 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	18 April 2018
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	7	WARD: Merstham

APPLICATION NUMBER:	17/02891/F	VALID:	11 December 2017
APPLICANT:	Education And Skills Funding Agency	AGENT:	JLL
LOCATION:	ST NICHOLAS SCHOOL, TAYNTON DRIVE, MERSTHAM		
DESCRIPTION:	Erection of modular school accommodation, car parking, access works, play space, landscaping and ancillary works required for a temporary period of two years		
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SUMMARY

This application seeks full planning permission for the erection of modular school accommodation with associated works on part of the grounds of St Nicholas School. The modular accommodation is sought for a temporary period of two years whilst a replacement permanent secondary school (for which a separate outline application has also been made) is constructed.

The site is within the Metropolitan Green Belt. Whilst the proposed modular buildings would be temporary in nature; the structures and associated works nonetheless constitute inappropriate development and therefore should only be approved in very special circumstances.

To this end, the applicant has provided clear evidence of an immediate need for new secondary school provision (from September 2018) 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. Furthermore, the applicant has demonstrated through an alternative site search that this immediate need could not be met elsewhere, particularly not given the rapid delivery required. The benefits of meeting this pressing educational need through providing the temporary accommodation whilst a permanent school is built is considered sufficient to establish very special circumstances, particularly in light of advice in the National Planning Policy Framework which advises that "great weight" should be given to the need for new schools in planning decisions and mindful of the fact that any harm to the Green Belt would be "time-limited" due to the temporary nature of the modular accommodation.

The proposed modular accommodation would comprise a number of single storey units, arranged in a horseshoe around a central hard landscaped area. Whilst the units are likely to be relatively functional in appearance, given their height, siting and temporary nature, it is concluded that they would not be unduly prominent or detrimental to the character of the area. Some additional landscaping and planting is proposed to help screen the modular provision and proposed car parking.

Access to the site would be via the existing vehicular access to the school opposite Sutton Gardens, with a new car park and turning head created to the rear of properties on Taynton Drive to serve the temporary school. The County Highway Authority has considered the transport and highways implications of the temporary provision (including operating alongside the existing school) and considers them to be acceptable in terms of safety and operation, subject to conditions, including a Travel Plan and a legal agreement to secure funding for a review of local parking restrictions. Additional modelling of the impact on the School Hill/A23 junction has been provided by the applicant on the basis of feedback from Officers and consultees during the course of the application: this modelling has been assessed by the County Highway Authority who have confirmed that they have no objection to the temporary provision as the modelling confirms that during the two years of temporary provision, traffic queuing at the School Hill junction with the A23 does not affect new junctions further back and thus is not considered to give rise to an unacceptable impact.

Given their height and separation to the boundary with properties to the north, it is concluded that the modular provision would not give rise to an unacceptable impact on surrounding residential amenity. Noise and disturbance arising from the car park and use of the outdoor areas around the temporary school has been assessed and is not considered to be detrimental to neighbouring residential properties.

RECOMMENDATION(S)

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

- (i) A contribution of £3,000 towards a review and implementation of parking restrictions for up to two years past full occupation of the site; and
- (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 31 July 2018 or such longer period as may be agreed, the Head of Places and Planning be authorised to refuse permission for the following reason:

The proposal fails to make adequate provision for the monitoring and subsequent management of off-site impacts on local parking demand and therefore could give rise to a situation prejudicial to highway safety, contrary to policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.

Consultations:

County Highway Authority: No objection on highway safety or capacity grounds subject to conditions and a legal agreement to secure contributions towards a parking review. Comments as follows:

"I am happy to support the application for the two temporary years - that is 2018/19 and 2019/20. This is because the junction modelling shows that during those two years traffic queuing at the School Hill junction with the A23 does not affect new junctions further back. However the modelling shows that by 2025 queuing back from the junction would affect Nutfield Road, due to the new school. I am therefore only able to support the first two temporary years.

This is on the condition that the proposed highway works at the Taynton Drive junction with Sutton Gardens at the access is carried out in accordance with details to be submitted for entering into a full Section 278 Agreement.

In addition a revised travel plan would need to be submitted and agreed. The proposed development will increase parking demand so I will need a contribution of £3,000 toward reviewing and implementing parking restrictions for up to two years past full occupation of the site, in the event that parking demand is causing a highway safety problem. If we do not use this money for up to two years post full occupation, then the school can have the contribution back with interest. This can be entered into a section 106."

Tree Officer: No objection subject to conditions. Summary of conclusion as follows:

In conclusion, I consider that the removal of the tree through their existing poor quality or as a direct result of the redevelopment, construction processes and activities would not result in any substantial long term loss of visual amenity, nor would the tree losses have any adverse effects on the local and wider landscape. Subject to adequate tree protection measures and a finalised arboricultural method statement and tree protection plan with the require levels of qualified arboricultural supervision and monitoring existing trees can be successfully incorporated into the proposed schemes.

Environment Agency: No objection subject to conditions in respect of flooding risk or impact on groundwater. Comments summarised as follows:

The site was deemed not to have a high potential for ground contamination to be present. The ground investigation did not reveal any elevated contaminant concentrations that would represent a significant risk to Controlled Waters and we agree that on the basis of the information provided, remedial measures are not required.

Our flood risk advisor has reviewed the FRA and we can be confident that the development is all being undertaken in FZ1.

Surrey Wildlife Trust: Recommends conditions to secure ecological mitigation and further bat surveys. Comments as follows:

The Trust would advise that the Preliminary Ecological Appraisal Report by The Landscape Partnership dated November 2017...provides much useful information for the Local Authority to be able to assess the potential status of protected and important species on the proposed development site and the likely effect of the development on them.

We would therefore advise the Local Authority that should they be minded to grant this planning application...the applicant should be required to undertake all the recommended actions in Section 5 of the Report, including biodiversity enhancements detailed in sub-section 5.4.

We would further advise the Local Authority, that as the applicant's Ecologist has advised in their report, that further bat activity surveys are advised to help ascertain the status of bats in the buildings currently on site (which are to be demolished/removed).

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

I have reviewed the desk based assessment and the archaeological potential for the site is clearly low and the area of the proposed new build will have been disturbed by the previous buildings on the site reducing further the potential for significant archaeology to survive. The site is close to the Banstead ammunition depot that is designated as being a County Site of Archaeological Importance, but any remains associated with this important complex will be within the boundary of the depot site and so I can confirm that there is no requirement for any further archaeological investigations as a consequence of this proposal.

UK Power Networks: No objections

Natural England: No comments

Representations:

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

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

Issue	Response
Overlooking and loss of privacy	See paragraphs 6.28-6.32
Hazard to highway safety	See paragraphs 6.33-6.42, proposed legal agreement and conditions 5, 10, 11, 12, 13 and 14
Inadequate parking	See paragraphs 6.33-6.42, proposed legal agreement and conditions 5, 10, 11, 12, 13 and 14
Increase in traffic and congestion	See paragraphs 6.33-6.42 and condition 14
Inconvenience during construction	See paragraphs 6.54 and condition 5
Noise & disturbance	See paragraph 6.31 and condition 17
Crime fears	See paragraph 6.55
Health fears	See paragraphs 6.28-6.32 and condition 17
Drainage/sewage capacity	See paragraphs 6.43-6.45 and conditions 9 and 16
Flooding	See paragraphs 6.43-6.45 and conditions 9

and 16

Alternative location/proposal preferred

See paragraphs 6.7-6.17

Loss of private view

This is not a material planning consideration

Objection was also received regarding the relationship between the existing school and proposed school in terms of Health & Safety and welfare of pupils, as well as lack of consultation with the 'service users' of the school.

Letters of support for the proposals were received from GLF Schools (the intended operator).

