 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	25 th November 2020
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	8	WARD: <i>Hooley, Merstham And Netherne</i>

APPLICATION NUMBER:	20/01591/F	VALID:	17/08/2020
APPLICANT:	McAvoy Group Ltd	AGENT:	Jones Lang Lasalle Ltd
LOCATION:	MERSTHAM PARK SCHOOL, TAYNTON DRIVE, MERSTHAM SURREY,		
DESCRIPTION:	Demolition of the existing school buildings, including main school buildings, sports hall and ancillary buildings and erection of new part two, part three storey secondary school, car parking, play space, landscaping and ancillary works. As amended on 01/09/2020, 09/10/2020 and on 27/10/2020.		
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SUMMARY

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

The site benefits from the grant of outline planning permission for a replacement secondary school dating from 2018. A new full application is made in this instance as the proposals, due to the evolution of the detailed design, fall outside the parameters set by the outline planning permission.

Planning permission is sought for the erection of a part two storey and part three storey building, together with a total of 76 car parking spaces. Vehicular access to the new school would be from the existing access which serves the temporary school in the eastern part of the school playing fields. The access leads to a car parking area which would accommodate 76 car parking spaces, including 5 disabled spaces. The access arrangements were permitted as part of the outline permission in 2017 and were implemented in order to provide access and parking to the temporary school. Three points of pedestrian access would also be provided at the northern and southern extremes of the site frontage and alongside the access drive. The cycle parking area has been separated from the main car park in order to provide pupils with safe routes to and from the site.

The site is within the Metropolitan Green Belt. The footprint of proposed building would be only 2.75% larger than the existing, the volume 16.5% larger and the height would be taller over part of the proposed building but lower over the majority of it. 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.

The design and external appearance of the proposed school has been carefully considered and discussed with Council officers. The building will be constructed in a modular form and would be clad primarily in brick to complement the surrounding housing estate. Care has been taken to create an attic storey for the three storey element of the school, set back from the main elevations behind a parapet and clad in lightweight contrasting panels. The communal accommodation such as the sports hall, dining hall and dance studio would be located further to the rear and would be clad in contrasting coloured panels. It is considered that the design is well considered and provides for a modern school which would sit comfortably in this location on the fringes between the urban area and the green belt.

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 reflect the proposals that were approved at outline stage and subsequently implemented in part for the temporary school which is located to the east of this site. The access and parking arrangements are considered acceptable by the County Highway Authority subject to conditions as noted below.

Subject to the conditions recommended, it is considered that an acceptable relationship to the character of the area and neighbouring properties would be achieved.

RECOMMENDATIONS

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 £6,150 towards Travel Plan monitoring
- (ii) 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 28th May 2021 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason

1. 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 policy TAP1 of the Reigate and Banstead Borough Development Management Plan 2019 and Policy CS17 of the Reigate and Banstead Core Strategy 2014.

Consultations:

Highway Authority: The proposed development has been considered by the County Highway Authority who recommends an appropriate agreement should be secured before the grant of permission to secure a contribution of £6150 towards auditing of the travel plan and for conditions to be imposed relating to the provision of dropped kerbs and tactile paving to specified locations, the provision of an updated School Travel Plan, the implementation of the School Delivery and Servicing Plan, then provision of a revised Construction Transport Management Plan, and the provision of the additional areas of hardstanding as shown in the updated Transport Technical Note.

Environmental Health (Contaminated Land): The application has been reviewed by the Council's Environmental Protection officer. He notes that there may be potential for asbestos to be present within the existing building and recommends a condition be imposed to require further investigation and mitigation. He also raises the possibility of ground contamination to be present.

In response the applicants have submitted a Phase II Geo-Environmental Assessment which includes details of intrusive investigations carried out on the site. This has been reviewed by the Environmental Protection officer who states that in relation to the submitted Phase 1 desktop study dated 22nd July 2017 (v.1), the report would not meet the requirements of the recommended conditions, as it does not include evidence of any regulatory consultations.

In relation to the Phase 2 Intrusive investigation dated 27th November 2017 (v.2), the report makes reference to ground gas monitoring and notes that the results will be included as a separate report. As the separate ground gas specific report or letter follow has not yet been submitted, it would not be possible to approve this report either. In the circumstances, it is recommended that the full suite of Land contamination conditions be imposed on any permission granted.

Surrey County Council Drainage and Flooding: We have reviewed the surface water drainage strategy for the proposed development and assessed it against the requirements of the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage systems. They note that the following documents submitted as part of the above application have been reviewed and should be referred to as part of any future submissions or discharge of planning conditions:

- Level 2 Flood Risk Assessment / Drainage Assessment, EPS, December 2017, revision 4, document reference: UK17.2697b;
- Proposed Drainage Layout, WML Consulting, June 2020, revision P02, document reference: PJT10166-WML-ZZ-XX-DR-C-1001;
- Supplementary Phase 2 Geo-Environmental Investigation & Assessment, WML Consulting, March 2020, revision -, document reference: 8757G-WML-00-XX RP-G-0001;
- Borehole Logs, Groundtech Consulting, Feb 2020;
- Variable Head Permeability Test, Groundtech Consulting, Feb 2020;

They are satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and are content with the development proposed, subject to the application of suitably worded conditions to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development. Suggested conditions are below:

Environment Agency: Consider that planning permission should only be granted subject to a conditions relating to the potential for land contamination and for groundwater pollution, for the use of Sustainable urban drainage only where it has been demonstrated that there would be no resultant unacceptable risk to controlled waters and for restrictions on the use of piled foundations.

Natural England: No comments to make.

Thames Water: No objections raised with regards to the disposal of surface water or foul drainage.

Representations:

Letters were sent to neighbouring properties on 21st August 2020, a site notice was posted 25th August 2020 and the application was advertised in local press on 3rd September 2020.

3 responses were received raising objections to the proposals. A further 19 responses were received in support. The following issues were raised:

Issue	Response
Inadequate parking	See paragraph 6.56 – 6.57
Inconvenience during construction	See paragraph 6.46
Increase in traffic and congestion	See paragraph 6.47 – 6.60
Overbearing relationship	See paragraph 6.41
Poor design	See paragraph 6.26 – 6.38
Harm to wildlife habitat	See paragraph 6.70 – 6.71
No need for development	See paragraph 6.12 – 6.16
Support	Community/regeneration benefit
Support	Economic growth / jobs
Support	Visual amenity benefits

Further letters of support were received from the Head of the existing school in the temporary buildings adjacent to the site and from the head of the GLF Schools Trust who will be operating the new school.

1.0 Site and Character Appraisal

- 1.1 The site consists of the site of the former 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 school buildings on the site are now vacant following the relocation of the former school on the site to a new location. 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 Immediately to the east of the main school buildings, and using part of the school playing field, is the Merstham Park School located in temporary buildings. This followed the grant of permission approximately 2 years ago for the temporary school to be established pending redevelopment of the new school. Due to delays in the completion of the school to which the former St Nicholas special school was to relocate to, vacant possession of the school buildings at the application site did not occur until earlier in 2020. Members will recall that an application for the continued use of the temporary school buildings for a further 2 year period was granted at Committee in July this year to allow for the new permanent school on the site to be brought forward.
- 1.4 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.
- 1.5 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 most recently given in relation to the Green Belt and very special circumstances, the design and layout and external appearance of the proposed school buildings.

- 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 materials to be used in the external appearance, then proposed landscaping of the site and other details. 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 | 17/02890/OUT | 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. As amended on 26/01/2018. | Granted
12/12/2018 |
| 3.2 | 17/02891/F | Erection of modular school accommodation, car parking, access works, play space, landscaping and ancillary works required for a temporary period of two years | Granted
18/04/2018 |
| 3.3 | 20/00815/F | Erection of modular school accommodation, car parking, access, play space, landscaping and ancillary works required for a temporary period of two years. As amended on 07/05/2020 and on 26/05/2020. | Granted
08/07/2020 |

4.0 Proposal and Design Approach

- 4.1 This is a full application for demolition of the existing school buildings and the erection of new part two, part three storey secondary school, with car parking, play space, landscaping and ancillary works. The school will cater for 6 Forms of Entry (6FE) and will have a capacity, once fully occupied, of approximately 900 pupils.
- 4.2 Outline planning permission for the permanent school was granted in December 2018 under planning application reference 17/02890/OUT. The Outline permission included a 'parameter plan' which set the broad parameters for the new school, including the footprint of built form.

