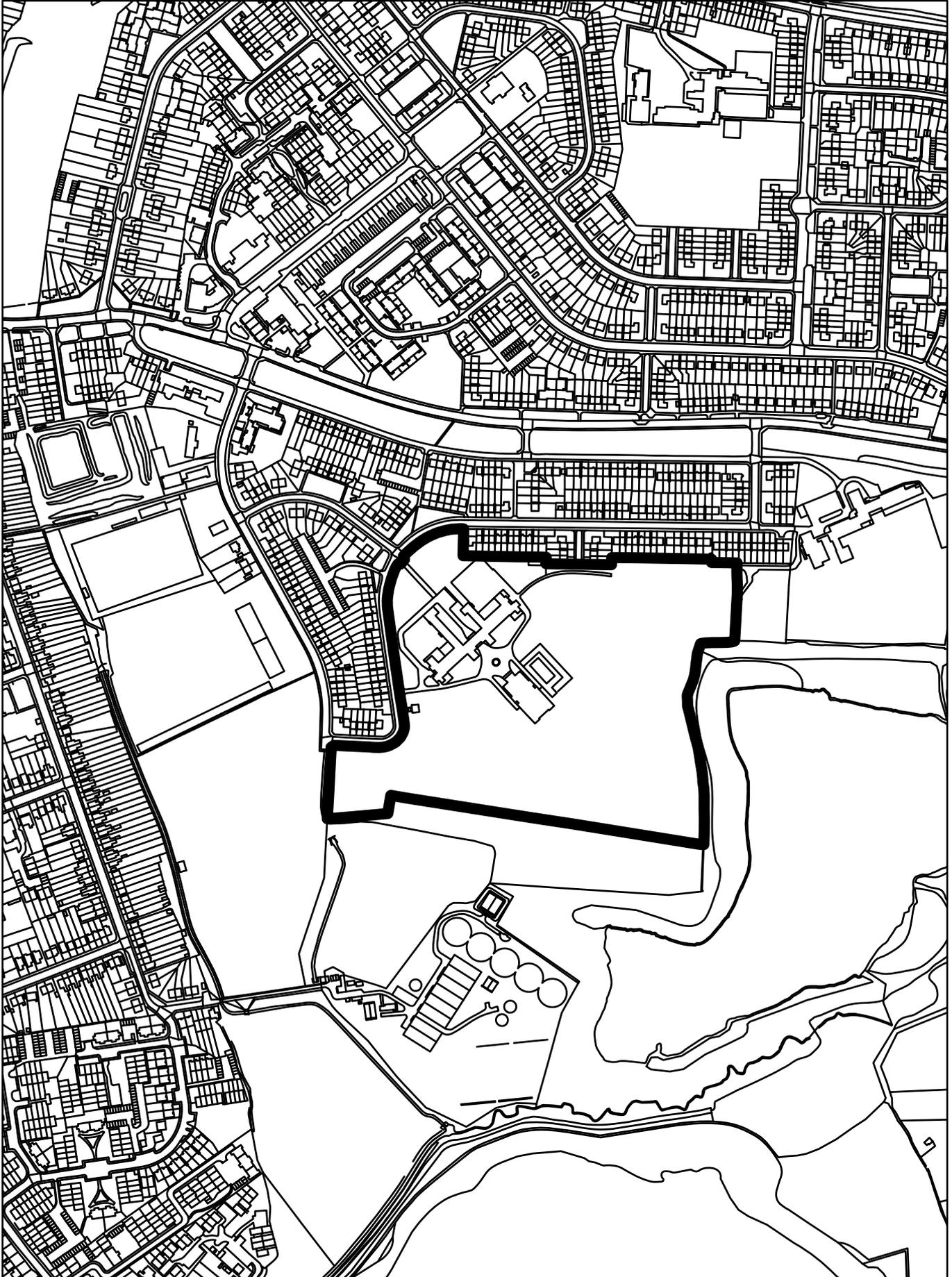
### **REASON FOR PERMISSION**

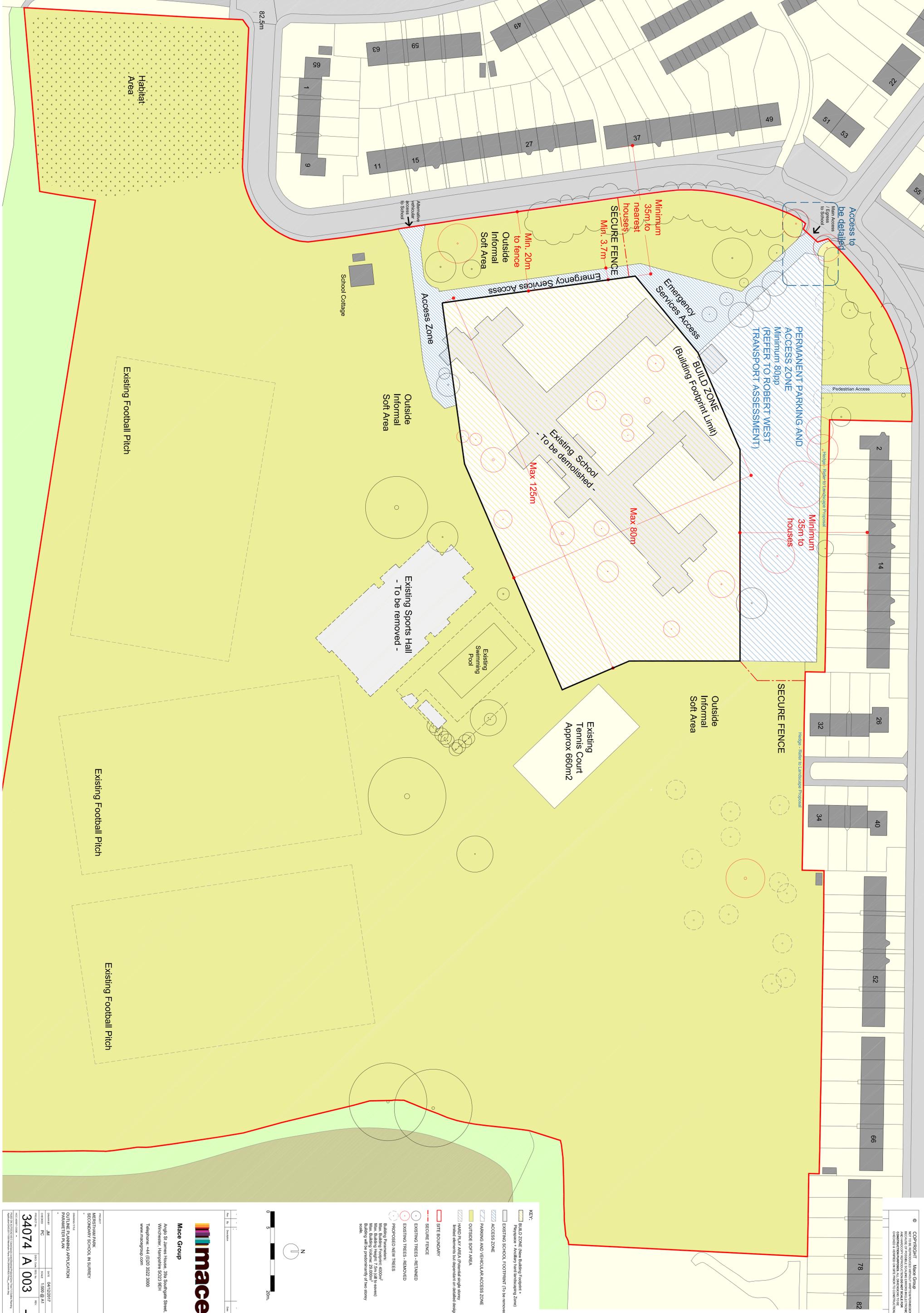
The development hereby permitted has been assessed against development plan policies CS1, CS3, CS4, CS5, CS8, CS10, CS11, CS12, CS17, Pc2C, Pc2G, Pc4, Pc8, Co1, Cf1, Cf2, Re11, Mo4, Mo5, Mo6, Mo7, Mo13 and Ut4 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