1.0 Site and Character Appraisal

- 1.1 The site consists of part of the grounds of the existing St Nicholas special school which is located on the southern edge of the Merstham urban area. The site is wholly within the Metropolitan Green Belt.
- 1.2 The site comprises open grounds to the north and east of the main school buildings. The grounds are currently a mixture of amenity land to the front of the school, an area of semi-natural open space and a small area of current playing field.
- 1.3 The site is bounded by the Merstham estate to the north which comprises mainly inter/post-war housing. To the south, the site is bounded by a narrow belt of trees, beyond which are public allotments and which are within the Green Belt. To the east, the belt of trees is more pronounced and separates the site from the adjoining lake/body of water. The character transitions very quickly from urban to rural countryside to the south of Merstham, all of which is within the Green Belt.
- 1.4 As a whole, the application site extends to approximately 2.22ha.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Pre-application advice relating to the redevelopment of the site has been sought on several occasions since 2015. Advice was given in relation to the Green Belt and very special circumstances, design/layout and accessibility, highways and parking.
- 2.2 Improvements secured during the course of the application: Additional information regarding transport impacts was provided by the applicant. Details of proposed landscaping were also provided.
- 2.3 Further improvements to be secured through planning conditions or legal agreement: Conditions will be used to secure details of appearance and materiality of the proposed temporary units as well as external landscaping. Conditions will also be used to deal with highway matters and limit the temporary provision to the period of two years as requested.

3.0 Relevant Planning and Enforcement History

- 3.1 There is various planning history associated with the expansion and operation of St Nicholas School, with most applications determined by SCC as the Local Planning Authority for such works.
- 3.2 A separate, related outline planning application (17/02890/OUT) for the demolition of the existing school and erection of a replacement secondary school with play space, car parking and associated works.

4.0 Proposal and Design Approach

- 4.1 The proposed development seeks full planning permission for the erection of modular school accommodation with associated car parking and landscaping works for a temporary period of two years.
- 4.2 The accommodation will accommodate students aged between 11 and 16 years old in September 2018 with one year intake (120 pupils) followed by a further intake of 120 pupils in September 2019. The facilities are required to meet educational needs whilst the main school is redeveloped and under construction.
- 4.3 The accommodation would comprise a set of single storey units situated on the playing fields to the east of the existing school and arranged in a horseshoe complex around a central plaza.
- 4.4 Access would be via the existing main entrance onto Taynton Drive, with a new temporary access, car park for 42 vehicles and turning head created along the northern boundary of the site.
- 4.5 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.
- 4.6 Evidence of the applicant's design approach is set out below:

Assessment	The site is located within the Metropolitan Green Belt. 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 and that a public consultation event held in the school in November. Feedback is summarised as being largely positive with the main issues being traffic, parking and issues of privacy/impact on residential amenity.
Evaluation	The Design Statement set out how the proposals have evolved in relation to the pre-application advice and the space requirements for the temporary school.
Design	The Design Statement identifies that, as the accommodation is proposed to be temporary, in terms of design and layout, priority has been given to minimising disruption to local residents. The location of the Temporary School is intended to keep all buildings close to existing housing line so as to minimise the impact of built forms within the greenbelt space, whilst retaining enough distance from the boundary line so as to minimise any visual or noise impact upon neighbours.

4.7 Further details of the development are as follows:

Site area	2.22ha
Existing use	School (grounds of)
Proposed use	Temporary secondary school
Floor area of temporary buildings	809sqm
Number of pupils	Up to 240 (temporary 2 years) (120 pupils in year 1 with a further 120 in year 2).
Number of staff	15 FTE in year 1 rising to 28 FTE in year 2
Proposed parking spaces	42
Parking standard	BLP 2005 - individual assessment – BLP states that <i>“only operational requirements should be provided for...Pupil parking and drop off/pick up</i>

5.0 Policy Context

5.1 Designation

Metropolitan Green Belt
Adjacent to Site of Nature Conservation Importance

5.2 Reigate and Banstead Core Strategy

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

5.3 Reigate & Banstead Borough Local Plan 2005

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

5.4 Other Material Considerations

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

6.0 **Assessment**

6.1 The application site forms part of the grounds of the existing Chart Wood school (formerly St Nicholas) within the Metropolitan Green Belt but adjoining the defined urban area. The proposals seek full planning permission for the erection of temporary modular school accommodation for a period of two years.

6.2 The main issues to consider are therefore:

- development within the Metropolitan Green Belt
- design and impact on the character of the area
- effects on the amenity of neighbouring properties
- access, parking and highway implications
- other matters

Development within the Metropolitan Green Belt

- 6.4 The site is within the Metropolitan Green Belt where the erection of new buildings is normally considered to be inappropriate.
- 6.5 Even though the modular units proposed in this case are intended for a temporary period of 2 years, they would nonetheless constitute new development and would not fall within any of the exceptions set out in paragraphs 89 or 90 of the Framework. On this basis, they are concluded to be inappropriate development.
- 6.6 To justify the development, the applicants have advanced a number of considerations and benefits, most notably the need for secondary school provision. Many of the factors advanced by the applicant apply to both this application and to the separate application for permanent provision on the site. The various considerations, and the respective evidence for each, is discussed below:

Need

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

- 6.10 The Council's own policies and evidence also support the need for new secondary provision in this area. Policy CS8 (Area 2a) of the Core Strategy identifies a "*new 6-form entry secondary school*" as one of the infrastructure priorities for the Redhill area and at that point it was envisaged that it would be needed by 2017. Furthermore, evidence prepared to support the Development Management Plan (Regulation 18 Stage) consultation concludes that "*Urban growth in the Redhill/Reigate catchment is projected to generate a need for an additional 10 forms of entry (300 places) at YR 7 by 2022. Potential urban extension sites are projected to generated demand for a further 27 places at YR 7 (i.e. a further 1FE) over and above this baseline urban growth*".
- 6.11 Particularly relevant to the temporary provision is the evidence that additional forms of entry are required almost immediately (from September 2018), thus necessitating a rapid delivery which would render permanent provision unfeasible. The confirmation in Surrey's letter that options for expansion within the existing secondary school network suggests that temporary or bulge provision within existing schools would similarly be unlikely to be achievable.
- 6.12 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. The imminent timing of this need is considered to support the case for temporary provision, particularly as the existing buildings are required to be redeveloped for a replacement permanent school.
- 6.13 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

- 6.14 The applicants also demonstrate that there are no alternative, available sites upon which the proposed new school to serve the Reigate/Redhill catchment could be accommodated given the specific requirements. This argument is supported by a "Sequential Site Assessment".
- 6.15 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.
- 6.16 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, particularly for a short term temporary provision and this position is agreed. Others were considered inappropriate for school provision.

- 6.17 Overall, it is acknowledged and accepted that the particular requirements for a temporary school 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 short term need for temporary provision whilst the permanent school is constructed could not be met on an alternative site within the catchment. This attracts further significant weight in favour of the application. The logistical benefit to both the school and pupils of the temporary school being on the same site as the future permanent provision (as set out in the report for that application, it is also agreed that there are no available alternative sites for the permanent school), is also considered to be relevant and weighs in favour of the scheme.

Overall conclusions in relation to Green Belt

- 6.18 As above, although for a temporary period, the proposed modular units constitute inappropriate development with the Green Belt and should therefore only be approved in very special circumstances.
- 6.19 In this case, it is considered that very special circumstances have been demonstrated as the harm to the Green Belt (which would be time limited with reversion of the site to its present open character secured through condition) would be clearly and demonstrably outweighed by the significant benefits associated with providing the short term accommodation required to meet the immediate need for secondary provision within the Reigate/Redhill catchment, a need which it is agreed could not reasonably be met on any other alternative site.
- 6.20 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.
- 6.21 The development would therefore accord with Policy Co1 of the Borough Local Plan, CS3 of the Core Strategy and the relevant provisions of the NPPF.