- 4.3 Following the appointment of a principal contractor by the Department for Education, the outline proposals were reviewed with officers and, in order to deliver a number of improvements over the framework provided in the parameter plan, including a significantly greater level of detailed design work, it was apparent that the number of variances from the outline scheme meant that a full planning application would be required, rather than a reserved matters application.
- 4.4 The footprint of the building and quantum of floorspace required has been designed to meet the Department for Education guidelines on space standards for new schools (Building Bulletin 103). The overall floorspace to be provided by the proposed school is 7,215sqm in line with the DfE requirements for a 900-pupil school.
- 4.5 The new school buildings would be broadly located over the footprint of the existing school buildings, with a significant set-back retained from the Taynton Drive frontage.
- 4.6 The proposed school would comprise part two storey and part three storey buildings arranged in a series of blocks around a central courtyard. The proposed building would have a maximum overall height of 11.4m to the top of the three storey element which extends across approximately a third of the overall building. The main two storey element would have a height of 7.60m with other elements such as the sports hall towards the rear at a height of 8.9m.
- 4.7 Vehicular access to the new school would be from the existing access which serves the temporary school in the eastern part of the school playing fields. The access leads to a car parking area which would accommodate 76 car parking spaces, including 5 disabled spaces. The access arrangements were permitted as part of the outline permission in 2017 and were implemented in order to provide access and parking to the temporary school. The parking arrangements have been amended during the course of the application to remove parking spaces away from the pedestrian access route into the school from the northern side of Taynton Drive. A second pedestrian access point would be provided at the southern access point from Taynton Drive.
- 4.8 The proposed material palette for Merstham Park School will use a Multi Stock Brick as the predominant material to situate the building within the existing context. The brick elevations will include a local vernacular header detail. The brick will be complimented by a light metallic cladding applied to the setback upper storey of the three-storey block, this will provide a physical break to the three-storey teaching block and reduce any potential visual impact. The metallic cladding will allow natural light and the surrounding context to be creatively manipulated and introduced as a design element, this will allow the second storey to subtly transition from brick elevations below to the skyline above reducing the visual impact.
- 4.9 The proposed sports hall, dance hall and dining hall buildings would be clad in a Rockpanel Chameleon cladding. The proposed material allows the

community use facilitates to be clearly differentiated from the teaching blocks with an active façade.

- 4.10 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.

- 4.11 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 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.
	Most of the trees on the site will be retained to maintain screening.
Involvement	The Planning Statement and Statement of Community Involvement identifies that pre-application advice was undertaken. Feedback is summarised as being largely positive with the main issues being traffic, parking and issues of privacy/impact on residential amenity.
Evaluation	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.
Design	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.

- 4.12 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)
Building footprint	3,784m ² (existing) 3,891m ² (proposed)
Built volume	27,210m ³ (existing) 33,016m ³ (proposed)
Existing parking spaces	80
Proposed parking spaces	76

5 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(Sustainable Development)
CS2 (Valued Landscapes and Natural Environment),
CS3 (Green Belt)
CS5 (Valued People/Economic Development),
CS7 (Town/Local Centres),
CS10 (Sustainable Development),
CS11 (Sustainable Construction),
CS12 (Infrastructure Delivery),
CS17 (Travel Options and accessibility)

5.3 Reigate and Banstead Development Management Plan 2019

DES1 (Design of New development)
DES8 (Construction Management)
TAP1 (Access, Parking and Servicing)
CCF1 (Climate Change Mitigation)
NHE1 (Landscape Protection)
NHE2 (Protecting and enhancing biodiversity and areas of geological importance)
NHE3 (Protecting trees, woodland areas and natural habitats)
NHE5 (Development within the Green Belt)
EMP5 (Local Skills and Training Opportunities)

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Supplementary Planning Guidance

Surrey Design
Local Distinctiveness Design Guide
Vehicle and Cycle Parking
Human Rights Act 1998
Community Infrastructure Levy
Regulations 2010

Other

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 full planning permission for a replacement secondary school.
- 6.2 The site benefits from the grant of outline planning permission for a replacement secondary school dating from 2018. A new full application is made in this instance as the proposals, due to the evolution of the detailed design, fall outside the parameters set by the outline planning permission.
- 6.3 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 3,784m², a volume of 27,243m³ 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 was provided with the outline application limited the proposed building to a footprint of 4,000m² and a volume of 29,000m³, equivalent to a 3.0% and 6.0% increase respectively over existing buildings. In the outline application, it was also proposed that the new school would be of two storeys in height with a lower roof profile.
- 6.8 Following the appointment of contractors and the detailed design work on the new school, the current application proposes a building with a footprint of 3,891m², a volume of 33,016m³, equivalent to a 2.75% and 16.5% increase respectively over existing buildings. The building would be of varying heights ranging from 7.6m (with a parapet on top of the building rising to 8.13m in height) on the two storey element, to 11.4m to the top of the three storey element, which extends across approximately 35% of the footprint proposed. Towards the rear of the site, the proposed sports hall would have a height of 8.9m with a raised parapet to 9.43m to screen plant and other equipment to be located on the roof.
- 6.9 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 be slightly larger, the built form would be less spread across the site and focussed closer towards the existing built up area.
- 6.10 Taking all of the above considerations into account, in particular the fact the modest increases in the footprint and volume and the reduction in spread of buildings across the site, 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. Of minor concern is the increased height of the proposed school, over and above that permitted in the outline permission which was restricted to two storeys only and which results in a greater increase in volume than was previously shown. In this case, approximately a third of the building would be three storeys in height, but given the proposed design of the building with a flat roof, the increase in height is modest in comparison with the existing school buildings on the site, and has been designed as an 'attic' storey, set back from the main elevations and finished in a lightweight contrasting material. Thus, the development would comply with the exceptions at paragraph 145 of the Framework and would not be inappropriate.
- 6.11 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. The various considerations, and the respective evidence for each, is discussed below:

Need

- 6.12 The applicant has provided 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.
- 6.13 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 *"Merstham Park Free School opened in September 2018 to support an increased pupil demand in the secondary sector, driven by a historic rise in pupil numbers that are feeding through from the primary sector. This demand cannot be met within the current secondary provision and the introduction of the new school secures a sustainable supply of school places in the Reigate and Redhill area for the foreseeable future ... The need for temporary and permanent expansion at Merstham Park is vital in securing sufficient secondary school places across the area. Taking account of the scale of the demand and the restricted nature of the extant secondary school sites in the area, the expanded Merstham Park Free School represents the only practical means of meeting increased demand. This secures a sustainable supply of school places for the Reigate and Redhill area in the future."*
- 6.14 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.
- 6.15 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 concluded 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"*.
- 6.16 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

- 6.17 The applicants also argue that there is no alternative, available site 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”.
- 6.18 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.
- 6.19 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.
- 6.20 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.

Established School

- 6.21 Merstham Park School has been established in temporary accommodation on the school site since September 2018 and has been in operation at the time of writing for two academic years. The temporary accommodation at the site has recently been extended and retained for an additional period of two academic years up to August 2022 whilst construction of the school’s permanent accommodation, the subject of this application is completed. It is envisaged that the school will be moving to its permanent school site in the 2021/2022 academic year.
- 6.22 It is also considered that the site remains the most suitable location at which to locate the permanent school as it ensures consistency and familiarity for

students and staff as the school moves from its temporary to permanent accommodation.

Overall conclusions in relation to Green Belt

- 6.23 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.
- 6.24 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.
- 6.25 The development would therefore accord with Policy NHE5 of the Development Management Plan, Policy CS3 of the Core Strategy and the relevant provisions of the NPPF.

Design and impact on the character of the area

- 6.26 Core Strategy Policy CS1 states that the Council will, in assessing and determining development proposals apply the presumption in favour of sustainable development and will work proactively with applicants to secure development that improves the economic, social and environmental conditions in the area. Unless material considerations indicate otherwise, it is stated that proposed development that accords with policies in the development plan - including this Core Strategy (and where relevant with policies in neighbourhood plans) - will be approved without delay, and proposed development that conflicts with the development plan will be refused.
- 6.27 DMP Policy DES1 relates to the Design of New Development and requires new development to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. New development should promote and reinforce local distinctiveness and should respect the character of the surrounding area. The policy states that new development will be expected to use high quality materials, landscaping and building detailing and have due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding

area, the relationship to neighbouring buildings, and important views into and out of the site.