### **Proactive and Positive Statements**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

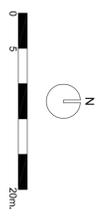
17/02890/OUT - ST NICHOLAS SCHOOL, TAYNTON DRIVE, MERSTHAM





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 RECORD OF POSSIBLE LOCAL EMISSIONS IN LITHIUM-ION BATTERIES  
 CONSTRUCTION PHASES AND OPERATIONAL PHASES  
 CHECKED & VERIFIED ON SITE PRIOR TO CONSTRUCTION

- KEY:**
- BUILD ZONE (New Building Footprint + Pavement + Ancillary/road landscaping Zone)
  - EXISTING SCHOOL FOOTPRINT (to be removed)
  - ACCESS ZONE
  - PARKING AND VEHICULAR ACCESS ZONE
  - OUTSIDE SOFT AREA
  - HARD PLAY AREA (Potential single storey impact determined but dependent on detailed design)
  - SITE BOUNDARY
  - SECURE FENCE
  - EXISTING TREES - RETAINED
  - EXISTING TREES - REMOVED
  - PROPOSED NEW TREES
- Building Parameters:  
 Max. Building Footprint: 4000m<sup>2</sup>  
 Max. Building Volume: 20,000m<sup>3</sup>  
 Building will be predominantly of two storey scale.



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 www.macegroup.com

Project Name	ROBERT WEST SECONDARY SCHOOL IN SURREY
Client	SURREY COUNTY COUNCIL
Drawn By	JM
Checked By	FC
Date	04/12/2017
Scale	1:500 @ A1
Project No.	34074 A 003
Revision	-