Design and impact on the character of the area

- 6.22 The application would comprise eight modular units which would be located to the north-east of the existing school buildings on part of the existing playing fields. The application was supported by a Landscape and Visual Impact Assessment which concludes that the temporary provision would not have any significant adverse landscape effects and any visual effects would likely be moderate/minor adverse at worst, with proposed landscaping and tree planting helping to mitigate these.
- 6.23 The modular units are proposed to be single storey structures of relatively modest height (3.6m) and would be arranged in a horseshoe configuration around a central

hard landscaped plaza. Rather than a single large unit, the temporary accommodation is proposed to be a number of smaller modules which will help break up their overall visual mass. The structures are proposed to be of relatively simple form and functional appearance; however, full details of the appearance and materiality of the modular units have not been provided at this stage. These details will be secured through condition to ensure an acceptable appearance.

- 6.24 As above, some landscaping in the form of a new hedge and tree planting is proposed as part of the temporary provision, both to screen the car parking and the modular units themselves. In principle, it is agreed that this may have some value in terms of mitigating visual impact but is not considered critical given the low scale of the buildings. Concerns have been raised by neighbours regarding the lack of detail regarding proposed planting and potential for an oppressive impact on their gardens. Final details of proposed landscaping will be secured through condition.
- 6.25 A new car parking area and access road – which will be taken from the main access opposite Sutton Gardens - will also be created to serve the temporary provision. Whilst this would introduce a new area of hardstanding – part of which will be visible in the street scene - the main car parking area will be screened from view by the houses fronting Taynton Drive and the layout will enable the majority of the existing tree screening and an area of soft landscaping/amenity space to be retained along the Taynton Drive frontage. Additional tree planting to help screen and break up the parking area is also proposed. On this basis, it is considered that the parking area would not unduly urbanise or erode the open, soft landscaped street scene.
- 6.26 The site area for the temporary school will be separate from the main school, both for operational purposes and to ensure safety of pupils at the temporary school during any construction works. A condition is proposed to secure details of the proposed boundary treatment and its removal once the temporary provision ceases.
- 6.27 Overall, given the siting, scale and height of the modular units and the layout of the parking area, it is agreed that they would not have an unacceptable adverse landscape. Furthermore, it is considered that they will not be dominant within the street scene or unduly detrimental to the character of the area. They are therefore considered to comply with policy Cf2 of the Local Plan.

Effects on the amenity of neighbouring properties

- 6.28 The proposed temporary units and new access/parking area would be located to the rear of properties on Taynton Drive and therefore have the potential to impact on their amenity.
- 6.29 In terms of the modular buildings themselves, these are proposed to be low height (3.6m) and would be positioned such that they would be a minimum of 11m to the rear boundaries of properties on Taynton Drive. At this height and distance, it is not considered that they would give rise to an overbearing or overshadowing effect on neighbours. Whilst there would be windows facing towards properties on Taynton Drive, these would be ground floor only and would not cause an unacceptable loss of privacy.

- 6.30 As above, the layout for the temporary provision includes some tree planting, both to replace losses within the site and to screen the temporary provision. Some concern has been raised by neighbours that the proposed planting may give rise to a loss of outlook and overshadowing effect on their gardens. The planting shown on the plans is considered to strike an appropriate balance between providing some screening and softening of the temporary modular units whilst avoiding an oppressive effect on neighbouring properties. The species would be planted in small groups or as isolated trees with spacing between them such that views between the trees would remain and they would be planted a sufficient distance off the boundary with neighbouring properties.
- 6.31 A new access road, car park (for 42 vehicles) and turning head would be introduced to the rear of the neighbouring residential properties on Taynton Drive to provide access and servicing for the temporary school. A Noise Impact Assessment was submitted with the application which concludes 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 45dB, i.e. less than the background noise level which was measured at 49dB. On this basis, it is not considered that the indicated siting of the car park would give rise to unacceptable noise and disturbance for neighbouring properties. A similar conclusion is reached in respect of the use of outdoor play areas.
- 6.32 On this basis, the proposal is not considered to give rise to any serious adverse impacts on neighbour amenity and therefore complies with policies Cf2 and Cf3 the Borough Local Plan 2005.

Accessibility, parking and highway implications

- 6.33 The temporary school would be accessed from the existing main school access onto Taynton Drive, with a new car parking area and turning head created. A new separate pedestrian access from Taynton Drive would also be created.
- 6.34 The application was accompanied by a Transport Assessment which examines the travel patterns, parking demand and trip generation which would be associated with the temporary school (of 240 pupils when fully operational in year 2). The Transport Statement also included modelling of the impact of the proposals on local roads and junctions.
- 6.35 The Transport Assessment was reviewed by the County Highway Authority (CHA) who raised a number of queries about its contents and the modelling undertaken, including the absence of modelling of the School Hill/A23 junction. In response to this, the applicant undertook further revised modelling – the scope of which was discussed and agreed with the CHA – and provided a further Transport Note responding to the more detailed matters and requests raised by the County.
- 6.36 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. On this basis, the approach taken is considered to be robust and realistic. The modelling identifies that the new school would result in a net increase of up to 68 additional vehicle trips in year 1 (assuming the school operates alongside the existing Chart Wood School) falling to an additional 31 total vehicle trips (staff and pupils) in year 2 (due to the closure of Chart Wood). It is concluded that this would have a negligible impact on the three main junctions tested and the local highway network more generally, a conclusion which is accepted by the County Highway Authority.

- 6.37 During the course of the application, concerns were raised with the applicant regarding the absence of modelling of the School Hill/A23 junction which has previously identified as experiencing congestion at peak times due to the throughput and geometry of the junction. As a consequence, the applicant undertook further specific modelling of this junction with input from the County Council. The outputs of this have been reviewed by the CHA who confirm that, during the operation of the temporary school, there would not be an unacceptable impact on School Hill/A23 junction and, in particular, any queuing would not affect junctions further back. Based on the specific modelling of School Hill and the conclusions above, the temporary school is not therefore considered to give rise to a severe impact on the operation of the surrounding highway network which would warrant refusal under the Framework. The impact of the permanent replacement school (subject of a separate application for which discussions are on-going) or any future expansion of the temporary provision on this junction would need to be considered separately and on their own merits from a highway perspective.
- 6.38 The application was supported by a draft School Travel Plan which details the various measures to be introduced by the school in order to promote sustainable travel. The draft Travel Plan follows the Modeshift STARS programme (a national programme for schools) and sets out the intention for initiatives to be in place for the school to meet the Bronze accreditation on opening of the temporary accommodation and to subsequently transition to Silver accreditation upon opening of any temporary school. Subject to some matters of detail to be addressed in the final Travel Plan, this is considered to be appropriate. Pedestrian improvements in the immediate vicinity of the school at the Taynton Drive/Sutton Gardens junction are proposed along with a new pedestrian access from Taynton Drive: these are considered to be adequate and proportionate to connect the site into the surrounding local footway network.
- 6.39 Given the anticipated staffing levels (up to 28 FTE over the two years), likely visitors and the proposed travel plan measures, the parking provision of 42 spaces for the temporary school is considered to be acceptable. 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 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”*.
- 6.40 The application was also supported by a delivery and servicing plan which identifies how such movements will be accommodated and managed. The Plan demonstrates

that the proposed turning head would be adequately sized to enable large service vehicles (including delivery lorries, fire appliances and refuse trucks) to manoeuvre so that they can enter and exit the site in forward gear. These arrangements are felt to be acceptable and will ensure highway safety is maintained, including for school pupils.

- 6.41 Having reviewed the application and supporting material, the CHA has confirmed they have no objection to the proposed temporary school for a period of 2 years subject to conditions and an agreement to secure funding from the application to cover the cost of reviewing and implementing local parking restrictions as identified in the Transport Statement (including restrictions on Taynton Drive/Sutton Gardens junction and School markings outside the entrance to the school).
- 6.42 Taking all of the above into account, include the expert advice of the CHA following their detailed review of the application, it is considered that the scheme complies with policies Mo4, Mo5, Mo6 and Mo7 of the Local Plan and Policy CS17 of the Core Strategy.