- 6.28 The existing buildings on the site are set back from the road frontage, allowing for the 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.
- 6.29 The Council's conservation and design officer has been consulted on the proposals and notes that the building has been designed to reflect the former London County Council cottage estate with brickwork relating to the estate which is characterised by local Dorking multi-stock brick, and with the double header arches being characteristic of the finer vernacular detailing on the estate.
- 6.30 Bearing in mind the low scale eaves line of the estate, the apparent scale of the proposed school buildings has been reduced through set-back and articulation between the first and attic floors using an articulated cornice and by hiding the photovoltaics behind the parapet line to provide a cohesive roofscape. The taller element has also been kept closer to the urban area rather than the open landscape and would cover approximately 35% of the overall footprint of built form. Given the setback from the main street frontage to Taynton Drive, and the retention of the line of mature trees around the site boundary with Taynton Drive, the additional scale and height of the proposed building would not appear out of character or harmful to the visual amenities of the area.
- 6.31 The use of brickwork to the main school building elevations is supplemented with a contrasting and lighter scale cladding to the set-back third storey and by the use of coloured cladding panels to the communal buildings, such as the sports hall, dance studio and dining hall. The mix of materials is considered appropriate for this large site and large building and would provide an appropriate visual response. The view from Taynton Drive would principally be of brick clad buildings, whilst views from the open land to the south would include the more colourful cladding panels.
- 6.32 The car parking area and access road has been constructed to serve the temporary school and in due course will serve the permanent school on the site. This area is screened from view by the houses fronting Taynton Drive and the layout enables the majority of the existing tree screening and an area of soft landscaping/amenity space to be retained along the Taynton Drive frontage. The car parking area would be extended to the south of the existing line of parking in a location between the access road and new school buildings and would provide vehicular circulation through the parking area. The long line of parking spaces along the northern boundary is in existence and will be retained with the landscaped buffer to the residential properties in Taynton Drive. Other parking spaces would be arranged around a landscaped island with the refuse and recycling area located to the north-eastern side of the school with good access for refuse collection lorries.

- 6.33 In response to comments made by members during the course of the application, a number of parking spaces formerly located to the west of the pedestrian route into the school from the northern arm of Taynton Drive have been removed and relocated elsewhere within the parking area, leaving a clear view for children entering the school from this point along the access road and avoiding potential conflicts between pedestrians and vehicles. Furthermore, the main bicycle parking area has been removed from the car parking area and relocated to a position close to the southern pedestrian entrance from Taynton Drive. This would allow those children attending the school by bicycle to avoid the need to mix with cars on the site, allowing for a safe and secure environment for pedestrians and cyclists on the school site.
- 6.34 Tree planting in the grounds has been increased to reflect the local Wealden landscape. In summary, it is considered that the design and layout for the proposed school reflects the vernacular elements of the estate and the local landscape, a challenge given the national roll out of modular design construction. From a local distinctiveness viewpoint, the council's conservation and design officer has not raised any objections.
- 6.35 The application is supported by a Landscape and Visual Assessment which provides an assessment of the impact of the proposed school buildings on 10 key viewpoints in the surrounding area, both in short and long range views. From residential, recreational and other viewpoints on nearby public rights of way, the impact of the new school is assessed as being neutral or beneficial effects during the winter in year 1 and neutral or beneficial effects in the summer in year 15 when mitigation planting combined with substantial existing boundary vegetation will provide substantial screening.
- 6.36 The assessment states that the effects of the proposed development at year 1 and year 15 on all receptors were assessed as negligible or beneficial due to the siting and the design of the building, the effect of the materials palette and colours, the nature of the landscape proposals and the effect of mitigation. The LVA concludes that the proposed development is considered acceptable in terms of its landscape and visual effects.
- 6.37 The application is supported by a full landscaping scheme. This shows that the existing mature trees to the northern and eastern boundaries of the site will be retained whilst a new tall hedge and new shrub/herbaceous planting is proposed along the northern boundary of the application site. This additional planting will ensure that the visual impact of the proposals as viewed from the north and west of the site are minimised. This is further bolstered by the planting of new native-species trees towards the northern boundary of the site and within the proposed car parking area, helping to break-up the site and proposed hardstanding. An area of wildflower planting is proposed towards the southern boundary of the site, helping to enhance the ecological capacity of the site. Additional areas of AstroTurf and seating are to be provided along the south-western elevation of the school building, providing communal areas for staff and students. A condition is proposed to require a full landscaping scheme to be submitted in the event that planning permission is granted.

- 6.38 In light of these comments it is considered that the proposals would comply with policy DES1 of the Development Management Plan.

Neighbour amenity

- 6.39 In addition to the comments noted above DMP Policy DES1 also requires new development to provide an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
- 6.40 In the outline permission from 2018, it was noted that the submitted parameter plan identified on it a "Build Zone" within which the footprint of the replacement building would be sited. This "Build Zone" would ensure that 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.
- 6.41 The detailed proposals broadly follow the framework set by the parameter plan and respect the distances which were established by the outline permission in regard to the relationship to neighbouring dwellings. To the north, the proposed school building would be located approximately 35m from the rear elevation of the nearest residential property, whilst to the west, that distance would be over 40m. That part of the proposed school building which would rise to three storeys in height would be located at the western corner of the building where the distance to the nearest properties on the western side of Taynton Drive exceeds 40m. At these distances, it is not considered the proposals would result in any adverse impact in terms of overshadowing, overbearing or loss of privacy to nearby properties. The retention of the mature trees along the front boundary of the school would retain a mature planted screen for the new development.
- 6.42 A larger area of car parking (for 76 vehicles) would be introduced to the rear of the neighbouring residential properties on Taynton Drive. An acoustic report was prepared by Clement Acoustics which was submitted and approved as part of the outline application in 2017 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. The report, in line with BS4142, reviewed the impact of the proposals upon neighbouring properties in respect of noise and included a review of the proposed car park to the north of the site. Noise measurements were taken around the site and concluded that the proposals were likely to produce a low impact in respect of noise emissions and without the need for specific mitigation measures.
- 6.43 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.

6.44 The original noise report has been updated to reflect the specific circumstances of the current full application. The updated report makes the following conclusions:

- Whilst it is anticipated noise levels in the northeast of the site could be marginally higher than those set out in the Clement Acoustics Report due to less screening by the school building to the motorway noise sources to the north and east, it is anticipated noise levels at the north and eastern elevations of the new school would be less than 60dB LAeq between 09:00 and 17:00. Therefore, noise levels external to the different elevations of the new building are expected to be ≤60dB LAeq.
- The ventilation strategy for Merstham Park School will see general teaching spaces ventilated using hybrid ventilation systems. Such ventilation systems are capable of attenuating external noise levels (of >60dB LAeq), which will allow the internal noise level criteria for various teaching spaces to be met.
- Modular constructions typically consist of an outer brick or cladding system, insulated cavity with sheathing board, and internal plasterboards. These constructions achieve in excess of 40dB Rw and would be suitable at Merstham Park High School for controlling external noise levels.
- Plant limits for new external plant serving the school have been set based on the relevant British Standards guidance (BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound').

6.45 In light of these comments it is considered that the new school would not cause adverse levels of noise to neighbouring properties but would also provide an acceptable noise environment for pupils and teachers.

6.46 The construction of new development will inevitably result in a level of inconvenience for local residents during the construction period. Whilst it is acknowledged there may be a level of disruption during the construction phase, this would be temporary and would be mitigated by planning condition with a construction method statement proposed to be secured in this manner. Any noise or disturbance, either from construction or operation, would not be so significant as to warrant refusal of the application.

6.47 Concerns have been raised with regards to a proposal to erect 2.4m high palisade fencing around the school on the grounds that it would be overbearing, of a poor design and would cause harm to wildlife. This type of fencing is commonly found around schools in order to provide an appropriate level of security. Indeed, this type of fencing is erected around the existing temporary school to the east of the application site. It is considered that the

type of fencing proposed is acceptable and its impact on the amenities of neighbouring properties and on the visual amenities of the area could be mitigated though the use of an appropriate colour for the fencing to be painted. Further details would be requested by condition.

Accessibility, parking and highway implications

- 6.48 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.
- 6.49 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.
- 6.50 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. During the course of the application, the County Highways Authority requested further information with regards to vehicle movements, traffic flows and requested a number of improvements to paving outside and within the vicinity of the school.
- 6.51 Members may recall that concerns were raised with the applicant at the time the outline planning application was considered with regards to the modelling of traffic movements at the junction of School Hill and the A23 junction in Merstham Village. Following the submission of the detailed modelling information, which is re-submitted and updated in the current application.