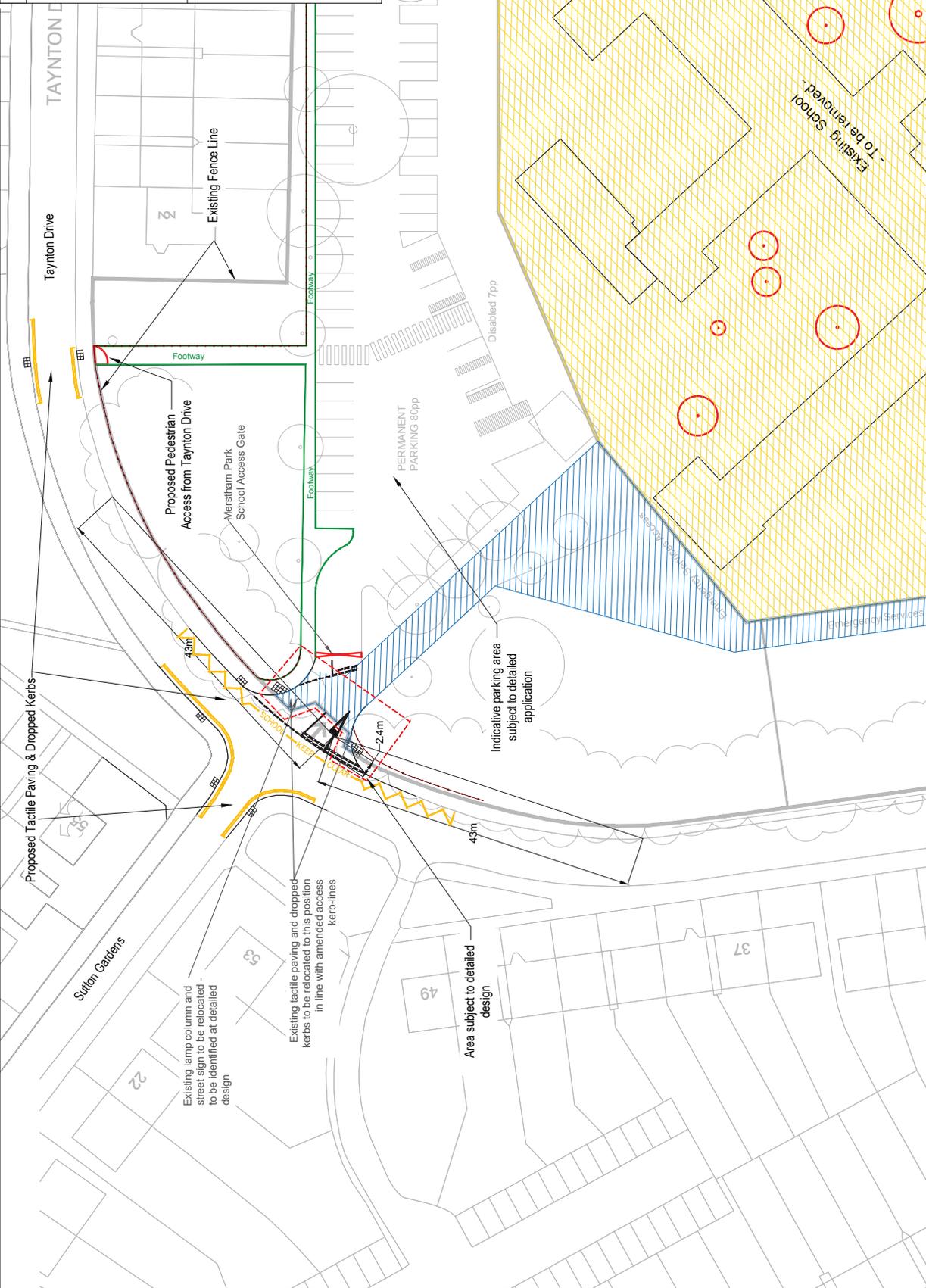
**DO NOT SCALE OFF THIS DRAWING**

**Notes:**

- The contractor is responsible for verifying all site & setting out dimensions before commencing work.
- This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
- All dimensions in millimeters unless stated otherwise.

**Key**

	Kerb Line
	Fence Line
	Realigned / Proposed New Footway
	Proposed Double Yellow Lines
	Build Zone
	Access Zone