Flooding and drainage

- 6.43 Unlike the wider school site, the area proposed for the modular units is within Flood Zone 1, with only a very small part of the existing access falling within Flood Zone 2/3. Even if the site were assessed on the basis of the worst risk of flooding, it is considered to pass the Sequential Test by virtue of the lack of reasonably available alternatives (as discussed above). Furthermore, none of the proposed built form would be within Flood Zone 1 and, whilst a small part of the access is in Flood Zone 2/3 according to EA maps, there would be alternative pedestrian access/egress onto Taynton Drive which would be outside of higher flood zones. On this basis, it is considered to pass the Exception Test. No objection has been received from the Environment Agency.
- 6.44 The application was supported by a drainage strategy statement which sets out the proposed layout of both foul and surface water drainage for the site. The County Council – as the Lead Local Flood Authority – has reviewed this information and considers it to sufficient for them to recommend approval, subject conditions.
- 6.45 On this basis, the proposal complies with policy Ut4 of the Local Plan, CS10 of the Core Strategy and the relevant provisions of national policy in relation to flooding and drainage.

Community Infrastructure Levy (CIL) and requested contributions

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

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

- 6.48 As above, the County Highway Authority has requested a contribution of £3,000 towards review and implementation of highway and parking restrictions on nearby roads. This will be secured by a legal agreement.

Other matters

- 6.49 The application was supported by a Tree Survey, Arboricultural Impact Assessment and Method Statement showing the implications of the development for trees and tree cover and the site and the tree protection measures to be put in place.
- 6.50 A number of tree losses are proposed; however, these are confined to lower category trees and mainly small specimens which are typical of a school environment. The Tree Officer has considered the submission and concludes that the tree losses will not result in any significant loss of visual amenity and can easily be replaced. Crucially, the tree planting along the front boundary of the site with Taynton Drive – which forms a key part of the street scene – would be retained. Tree protection measures and supervision are recommended.
- 6.51 The temporary application is supported by a landscaping proposal which shows intended replacement planting. This includes tree and hedge planting between the car park/modular units and the residential properties to the north, as well as some planting within the central “plaza” around which the modular units are grouped. As above, the tree planting is considered appropriate and, given the siting and spacing of the trees, would not give rise to an unacceptable effect on neighbours. Through the course of the application, some to ensure more indigenous species and to maximise the biodiversity opportunities of the proposed hedge have been secured. With these changes, the landscaping is considered acceptable and implementation will be secured by condition.
- 6.52 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.
- 6.53 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 no further investigation is required.

- 6.54 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.
- 6.55 Concerns have been raised in relation to crime; however, no specific issues have been identified. Whilst the presence of the school would give rise to an increase in the number of pupils and level of activity, there is no clear evidence in this case that this in itself would give rise to additional crime. Policies and monitoring/management of pupil behaviour – including anti-social behaviour – would be a matter for the school, assisted as appropriate by local policing.

CONDITIONS

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

Plan Type	Reference	Version	Date Received
Location Plan	34074 A 001		11.12.2017
Block Plan	34074 A 002		11.12.2017
Block Plan	34074 A 003		11.12.2017
Section Plan	34074 A 004		11.12.2017
Section Plan	34074 A 005		11.12.2017
Site Layout Plan	SK - 01	P3	11.12.2017
Floor Plan	34074 A 006A		13.12.2017
Floor Plan	34074 A 006B		13.12.2017
Floor Plan	34074 A 006C		13.12.2017
Elevation Plan	34074 A 007A		13.12.2017
Elevation Plan	34074 A 007B		13.12.2017
Elevation Plan	34074 A 007C		13.12.2017
Landscaping Plan	UNNUMBERED		22.02.2018
Site Layout Plan	34310 P 002	2	08.03.2018

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.

Note: Should alterations or amendments be required to the approved plans, it will be necessary to apply either under Section 96A of the Town and Country Planning Act 1990 for non-material alterations or Section 73 of the Act for minor material alterations. An application must be made using the standard application forms and you should consult with us, to establish the correct type of application to be made.

2. 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.

3. The use of the modular accommodation hereby approved shall cease on 1 September 2020 and within six months of this date the buildings, ancillary structures and associated works hereby approved shall be removed from the site and the land restored to its former condition to the satisfaction of the Local Planning Authority.

Reason:

To ensure that the impact on the openness of the Metropolitan Green Belt, which is justified by the specific short term need for school provision, is appropriately managed and in recognition of the local transport impacts with regard to policies Co1, Cf3 and Mo4 of the Reigate and Banstead Borough Local Plan 2005 and policies CS3 and CS12 of the Reigate and Banstead Core Strategy 2014.

4. No development shall take place until details of the proposed ground levels within the site and finished ground floor levels of the modular buildings have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved levels.

Reason:

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

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

Reason:

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

6. No development shall commence until a final Construction Transport Management Plan, which should be in broad accordance with the Preliminary Construction Traffic Management Plan by Robert West (Ref: 2915/054/R05_Rev A dated December 2017), has been submitted to and approved in writing by the Local Planning Authority. The final plan shall include details of:

- (a) parking and turning for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials

- (d) provision of boundary hoarding behind any visibility zones
- (e) construction vehicle routing to and from the site
- (f) no HGV movements to or from the site shall take place at school and nursery drop off or pick up times (between 08:00 and 09:00 and between 15:00 and 16:00), nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting in Taynton Drive, Sutton Gardens, Weldon Way, Worsted Green and Bletchingley Road during these times
- (g) measures to prevent the deposit of materials on the highway
- (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused

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

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

7. Prior to the erection, construction or installation of the modular units on site, details of the specification of the modular units, including the external elevations, appearance and materials, shall be submitted to and approved in writing by the Local Planning Authority, and on development shall be carried out in strict accordance with the approved details.

Details for this condition shall ensure that the modular units do not exceed the floor area and height parameters identified on the approved plans and within the approved Design & Access Statement.

Reason:

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

8. All hard and soft landscaping work shall be completed in full accordance with the scheme as detailed on the approved drawing entitled "TEMPORARY SCHEME CHARTWOOD 70 SEN + TEMPORARY 240 PLANTING SCHEME" and associated specification set out in the External Works-Soft Landscaping Details document (ref: E03540-L-Spec_20180221-WP).

The approved scheme shall be implemented prior to occupation or within the first planting season following completion or as otherwise agreed in writing with the Local Planning Authority.

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

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 Pc4 and Ho9 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837.

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

Reason:

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

10. The development hereby approved shall be carried out in strict accordance with the drainage details set out in the Initial Foul and Surface Water Drainage Statement (Ref: FS0391-MAC-XX-XX-SP-P-002 Rev P2) by MACE and the accompany drainage layout plan (34310 P 002 Rev 02).

Reason:

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

11. The Delivery & Servicing Plan by Robert West (Ref: 2915/054/R04 dated December 2017) shall be implemented prior to occupation of the development hereby approved and shall be monitored and reviewed in accordance with the approved document.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

12. Notwithstanding the approved plans, the development hereby approved shall not be occupied unless and until the proposed revised access at the junction of Taynton Drive and Sutton Gardens has been constructed out in accordance with a detailed scheme to be submitted to and approved in writing with the Local Planning Authority.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

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

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

14. The development hereby approved shall not be first occupied unless and until facilities for the secure and covered parking of 52 bicycles have been provided within the development site in accordance with the approved plans and Transport Statement.

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

Reason:

To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012

15. The development hereby approved shall not be first occupied unless and until a revised final School Travel Plan has been submitted to and approved in writing by the Local Planning Authority. Such a statement should be in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide" and in general accordance with the Framework School Travel Plan (Ref: 2915/054/R03_Rev A by Robert West dated December 2017).

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

Reason:

To ensure that the development would promote sustainable transport choices with regard to Policy CS17 of the Reigate and Banstead Core Strategy 2014 and in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012

16. 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 (including to demarcate the temporary school site) has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed and installed before the occupation of the development hereby permitted.