- 6.52 The modelling work that has been submitted by the developer has been assessed by Surrey County Council modelling team. I can confirm that the construction of the model has passed this assessment.
- 6.53 The modelling works shows that the proposed development is likely to have the most impact on the highway during the morning peak between 0800 and 0900 hours. The model predicts that the longest queues are likely to occur on School Hill from its junction with Station Road South, and the A23 London Road South and High Street. The queue from this junction is likely to extend 260 metres long and produce a waiting time of about 23 minutes. The model shows that the back of the queue is unlikely to reach the School Hill junction with Nutfield Road, so the impact is likely to remain local and not spread to other junctions.
- 6.54 The model takes account of the existing mode share. The transport assessment shows 25% of pupils are driven to the site, and 12% car share and 4% get a taxi to the school, the remaining 59% of pupils use non-motorised forms of transport. The model does not take account of the effect of the school travel plan which would encourage the use of non-car modes of transport for staff and pupils. A revised travel plan would need to be submitted and agreed to encourage staff and pupils to use non car modes of transport. The school is in an excellent location to encourage the use of non-car modes of transport. The school is proposed to be in a residential area, which is the correct location for such a land use. The location of the site means it is highly likely that pupils could arrive by non-car modes of transport because the age of the pupils means that they are less likely to rely on parents taking them to school by car. This is also likely to lead to shorter queues and therefore less delay than what the model is predicting over time when the travel plan is in operation. The travel plan will be monitored using a system called Modeshift Stars which awards schools for how well their travel plan is performing. This can be used by the school to promote itself when attracting new pupils.
- 6.55 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.
- 6.56 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 has been used for the past two years by the

temporary school on the site, and which will continue to be used both for the temporary school for the period of time it is in place and then for the permanent school once completed. Following concerns raised by members relating to the potential conflict between pedestrians/cyclists and vehicles entering the site, further improvements have been requested to slow traffic and separate users. It is anticipated that such measures will be confirmed by the applicant prior to the meeting and included within the addendum, including a raised table as suggested by condition 29.

- 6.57 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 76 spaces for the permanent school is considered to be acceptable. The submitted plan propose the parking area to 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 the impact on neighbouring properties.
- 6.58 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.
- 6.59 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 the implementation of the submitted delivery and servicing plan is recommended.
- 6.60 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 for monitoring of the effectiveness of the Travel Plan.
- 6.61 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 policy TAP1 of the Development Management Plan and Policy CS17 of the Core Strategy.

Flooding and Drainage

- 6.62 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.
- 6.63 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. On this basis, the development is considered to be acceptable in respect of flooding.

- 6.64 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.
- 6.65 Based on the above and subject to conditions, the proposals comply with policy CCF2 of the Development Management Plan and Policy CS10 of the Core Strategy.

Trees and landscaping

- 6.66 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. Four trees are likely to be removed during the demolition of the existing school all of which are rated C, low quality or value. A number of poor U rated trees would also be removed.
- 6.67 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.
- 6.68 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. The tree species and sizes for replacement and addition trees is considered to be acceptable and the species for native hedge layers and hedges are also acceptable, although he states that he would have preferred slightly larger whip sizes and a small increase in the density of planting these matters are not sufficient to warrant revisions. These matters could be resolved at conditions stage.

6.69 The landscape plan also annotates the retention of existing trees within the site and this data relates to the arboricultural information submitted, but dated 2017, The arboricultural impact assessment / arboricultural method statement dated 2017 contains a plan which shows the retention of existing trees which are considered to be suitable for long term retention. It does not provide sufficient information on the retention and protection of existing trees and a finalised AMS and TPP will be required and this can be secured through condition.

6.70 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 DMP Policy NHE3.

Impact on Biodiversity

6.71 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.

6.72 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. Bat surveys have been undertaken and the submitted Bat survey report concludes that no roosts were recorded in the surveyed buildings and no further bat surveys are recommended and no mitigation measures for bats are required, providing works to the building commence within two years of the date of the nocturnal bat survey.

Sustainability and Energy

6.73 The application is supported by an Energy and Sustainability Statement which set out the measures that would be taken to improve the energy efficiency of the proposed school. The school has been selected as part of the Department for Education Low Carbon Pathfinder programme. This is an initiative being rolled out by the DfE on select schools in this instance to cover low carbon design for the building “in-use”.

6.74 The LCP Programme includes the following points which have been incorporated into the school design as follows:

1. Use of waste water management through a rainwater harvesting installation. Rainwater harvesting has been included which it is estimated will offset approximately 1,112m³ (1,112,000 litres) of mains water annually. This harvested water will be used to provide flushing water to WCs and to irrigation systems.
 2. A robust and renewable energy position providing approximately 44% of the regulated energy demand being attributed to renewables, thorough the use of PV, air Source heat pumps, increased thermal insulation - air tightness, in conjunction with de-gassing the services will assist with CO² reduction. The proposals provide a 73% energy saving and 59% carbon saving compared to building regulations Part L.
 3. The proposals will facilitate an enhanced concept of biophilic landscape design. The biophilic design will greatly enhance the students' sensory connection with the natural environment around the school's outdoor spaces to improve psychological health and wellbeing, increase levels of relaxation, concentration and cognitive performance, social activation and motivation to learn. The design will contribute to a high-quality outdoor environment which will make the school a much more attractive place to come and learn.
- 6.75 The applicants state that this is a pioneering programme of works to be funded by the DfE providing ongoing benefit and energy efficiency to a large secondary school building and it is anticipated that this model will be used as a template for further DfE schools in the future.
- 6.76 It is considered the above approach is in accordance with adopted Development Management and Core Strategy policies CCF1 and CS11 which state that the Council will work with developers and other partners to encourage and promote and include renewable or low-carbon energy generation in new developments to provide a reduction in the expected energy use.

Land Contamination

- 6.77 The application is supported by a Phase I Geo-Environmental Study which identified contaminant linkages, and a Phase II Geo-Environmental Study. The document has been reviewed by the Council's Environmental Protection officer who has commented on a number of detailed aspects of the reports.
- 6.78 The applicants have also submitted a Phase II Geo-Environmental Assessment which includes details of intrusive investigations carried out on the site. This has been reviewed by the Environmental Protection officer who states that in relation to the submitted Phase 1 desktop study dated 22nd July 2017 (v.1), the report would not meet the requirements of the recommended conditions, as it does not include evidence of any regulatory consultations.
- 6.79 In relation to the Phase 2 Intrusive investigation dated 27th November 2017 (v.2), the report makes reference to ground gas monitoring and notes that the

results will be included as a separate report. As the separate ground gas specific report or letter follow has not yet been submitted, it would not be possible to approve this report either. In the circumstances, it is recommended that the full suite of Land contamination conditions be imposed on any permission granted.

Community Infrastructure Levy (CIL)

- 6.80 The Community Infrastructure Levy (CIL) is a fixed charge which the Council will be collecting from some new developments from 1 April 2016. It will raise money to help pay for a wide range of infrastructure including schools, road, public transport and community facilities which are needed to support new development.
- 6.81 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.

Other Matters

- 6.82 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.
- 6.83 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).

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

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

Plan Type	Reference	Version	Date Received
Proposed Site Layout	PJT10166-AKL-ZZ-XX-DR-A-9005	P07	27/10/2020
Proposed First Floor Plan	PJT10166-MCA-XX-01-DR-A-9104-S3	P03	29/07/2020
Proposed Second Floor Plan	PJT10166-MCA-XX-GF-DR-A-9100-S3	P03	29/07/2020
Proposed Ground Floor Plan	PJT10166-MCA-XX-GF-DR-A-9100-S3	P03	29/07/2020
Proposed Roof Plan	PJT10166-MCA-XX-RF-DR-A-9115-S3	P02	29/07/2020
Location Plan	PJT10166-MCA-ZZ-00-DR-A-9001-S4	P02	29/07/2020
Existing Site Layout	PJT10166-MCA-ZZ-00-DR-A-9007-S4	P02	29/07/2020
Material Sample Board	PJT10166-MCA-ZZ-XX-DR-A-9030-S4	P01	29/07/2020
Proposed Elevation Renders Sheet 1	PJT10166-MCA-ZZ-XX-DR-A-9211-S4	P03	27/10/2020
Proposed Elevation Renders Sheet 2	PJT10166-MCA-ZZ-XX-DR-A-9212-S4	P02	27/10/2020
Proposed Elevation Renders Sheet 3	PJT10166-MCA-ZZ-XX-DR-A-9213-S4	P02	27/10/2020
Proposed Site Sections	PJT10166-MCA-ZZ-XX-DR-A-9006-S4	P03	29/07/2020
Landscape General Arrangement	PJT10166-NDA-ZZ-XX-M2-L-0001	P04	29/07/2020
Landscape Planting Plan	PJT10166-NDA-ZZ-XX-M2-L-5001	P03	29/07/2020
Proposed Drainage Layout	PJT10166-WML-ZZ-XX-DR-C-1001	P02	29/07/2020
Existing Elevations S4	PJT10189-MCA-ZZ-XX-DR-A-9220	P02	29/07/2020
Car Park Tracking	3790-1100-T-001	A	29/07/2020
Box Van Tracking	3790-1100-T-002	A	29/07/2020
Refuse Vehicle Tracking	3790-1100-T-003	A	29/07/2020
Fire Appliance Tracking	3790-1100-T-004	A	29/07/2020

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.