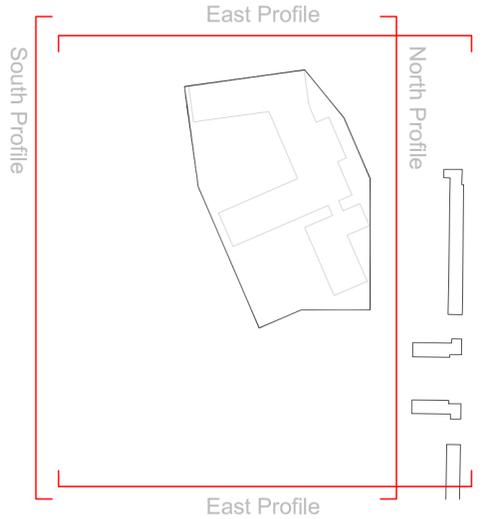
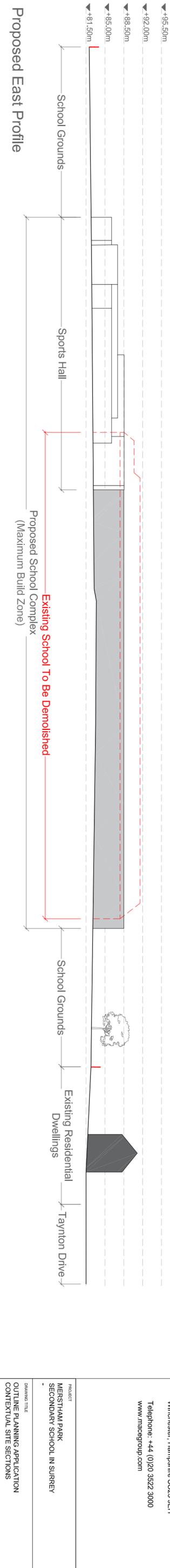
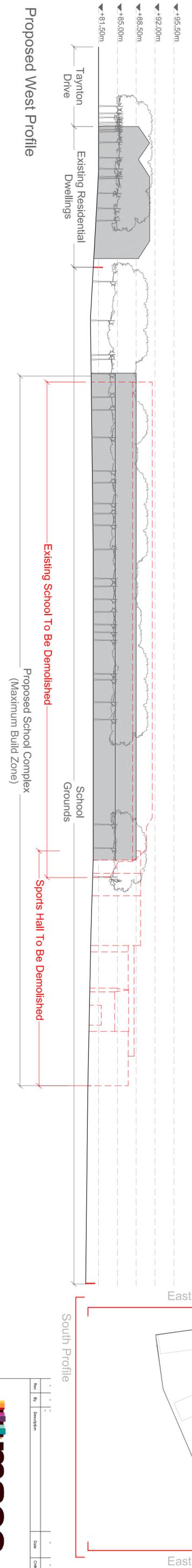
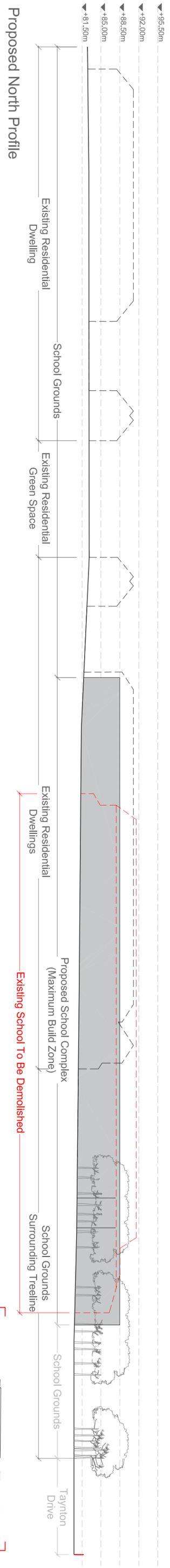
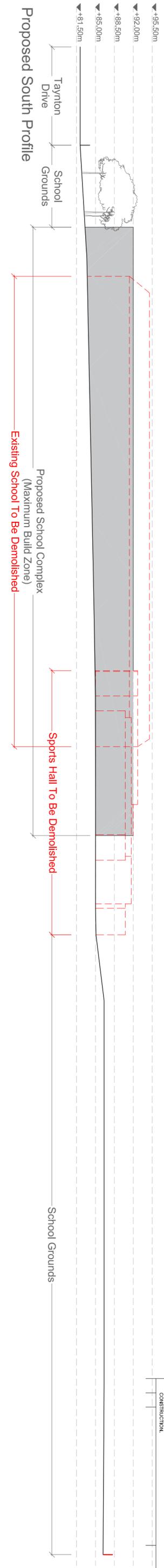
Rev	Date	By	Comment
P3	08/12/17	GM	Minor amendments
P2	04/12/17	GM	Minor amendments
P1	15/11/17	SM	Minor amendments

Status			
Drawn	Checked	Approved	Scale
By GM	By DH	By DH	1:500 @ A3
Date 28/06/2017	Date 28/06/2017	Date 28/06/2017	
Client No. 2915	Project No. 054	Discipline T	Drawing No. SK-02
			Rev P3

<b>Client</b>	Mace Group
<b>Project</b>	Merstham Park School
<b>Drawing Title</b>	Proposed Access / Egress Arrangement (Permanent Phase)

**Robert West**

Delta House  
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Rev	By	Description	Date	CHKD

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**PROJECT**  
 MERTHAM PARK  
 SECONDARY SCHOOL, IN SURREY

**DRAWING TITLE**  
 OUTLINE PLANNING APPLICATION  
 CONTEXTUAL SITE SECTIONS

DRAWN BY	JM	DATE	04/12/2017
CHECKED BY	PC	SCALE	1:500 @ A2
PROJECT No.	34074	REQ No.	A 004
REV	-	REV	-

HCS SHEET CODE -

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