Reason:

To preserve the visual amenity of the area and the openness of the Green Belt with regard to the Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Co1.

17. The development hereby approved shall not be first occupied until the following information has been submitted to and approved by the Local Planning Authority:

- a) a verification report carried out by a qualified drainage engineer and demonstrating that the sustainable urban drainage system has been constructed as per the agreed scheme, has been submitted to and approved by the Local Planning Authority;
- b) details of who will manage the drainage elements during the use of the temporary accommodation, including the maintenance regimes of each drainage element

Reason:

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

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

Reason:

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

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 hereby permitted in order to reduce greenhouse gas emissions.
3. The applicant is advised that prior to the occupation of the development, adequate provision should be made for waste storage and collection in accordance with condition 11 above. You are advised to contact the Council's Recycling and Cleansing team to discuss the required number and specification of wheeled bins on rc@reigate-banstead.gov.uk or on the Council's website at http://www.reigate-banstead.gov.uk/info/20051/commercial_waste.
4. 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 is 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.

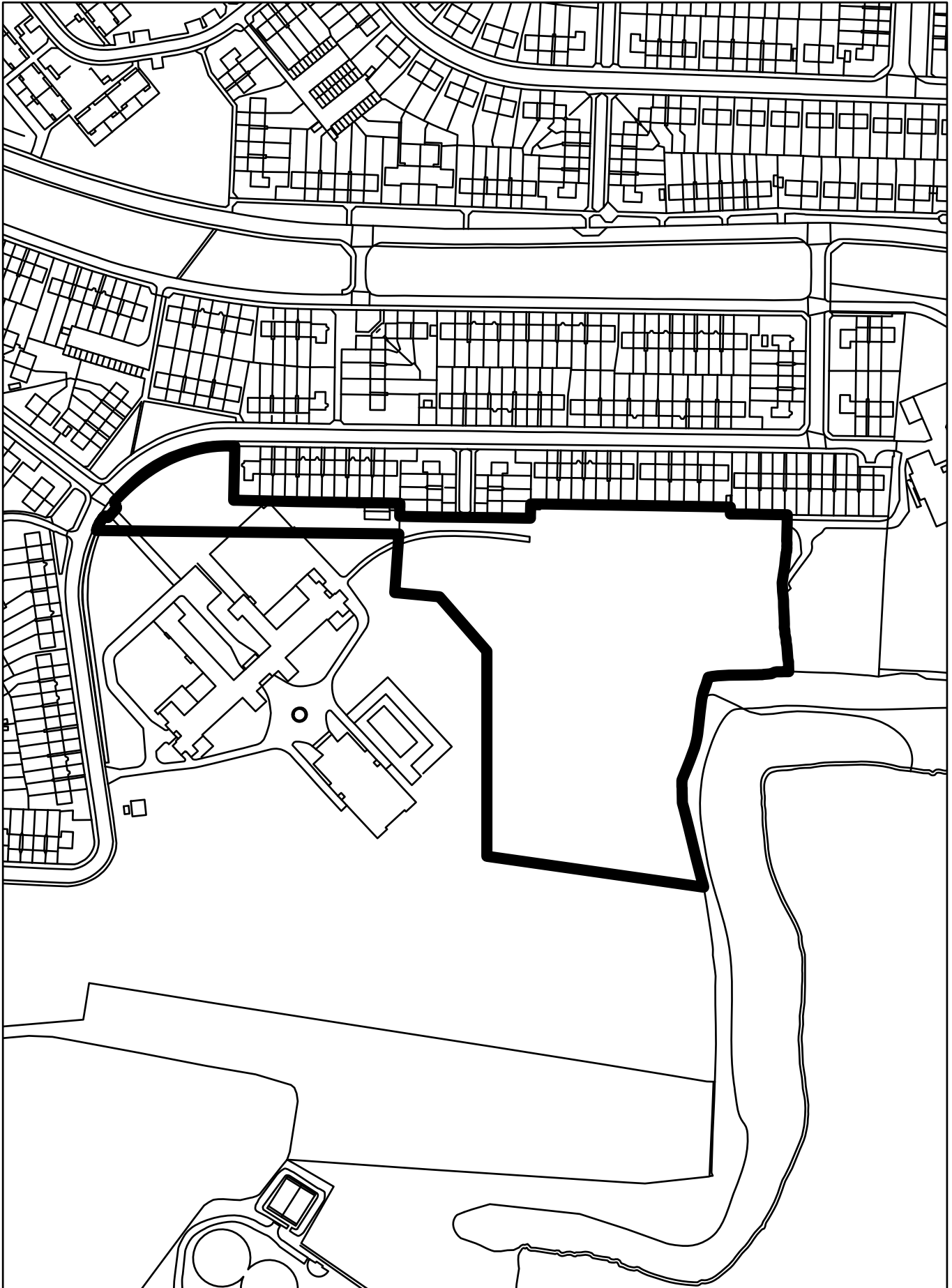
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority 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.
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 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).
8. 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.
9. The use of a suitably qualified arboricultural consultant is essential to provide acceptable supervision and monitoring in respect of the arboricultural issues in

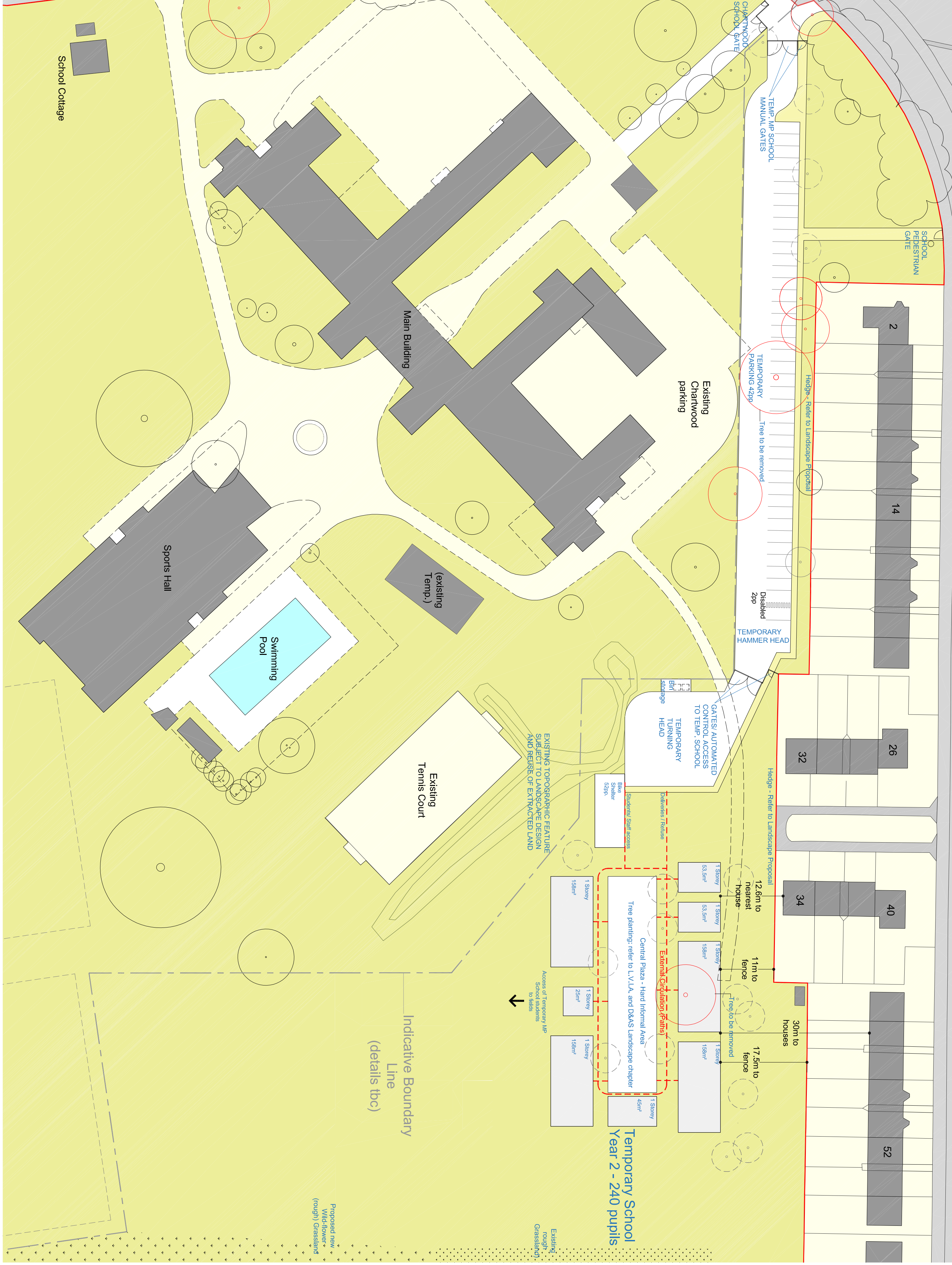
respect of the above condition. All works shall comply with the recommendations and guidelines contained within British Standard 5837.

REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies CS1, CS3, CS4, CS5, CS8, CS10, CS11, CS12, CS17, Pc2C, Pc2G, Pc4, Pc8, Co1, Cf1, Cf2, Re11, Mo4, Mo5, Mo6, Mo7, Mo13 and Ut4 and material considerations, including third party representations. It has been concluded that the proposal constitutes inappropriate development within the Metropolitan Green Belt, however very special circumstances are considered to exist which outweighs this harm and it is therefore in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

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.

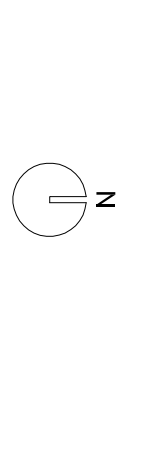




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 CONSTRUCTION.

KEY:

- PROPOSED TEMPORARY ACCOMMODATION
(Subject to contractor specific design)
- EXISTING SCHOOL FOOTPRINT
- ▨ PEDESTRIAN ACCESS
- ▩ PARKING AND VEHICULAR ACCESS ZONE
- ░ OUTSIDE SOFT AREA
- ░░ ROUGH GRASSLAND AREA
- ▬ SITE BOUNDARY
- ▬ SECURE FENCE
- EXISTING TREES - RETAINED
- EXISTING TREES - REMOVED
- PROPOSED NEW TREES



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PROJECT
 MERSTHAM PARK
 SECONDARY SCHOOL, IN SURREY

DRAWING TITLE
 PLANNING APPLICATION
 FOR TEMPORARY ACCOMMODATION
 BLOCK PLAN - PROPOSED

DRAWN BY	DATE	SCALE	REV
JM	04/12/2017	1:300 @ A2	-
CHECKED BY	DATE	SCALE	REV
PC		1:300 @ A2	-
PROJECT NO.	EGG CODE	SEG. NO.	
34074	A	003	

HCC CLIENT CODE: -
 Approved on 04/05/2017 10:00 AM under Planning Permission Ref: 17/0146/W/17/0000
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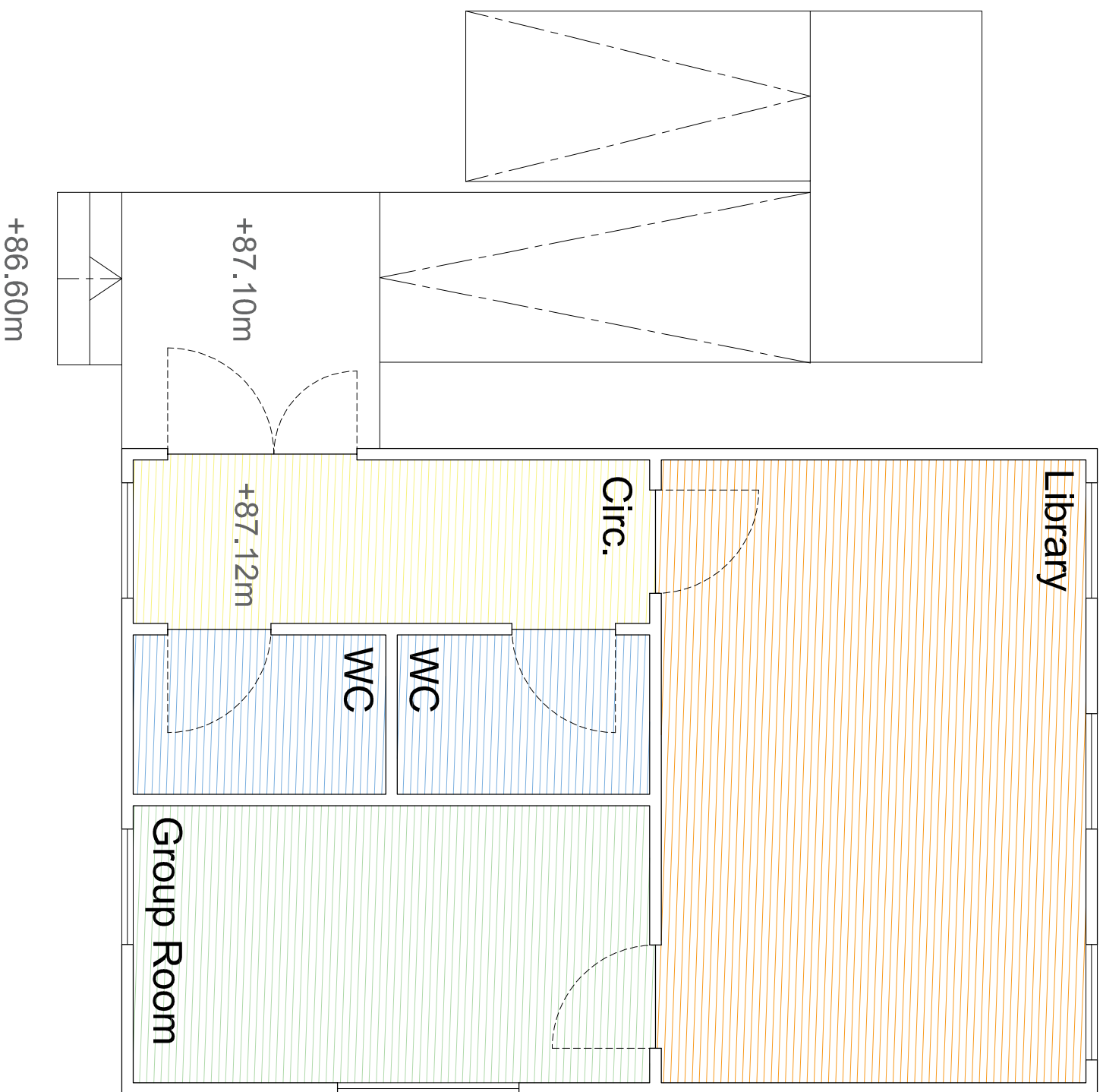
Temporary Accommodation
 Library Roof Plan