3. No development 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 Reigate and Banstead Development Management Plan 2019 policy DES1.

4. 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 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 manage the 1 in 30 & 1 in 100 (+40% 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.
 - 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.
 - d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
 - e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure 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 with regard to Reigate and Banstead Development Management Plan 2019 policy CCF2.

5. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the 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).

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS with regard to Reigate and Banstead Development Management Plan 2019 policy CCF2.

6. No development shall commence including demolition and or groundworks preparation until a detailed, scaled finalised Tree Protection Plan (TPP) and the related finalised Arboricultural Method Statement (AMS) shall be compiled in conjunction with the construction method statement 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 and location of site offices. The AMS shall also include a pre-commencement meeting, supervisory regime for their implementation and 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 reason: To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies NHE1 and NHE3 of the Reigate and Banstead Development Management Plan 2019 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction

7. 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 Policy DES1 of the Reigate and Banstead Development Management Plan 2019.

8. The development shall not be occupied unless and until dropped kerbs and tactile paving have been provided at the following locations:

- a) On the east side of the Weldon Way junction with Worsted Green.
- b) Worsted Green (south of Bletchingley Road opposite the pedestrian route linking Taynton Drive with Worsted Green.
- c) On the east side of the Taynton Drive junction with Worsted Green.

In accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

9. Prior to the occupation of the development the applicant shall:

- a) Submit for the written approval of the Local Planning Authority a revised Travel Plan through Modeshift STARS in accordance with the aims and objectives of the National Planning policy Framework 2019, Surrey County Council Travel Plan Guidance and in general accordance with the submitted Travel Plan dated April 2020.
- b) The applicant shall then implement the approved travel plan upon first occupation and for each subsequent occupation of the development, thereafter, maintain and develop the travel plan through Modeshift STARS to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

10. The Delivery and Servicing Plan dated July 2020 shall be implemented prior to occupation of Merstham Park School permanent building, all to be monitored and reviewed in accordance with the approved document.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework

2018 and Policy M05 highway safety and policy M06 Turning Space of the Reigate and Banstead Local Plan 2005.

11. Notwithstanding the submitted McAvoy Construction Transport Management Plan the development shall not commence until a revised Construction Transport Management Plan, to include:
- a) parking for vehicles of site personnel, operatives and visitors
 - b) on-site turning for construction vehicles
 - c) before construction condition surveys of the highway on Taynton Drive and Weldon Way, and a commitment to submit a condition survey of the same highway post construction to tdpreigateandbanstead@surreycc.gov.uk, and a commitment to fund the repair of any damage caused to the highway.
 - d) There shall be no HGV vehicle movements between 0830 to 0930 hours and between 1500 to 1600 hours.
 - e) Proposals for management of construction traffic with commitment that no lorries will be permitted to wait on the roads surrounding the site.
 - f) Construction hours

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: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

12. The permanent new school development shall not be occupied until the additional areas of hard standing for school pupils to congregate within the school grounds as indicatively shown by the numbers 2 and 3 on figure 1 of page 3 of the submitted Merstham Park School Technical Note: Transport Technical Note Version 1.5 dated October 2020 in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority, all to be permanently retained.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

13. 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 and to comply with Policy DES1 of the Reigate and Banstead Development Management Plan 2019.

14. 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 October 2020) and in the Nocturnal Bat Survey Report by ECUS Environmental Consultants (dated October 2020).

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 and to comply with Policy NHE2 of the Reigate and Banstead Development Management Plan 2019.

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 NHE5 and TAP1 of the Reigate and Banstead Development Management Plan 2019.

16. The development hereby approved shall not be first occupied unless and until secure, accessible and covered cycle parking for a minimum of 118 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, Policy TAP1 of the Reigate and Banstead Development Management Plan 2019 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework.

17. 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 and

to comply with Policy DES9 of the Reigate and Banstead Development Management Plan 2019.

18. 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 and to comply with Policy DES1 of the Reigate and Banstead Development Management Plan 2019.

19. 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 CCF1 of the Reigate and Banstead Development Management Plan 2019.

20. Prior to commencement of development a written comprehensive environmental desktop study report is required to identify and evaluate possible on and off site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Policy DES9 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the NPPF

21. Prior to the commencement of development, in follow-up to the environmental desktop study report, a contaminated land site investigation proposal, detailing the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model, shall be submitted to the Local Planning Authority. This is subject to the written approval in writing of the Local Planning Authority, and any additional requirements that it may specify, prior to any site investigation being commenced on site. Following approval, the Local Planning Authority shall

be given a minimum of two weeks written notice of the commencement of site investigation works.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Policy DES9 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the NPPF

22. Prior to commencement of the development, a contaminated land site investigation and risk assessment, undertaken in accordance with the site investigation proposal as approved that determines the extent and nature of contamination on site and is reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175, shall be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. If applicable, ground gas risk assessments should be completed inline with CIRIA C665 guidance.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Policy DES9 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the NPPF

24. A: Prior to commencement of the development a detailed remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.

B: Prior to occupation, a remediation validation report for the site shall be submitted to the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems should be in accordance with CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Policy DES9 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the NPPF

25. 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 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.

Note: Should no further contamination be identified then a brief comment to this effect shall be required to discharge this condition.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of controlled waters with regard to Reigate and Banstead Borough Council Core Strategy CS10, Policy DES9 of the Reigate and Banstead Development Management Plan 2019 and the provisions of the NPPF

26. 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, Policy DES9 of the Reigate and Banstead Development Management Plan 2019 and the NPPF.

27. 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,

Policy DES9 of the Reigate and Banstead Development Management Plan 2019 of the Reigate and Banstead Core Strategy 2014 and the NPPF.

28. No development shall commence until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail how the development will promote local training and employment opportunities during construction and include:
- Measures to ensure the developer and contractors work directly with local employment and training agencies;
 - Targets for employment of local labour
 - Targets for work experience and apprenticeships
 - Measures for monitoring and reporting outcomes against the plan to the Local Planning Authority at appropriate intervals during the development.

The development shall be carried out in accordance with the approved plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development promotes local training and employment opportunities with regard to Policy CS5 of the Reigate & Banstead Core Strategy 2014 and Policy EMP5 of the Reigate & Banstead Development Management Plan 2019.

29. Notwithstanding the approved plans, development shall not commence until details of the raised table and signage at the pedestrian crossing point across the internal driveway and revised pedestrian access details at the main site entrance have 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: The condition above is required in order that the development should not prejudice pedestrian safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2019 and Policy TAP1 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

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.
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.

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.

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.
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.

14. In accordance with Policy EMP5 of the Development Management Plan, it is expected that the Employment and Skills Plan will seek to achieve at least 20% of the jobs and apprenticeship opportunities created by the construction of the development for local residents of the borough of Reigate & Banstead.
15. 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.
16. 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.
17. 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).
18. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
19. The school is reminded that the travel plan should be submitted through MODESHIFT STARS through the following link <https://modeshiftstars.org>. The revised travel plan should focus on monitoring use of bike parking space, car park management off and on site, providing targets and addressing targets that have not been achieved since the travel plan submitted for the 2017 application, actions that have not been implemented from the travel plan approved for the 2017 application, and more clarity is required on the issues numbered 4 to 8 inclusive in the submitted travel plan dated April 2020.

20. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
21. In order to discharge the Construction Transport Management Condition the developer will need to include submission of a detailed plan showing parking space for 24 cars within the context of the compound, submit a turning overlay of construction vehicles likely to use the site entering and leaving in forward gear, and state that HGVs would be prevented to park on up on Taynton Drive, Sutton Gardens, Weldon Way, Worsted Green or Bletchingley Road.
22. The applicants are encouraged to undertake a safety audit of the proposed access and car parking arrangements prior to the opening of the school and to incorporate any recommendations that result.

