 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:		PLANNING COMMITTEE
	DATE:		2 nd October 2019
	REPORT OF:		HEAD OF PLACES & PLANNING
	AUTHOR:		Rosie Baker
	TELEPHONE:		01737 276173
	EMAIL:		rosie.baker@reigate-banstead.gov.uk
AGENDA ITEM:	5	WARD:	Meadvale And St Johns

APPLICATION NUMBER:		18/02477/F	VALID:	12/12/2018
APPLICANT:	The Elliott Group on behalf of the Secretary of State for Education		AGENT:	DPP
LOCATION:	THE LAW COURTS, HATCHLANDS ROAD, REDHILL, SURREY			
DESCRIPTION:	Demolition of former Redhill County and Magistrates Court and erection of a 2-form-entry primary school building, associated landscaping, car parking and servicing areas. As amended on 18/01/2019, 14/02/2019, 19/03/2019, 03/05/2019, 24/05/2019 and 9/7/2019			
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This application is referred to Committee in accordance with the Constitution as the proposed floorspace is greater than 200 sqm.

SUMMARY

This is a full planning application for a new primary school, with 2 forms, providing 420 places. It would be two storey of typical modern school design and comprise a single L shaped building with parking areas and play areas both to the front and rear. The development would utilise the existing completed new access to Hatchlands Road which was separately assessed for capacity for a 420 place school and approved under 17/01494/F.

There is an identified need for increased school places within the local area, partly as a result of new residential developments and increasing birth rates. This has resulted in the need for a new school in the local area

The site is in an existing community use and therefore the change of use of the site to a school would conform to the provisions of Local Plan policy CF1.

Any school is likely to generate traffic and congestion issues and the applicant has undertaken a Transport Assessment to assess the highway impacts and are proposing a staff operated park and stride located within Donyngs car park to allow

parents to drop off children to staff from where they will be walked to school to minimise drop offs and traffic movements to the school. At the end of the day the park and stride would be operated in reverse with staff walking children to the collection point at Donyngs. In addition a Travel Plan has been submitted to encourage alternative means of travel wherever possible and this is to be encouraged. Both the park and stride and travel plan would be secured by legal agreement. Parking at the school would be restricted to staff, disabled drop off, visitors and deliveries. There would still however be large number of journeys by private vehicle but the submitted transport assessment considers this to be acceptable given the constraints of the network and access arrangements. Parking surveys of Donyngs car park have been undertaken to demonstrate the capacity for the park and stride. The County Highway Authority has considered the transport and highways implications and considers them to be acceptable in terms of safety and operation, subject to conditions, including the delivery of a staff operated park and stride at Donyngs, a school Travel Plan and a scheme of off-site highway works to include the delivery of a signalised pedestrian crossing to Hatchlands Road, vehicle activated signs in advance of the crossing points in both directions, amendments to road makings/lines including introduction of double yellow lines, tree pruning and pedestrian footway widening and resurfacing works.

The benefits of meeting the identified educational need for school places, on an urban brownfield sustainable site is considered to outweigh the residual highway impacts 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.

The site is located within the urban area, adjacent to the Shaws Corner Conservation Area. The new school would be of modern design, whilst relatively functional in appearance it is concluded the school building would not be unduly prominent or detrimental to the character of the area or the adjacent conservation area, noting that it will be set back into the site. Following amendment the existing vegetated bank to Hatchlands Road, which provides landscape screening, will be retained in its entirety which will help screen the proposed building. In addition boundary trees and vegetation will be retained, together with the existing tree groups within the site. Subject to conditions there is no objection from either the conservation officer or tree officer.

Given their height and separation to the boundaries, it is concluded that the new school 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 play areas to the front and rear of the school has been assessed and is not considered to be detrimental to neighbouring residential properties subject to condition.

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) The delivery of a staff operated park and stride at Donyngs leisure centre
- (ii) A park and stride parking management and operations plan
- (iii) A contribution of £6,150 for the monitoring of the travel plan
- (iv) 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 1st December 2019 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 provide a park and stride to mitigate the highway impacts of the development and therefore could give rise to situation prejudicial to highway safety, contrary to policies Mo5 and Mo7 of the Reigate and Banstead Local Plan 2005 and TAP1 of the Reigate and Banstead Development Management Plan.

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.

HEADS OF TERM

AGREEMENT TO SECURE PARK AND STRIDE SITE

Prior to the commencement of development to have in place a legal agreement to secure the use of the car park associated with the Donyngs Leisure Centre to provide the location for the supported park and stride site, and for this agreement to provide for its continued implementation upon first occupation of the new school building.