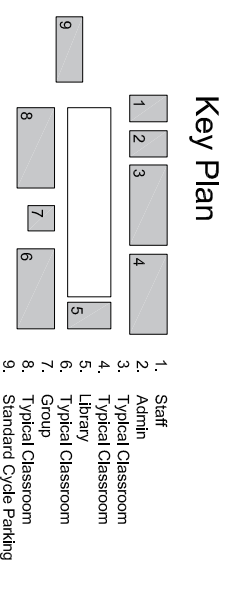
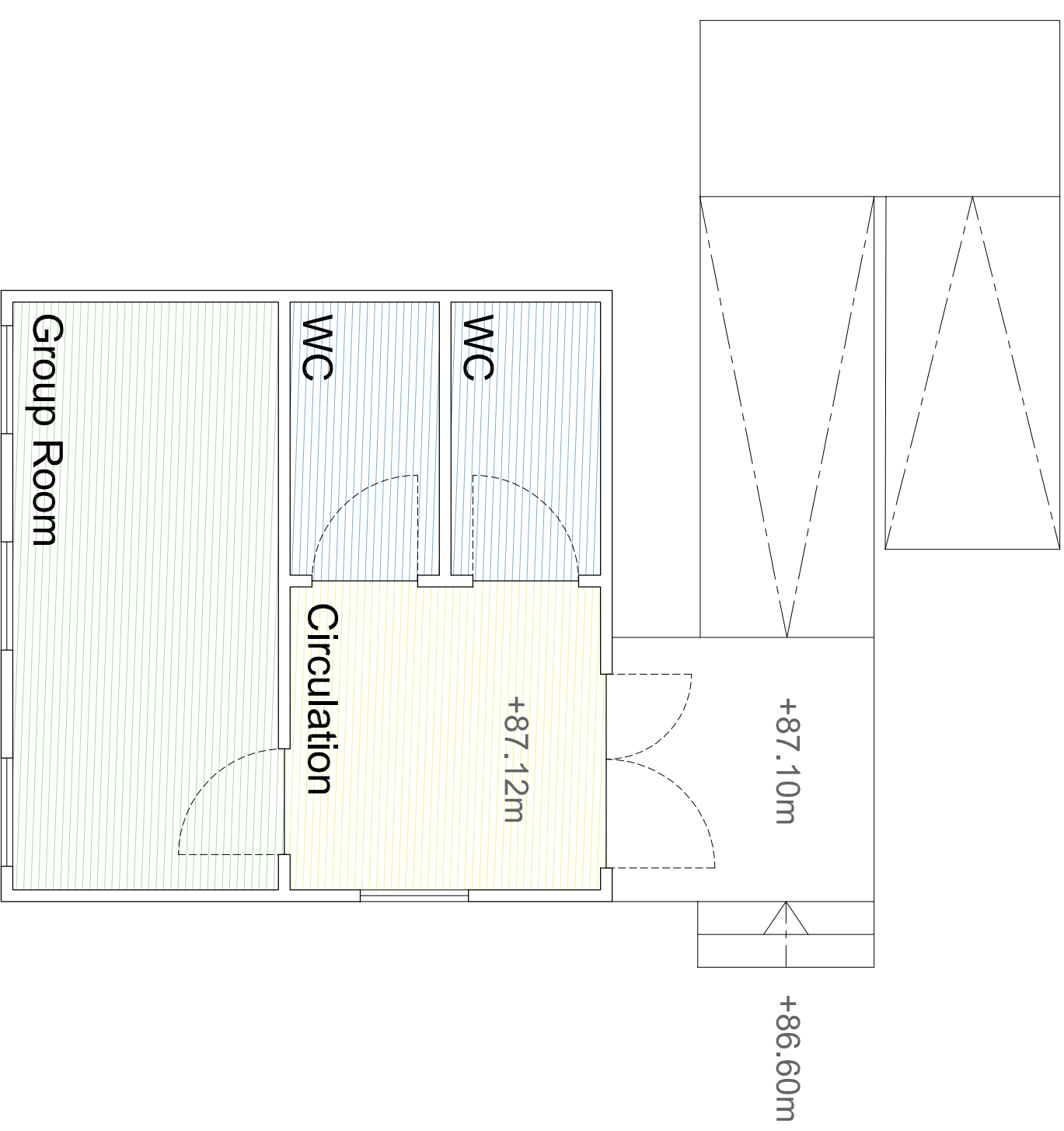
Temporary Accommodation
 Group Room Roof Plan



Temporary Accommodation
 Library Plan

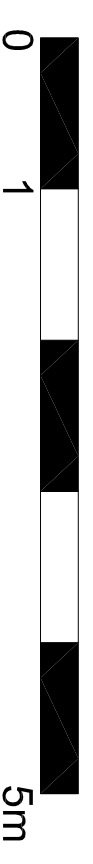


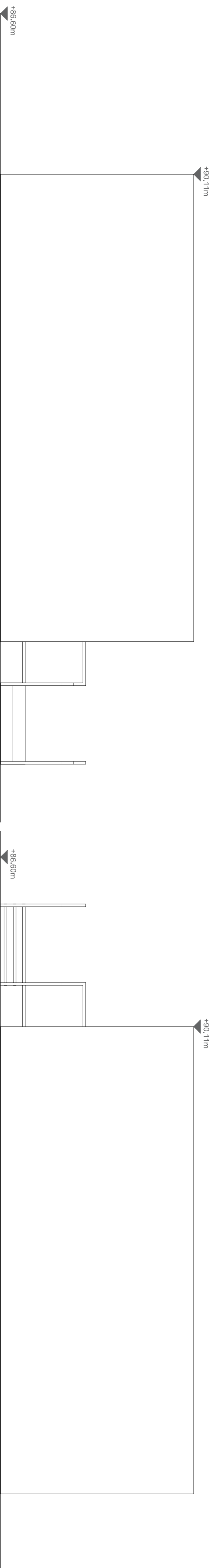
Temporary Accommodation
 Group Room Plan



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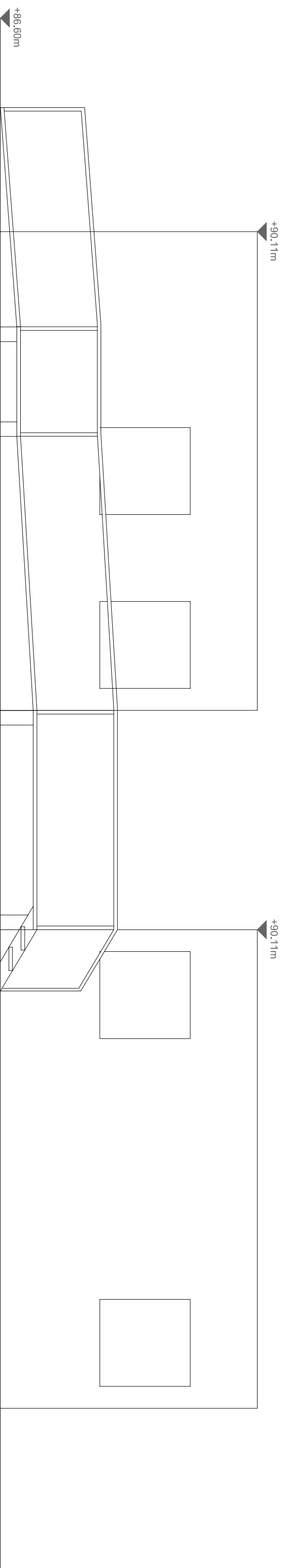
Rev	By	Description	Date	Chkd
<p>PROJECT MERSHAM PARK SECONDARY SCHOOL, IN SURREY</p>				
<p>DRAWING TITLE PLANNING APPLICATION FOR TEMPORARY ACCOMMODATION PROPOSED TYPICAL LIBRARY AND GROUP BLOCK PLANS</p>				
DRAWN BY	JM	DATE	04/12/2017	SCALE
CHECKED	PC	SCALE	1:50 @ A2	REV
PROJECT No.	34074	DWG CODE	A 006c	REV
ISSUE SHEET CODE	-	<p>Drawn and checked by: JM and PC Title: Planning Application for Temporary Accommodation Date: 04/12/2017 Scale: 1:50 @ A2 Project: Mersham Park Secondary School, Surrey Project No: 34074 Drawing Code: A 006c Issue Sheet Code: - Mace Group www.macegroup.com</p>		