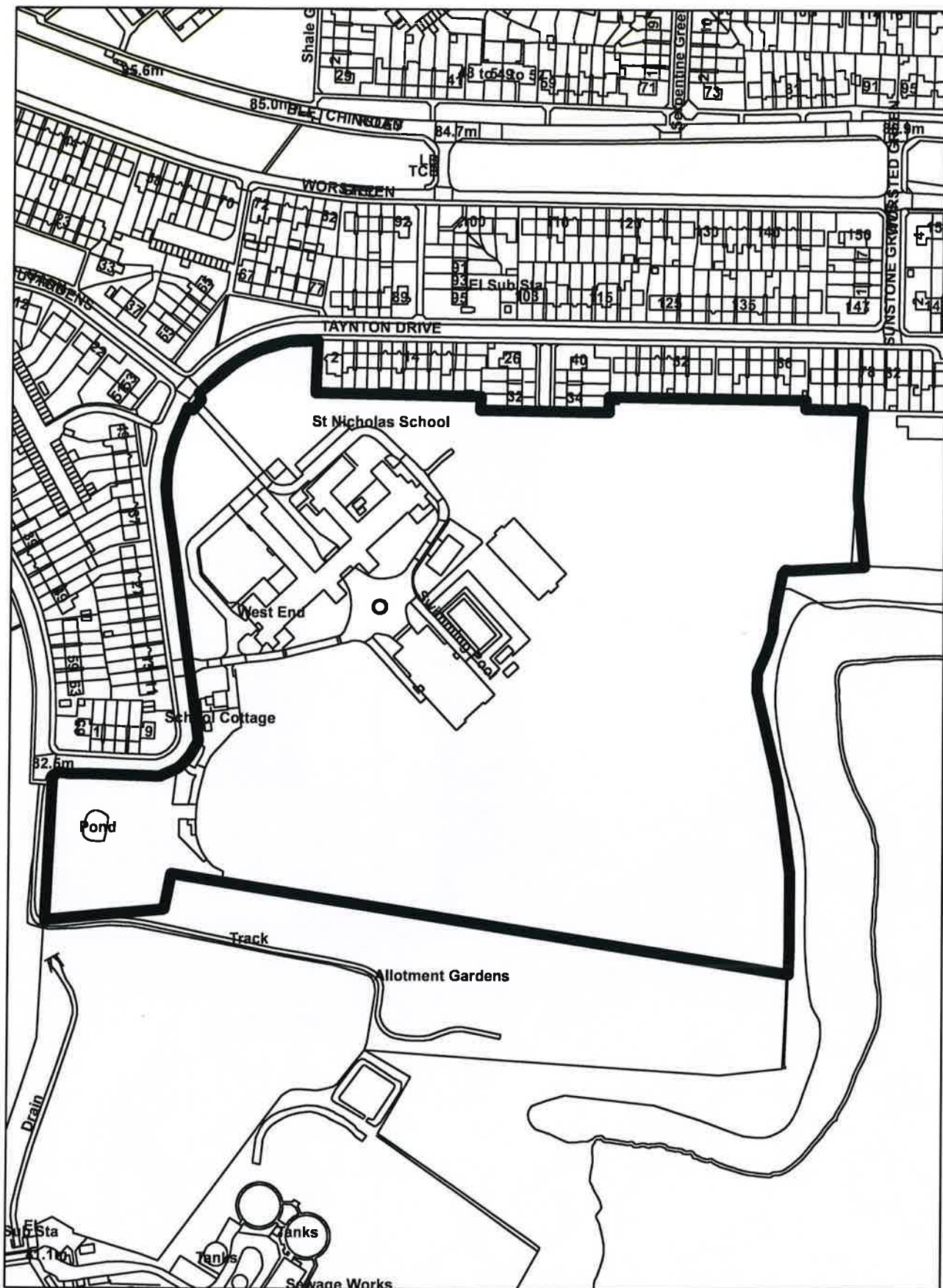
REASON FOR PERMISSION

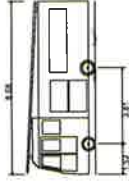
The development hereby permitted has been assessed against development plan policies CS1, CS3, CS4, CS5, CS8, CS10, CS11, CS12, CS17, DES1, DES8, TAP1, CCF1, NHE1, NHE2, NHE3, NHE5, EMP5 and material considerations, including third party representations. It has been concluded that the development is 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.

20/01591/F - Merstham Park School, Taynton Drive
Merstham





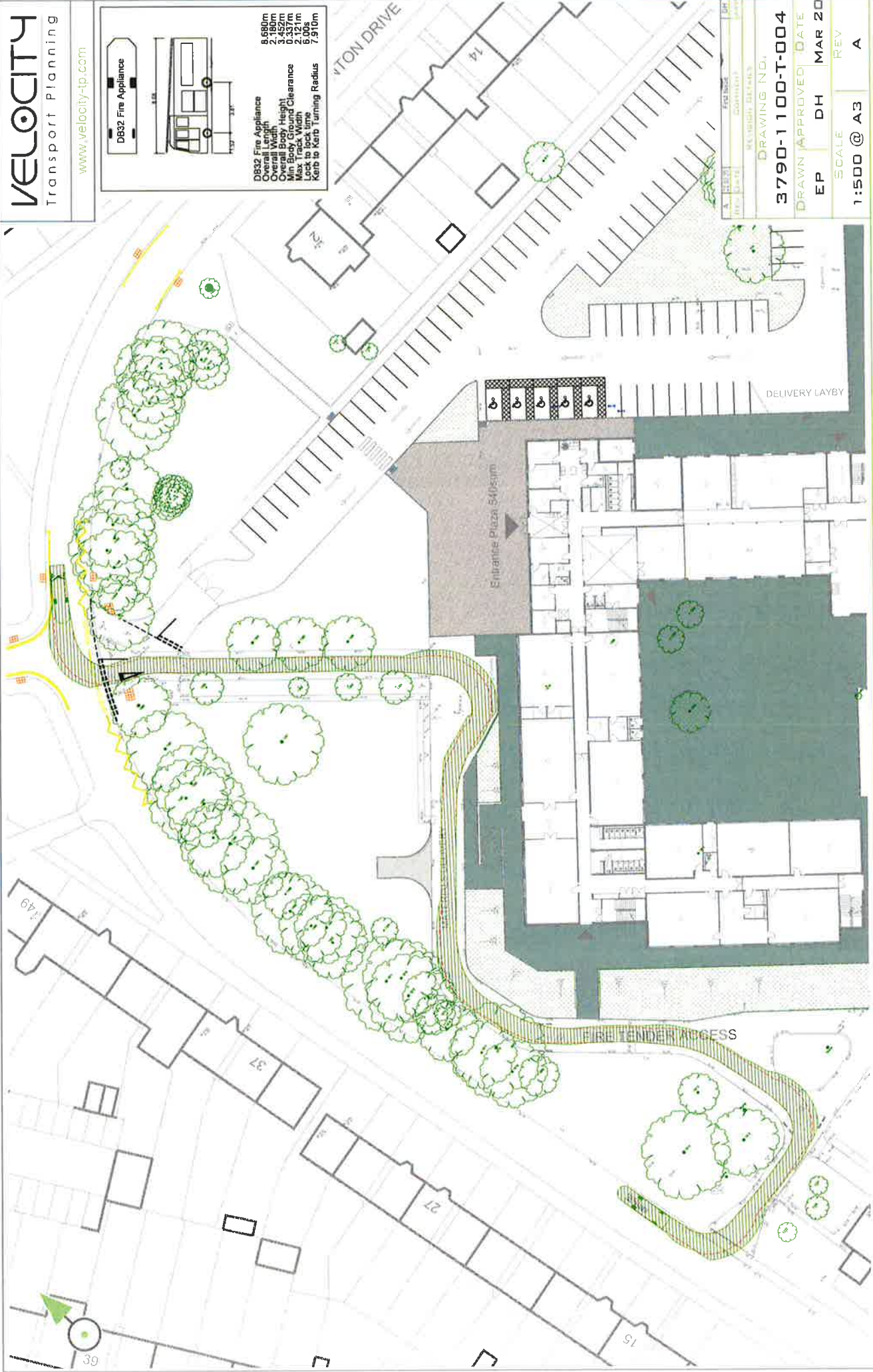
DB32 Fire Appliance
Overall Length 8.690m
Overall Width 2.180m
Overall Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.517m
Kerb to Kerb Turning Radius 7.910m