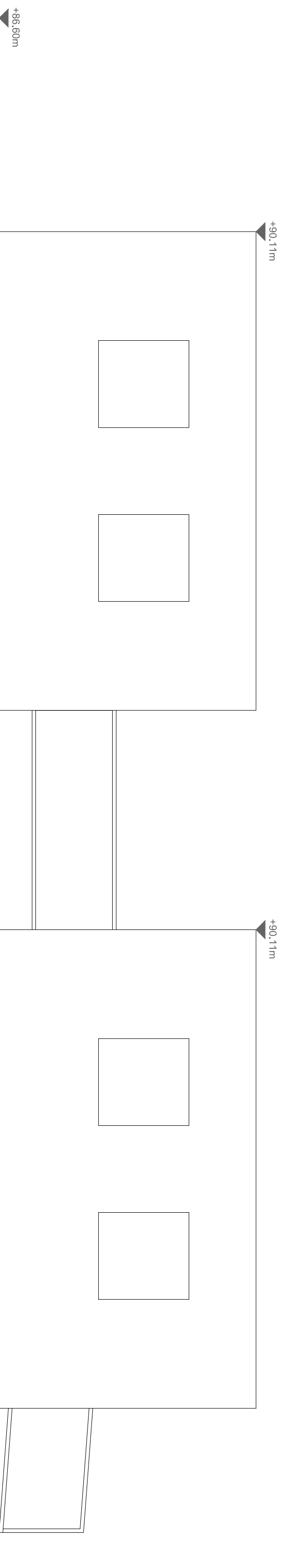


Temporary Accommodation Admin Offices
 Front Facade

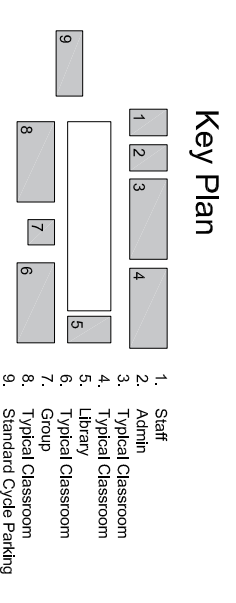
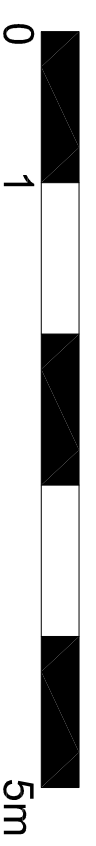
Typical Temporary Accommodation Classroom
 Rear Facade



Temporary Accommodation Admin Offices
 Front Facade



Temporary Accommodation Admin Offices
 Rear Facade

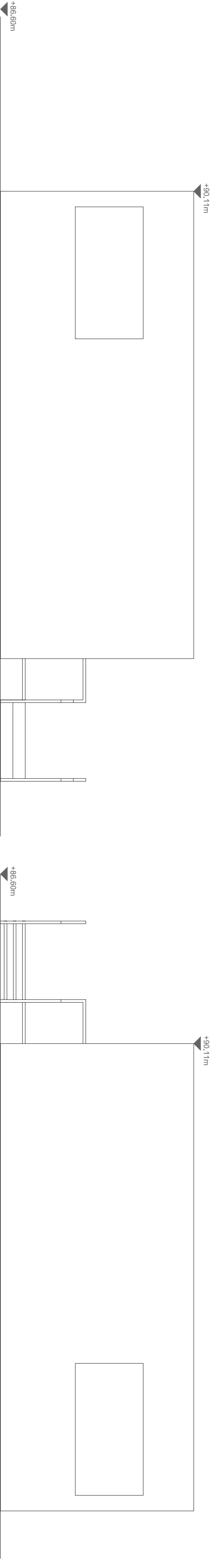


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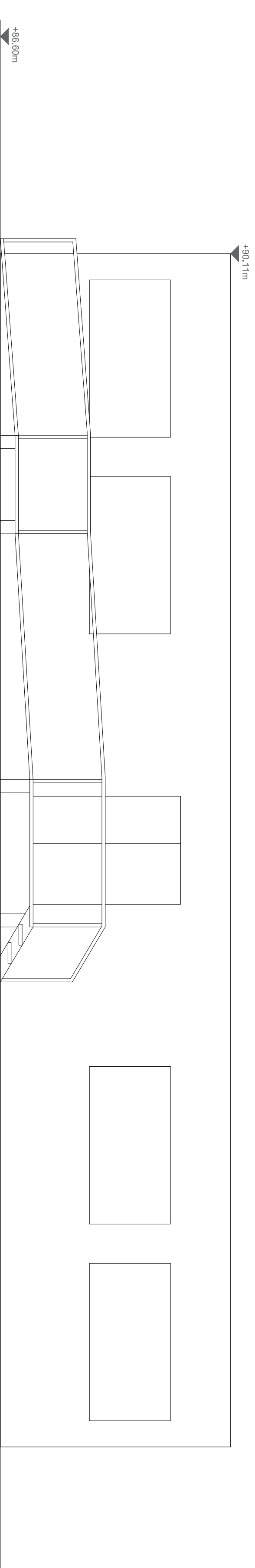
PROJECT		MERSHAM PARK SECONDARY SCHOOL, IN SURREY	
DRAWING TITLE		PLANNING APPLICATION FOR TEMPORARY ACCOMMODATION PROPOSED STAFF/ ADMIN BLOCK ELEVATIONS	
DRAWN BY	JM	DATE	04/12/2017
CHECKED	PC	SCALE	1:50 @ A2
PROJECT No.	34074	ISSUE No.	A 007b
REV	-		

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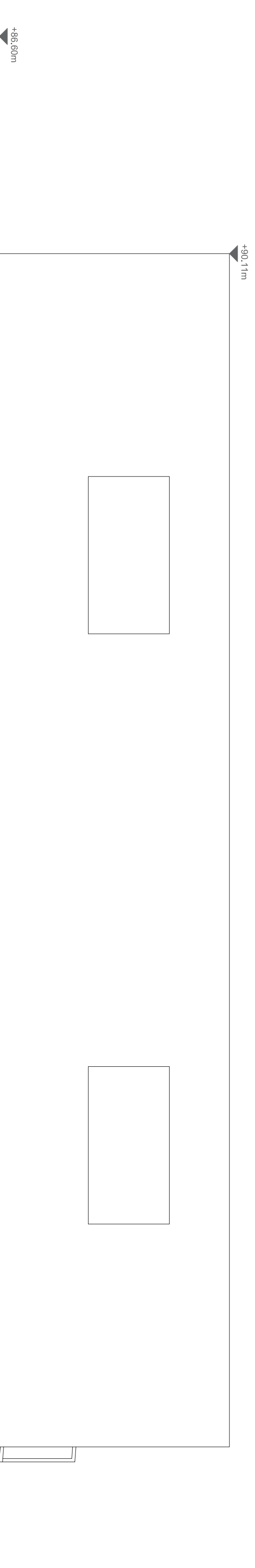


Typical Temporary Accommodation Classroom
 Front Facade

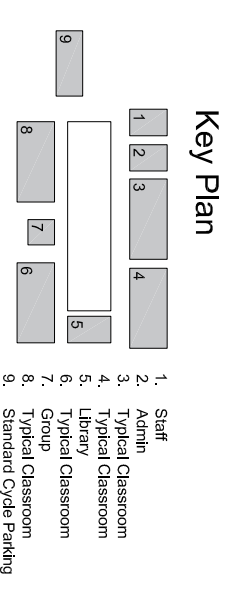
Typical Temporary Accommodation Classroom
 Rear Facade



Typical Temporary Accommodation Classroom
 Front Facade



Typical Temporary Accommodation Classroom
 Rear Facade



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Rev	By	Description	Date	Chkd

PROJECT		MERSHAM PARK SECONDARY SCHOOL, IN SURREY	
DRAWING TITLE			
PLANNING APPLICATION FOR TEMPORARY ACCOMMODATION PROPOSED TYPICAL CLASSROOM BLOCK ELEVATIONS			
DRAWN BY	JM	DATE	04/12/2017
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 Title: Planning Application for Temporary Accommodation
 Project: Mersham Park Secondary School
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