TON DRIVE

DRAWING NO.
3790-1100-T-004

DRAWN APPROVED DATE
EP DH MAR 20

SCALE REV
1:500 @ A3 A



DRAWING TITLE

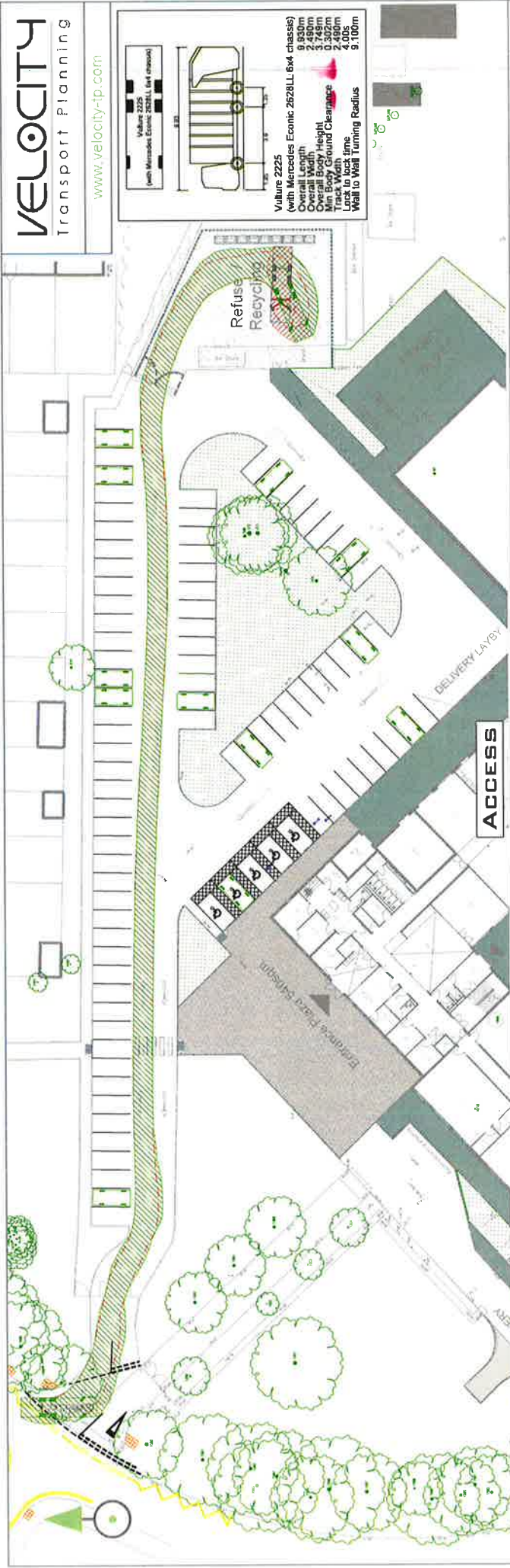
**PERMANENT SITE
SWEEP PATH ANALYSIS - FIRE APPLIANCE**

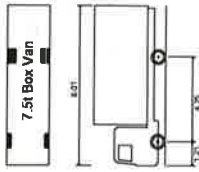
**MCAVOY GROUP
PROJECT
MERSTHAM PARK SCHOOL**



Vehicle 2225
(with Mercedes Eonic 2628L 6x4 chassis)

Overall Length	9.930m
Overall Width	2.490m
Min. Body Height	2.490m
Min. Body Ground Clearance	0.302m
Track Width	2.480m
Lock to lock time	9.00s
Wall to Wall Turning Radius	9.100m





7.5t Box Van
Overall Length 8.8m
Overall Width 2.1m
Overall Height 2.7m
Min Body Ground Clearance 0.355m
Rear Axle Width 1.8m
Lock to Lock 2.084m
Lock to Kerb 2.400m
Kerb to Kerb Turning Radius 7.400m

Refuse / Recycling

ACCESS

Entrance Plaza (School)

Refuse / Recycling

EGRESS

Entrance Plaza (School)

DRAWING NO. 3790-1100-T-002
DRAWN EP APPROVED DH DATE MAR 20
SCALE 1:500 @ A3
REV A

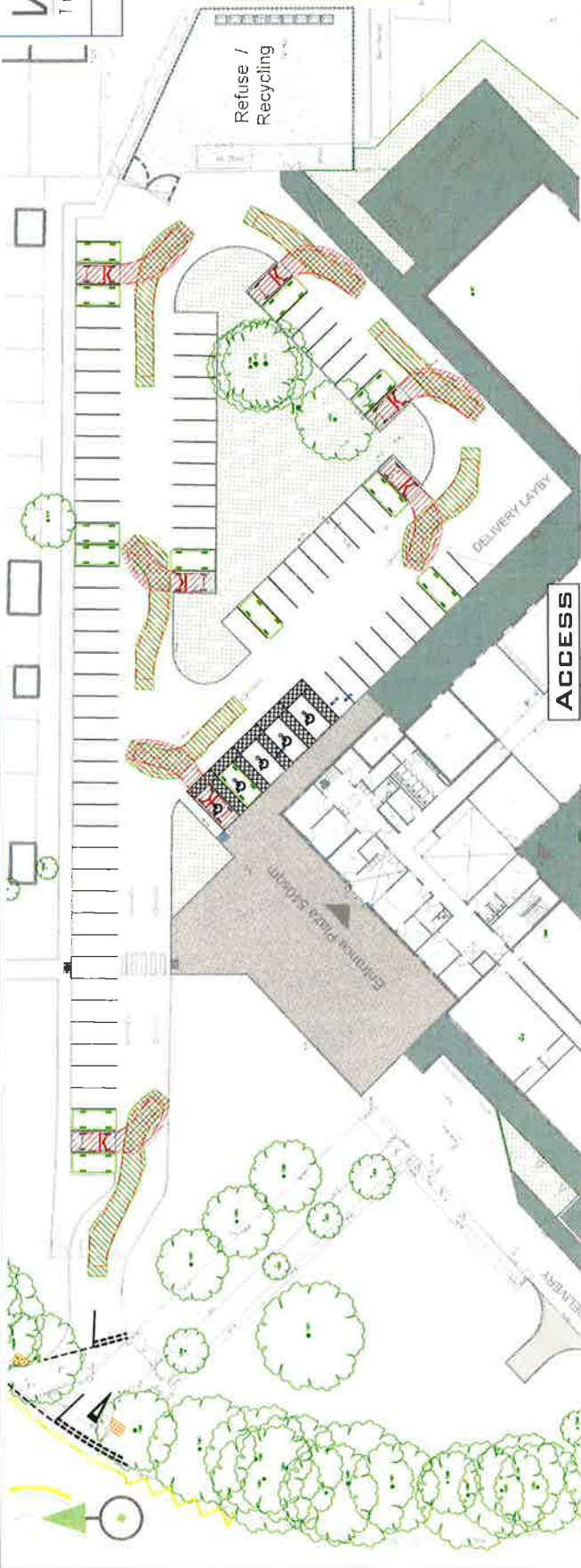
DRAWING TITLE

PERMANENT SITE
SWEEP PATH ANALYSIS - 7.5T BOX VAN

CLIENT
MCAVOY GROUP
PROJECT
MERSTHAM PARK SCHOOL



Luxury 4x4 (2006)	4.97m
Overall Length	2.0m
Overall Width	1.90m
Overall Height	0.279m
Min Body Ground Clearance	1.884m
Max Track Width	1.806m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	5.800m



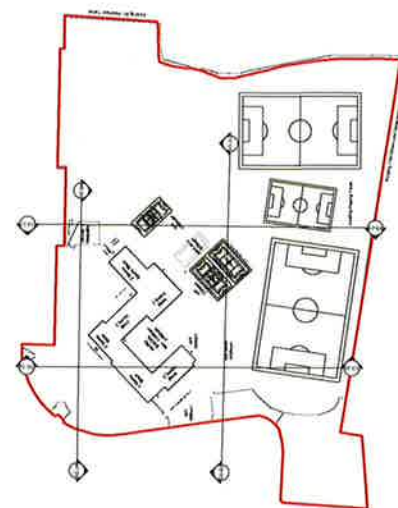
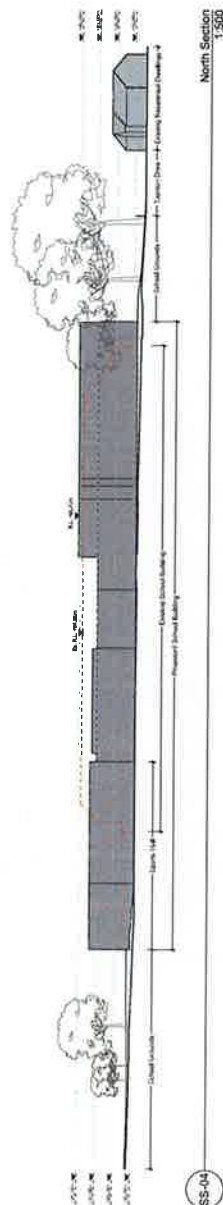
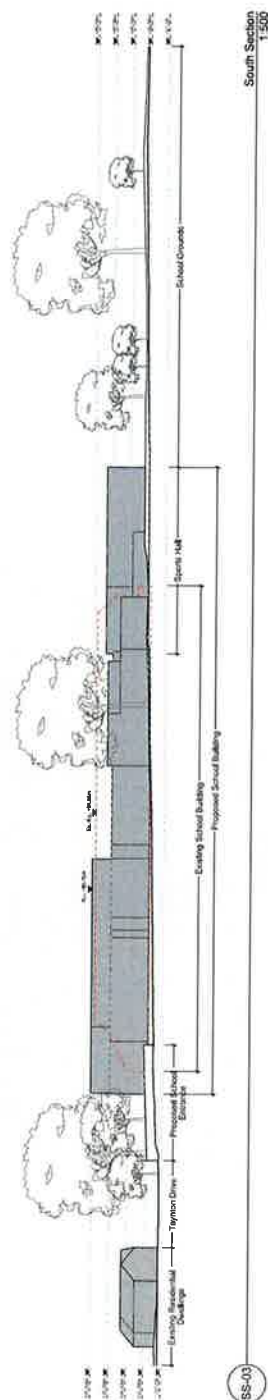
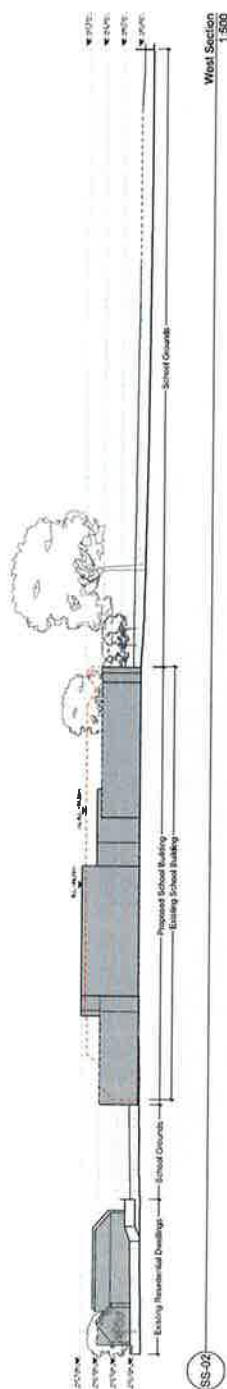
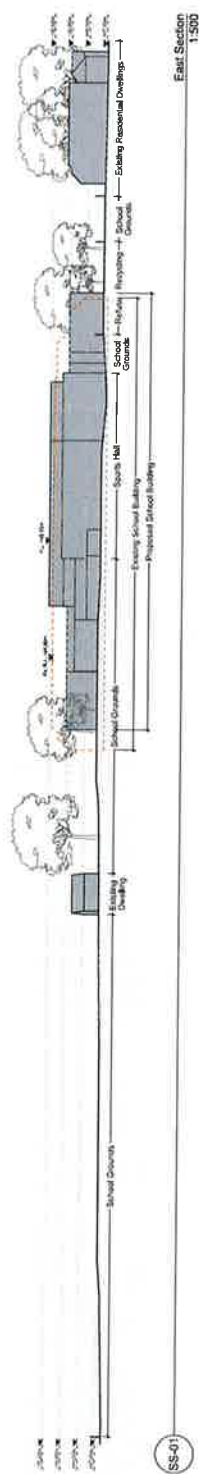
Luxury 4x4 (2006)	4.97m
Overall Length	2.0m
Overall Width	1.90m
Overall Height	0.279m
Min Body Ground Clearance	1.884m
Max Track Width	1.806m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	5.800m



Luxury 4x4 (2006)	4.97m
Overall Length	2.0m
Overall Width	1.90m
Overall Height	0.279m
Min Body Ground Clearance	1.884m
Max Track Width	1.806m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	5.800m

Luxury 4x4 (2006)	4.97m
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Max Track Width	1.806m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	5.800m







1
New Elevation
1:500



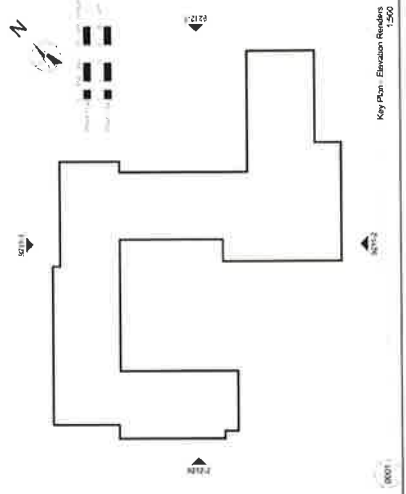
2
Side Elevation
1:500



Materials

Material Key

- 1 PPC Aluminium Windows - Dark Grey
- 2 PPC Aluminium Ventilation Louvers - Dark Grey
- 3 PPC Aluminium Doors - Dark Grey
- 4 Brick Slip Cladding - Red Multi Stock
- 5 Brick Plinth - Dark Grey
- 6 Rockpanel Chameleon Cladding - Green Brown
- 7 Trepsa Metallic Cladding - Titanium Bronze Silver
- 8 Square Dual In PPC Aluminium rainwater pipes and hoppers - Dark Grey
- 9 Stainless steel school signage to specialists details (lighting)
- 10 PPC Aluminium Flashing - Dark Grey
- 11 Edge protection guard rails
- 12 Photovoltaics



		Department for Education
Project Name	Marston Park Secondary School	Department for Education
Project Location	Marston Park School	Department for Education
Project Description	New Secondary School Building	Department for Education
Project Status	Proposed Elevation Reference Sheet 2	Department for Education
Project Date	10/10/2024	Department for Education
Project Version	1.0	Department for Education
Project Author	10/10/2024	Department for Education
Project Reviewer	10/10/2024	Department for Education
Project Approver	10/10/2024	Department for Education
Project Sign-off	10/10/2024	Department for Education



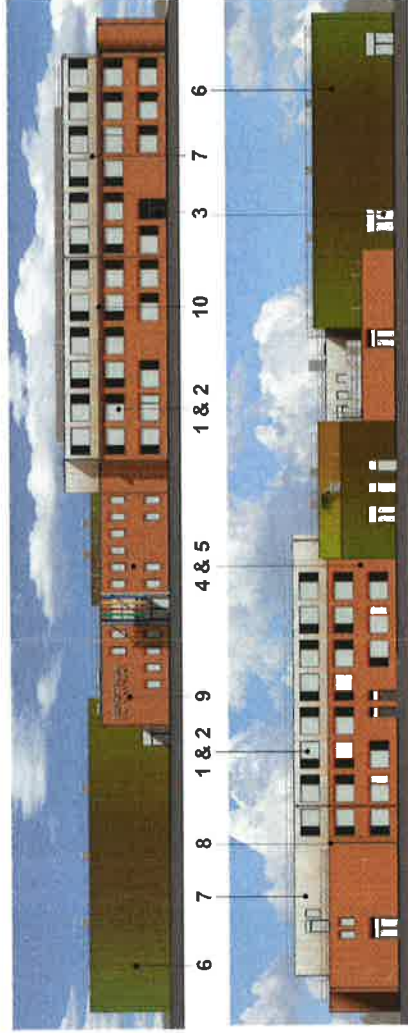
All images are for illustration purposes only

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MATERIAL KEY

- 1 PPC Aluminium Windows - Dark Grey
- 2 PPC Aluminium Ventilation Louvres - Dark Grey
- 3 PPC Aluminium Doors - Dark Grey
- 4 Brick Slip Cladding - Red Multi Stock
- 5 Brick Plinth - Dark Grey
- 6 Rockpanel Chameleon Cladding - Green Brown
- 7 Trespa Metallic Cladding - Titanium Bronze / Silver
- 8 Square flush fit PPC aluminium rainwater pipes and hoppers - Dark Grey
- 9 Stainless steel school signage to specialists details (lighting)
- 10 PPC Aluminium flashing - Dark Grey

PROPOSED ELEVATIONS



1. PPC Aluminium Windows - Dark Grey



6. Rockpanel Chameleon Cladding - Green / Brown



7. Trespa Metallic Cladding - Titanium Bronze / Silver



3. PPC Aluminium Doors - Dark Grey



4. Brick Slip Cladding - Red Multi Stock



5. Brick Plinth - Dark Grey



8. Square flush fit PPC Alu rainwater pipes - Colour



9. Stainless steel school signage



10. PPC Aluminium flashing - Colour



PROPOSED ENTRANCE CANOPY

Proposed Entrance Canopy
Galvanised steel frame with vertical fins to incorporate school values and corporate colours