PARK AND STRIDE MANAGEMENT TRAVEL PLAN

On or prior to the occupation of the new school building to submit to the Council for approval a Park and Stride Management Travel Plan and to pay the Travel Plan monitoring contribution of £6,150

The Applicant acknowledges and agrees that the Council will not approve the Park and Stride Management Travel Plan unless it demonstrates that a legal agreement is in place to provide the park and stride site for the duration that a school occupies the site on Hatchlands Road. The management of the park and stride site to be provided by the school and managed in accordance with the approach detailed in the School Travel Plan v7, to include the daily hours of operation when school is open, pupil numbers, staff ratios, operation of walking bus, where would staff & pupil's wait, safe operation of the park and stride to ensure safe drop off and collection of pupils /safeguarding pedestrian movements, parking procedure / how would vehicle movements be managed, how would free flow of non-school related traffic be managed, details on how communication between the school and GLL would be managed and matters resolved in the event of operational issues and submitted along the School Travel Plan.

Upon occupation of the new school building the park and stride site shall be operational and the management plan approved for monitoring and the Applicant shall not occupy or permit occupation of any part the new school building at any time when the park and stride site is not being managed in accordance with the Management Travel Plan as approved by the Council

SCHOOL TRAVEL PLAN

Not to occupy or permit occupation of the new school building until such time as an approved Modeshift STARS School Travel Plan is in place.

After the occupation of the new school building the Applicant shall not occupy or permit occupation of any part the new school building at any time when the School is not being managed in accordance with the School Travel Plan as approved by the Council. The Applicant agrees that the Park and Stride Management Travel Plan will be submitted as part of the supporting documentation connected to an accredited Modeshift STARS School Travel Plan approved for the site.

HIGHWAY WORKS

The Applicant agrees to enter into a Section 278 agreement with the County Highway Authority for a detailed design of a scheme related to the Highway Works for approval and the highway works to be supported by all relevant highway approvals and Road Safety Audits. The Highway Works shall be completed prior to

the first occupation of the development. The associated Highway Works, subject to scheme approval, shall consist of the following:

- ☐ *Installation of a signalised crossing facility, on the A25 close to the school access*
- ☐ *Advance warning signs, along the A25 either side of the school crossing*
- ☐ *Traffic Management Order for necessary road sign amendments to include carriageway line markings, to support school operations*
- ☐ *A scheme to identify extent of footway re-paving improvements on the western side of A25 Hatchlands Road, from Donyngs Car Park entrance to school access, to facilitate safe movement of pupils*
- ☐ *Widening of footway hard surface at school entrance to provide safe waiting area outside school access.*

In addition to the above heads of term, the following planning conditions are also recommended to be secured.

CONDITIONS

1. The development hereby approved shall not be first opened for use as a new school building unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for the loading and unloading of number vehicles and for vehicles to turn so that they may enter and leave the site in forward gear.

Thereafter the parking / loading and unloading / turning area shall be retained and maintained for their designated purpose.

2. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors*
- (b) loading and unloading of plant and materials*
- (c) storage of plant and materials*
- (d) programme of works (including measures for traffic management and size, type and number of vehicles programmed per week)*
- (e) provision of boundary hoarding behind any visibility zones*
- (f) HGV deliveries and hours of operation*
- (g) vehicle routing*
- (h) measures to prevent the deposit of materials on the highway*
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused*
- (j) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Hatchlands Road and Blackborough Road during these times*
- (k) on-site turning for construction vehicles, so they can enter and exit the site in forwards gear 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.*

3. The development hereby approved shall not be first opened for use as a new school building unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

- (a) The secure parking of bicycles within the development site,*
- (b) Facilities within the development site for cyclist to change into and out of cyclist equipment / shower,*
- (c) Facilities within the development site for cyclists to store cyclist equipment,*

(d) Information to be provided to staff and pupils/parents and visitors regarding the availability of and whereabouts of local public transport / walking / cycling routes, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

4. The development hereby approved shall not be occupied unless and until at least 4 (four) of the available on-site parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, and these facilities shall thereafter be maintained for the purposes of Electric Vehicle charging.

REASON

HR1 The above heads of terms and conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

HR2 The above condition heads of term and conditions are required in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2018

POLICY

The above heads of term and conditions are required in order to meet the objectives of the NPPF (2018), and to satisfy policy Mo5 of the Reigate and Banstead Borough Local Plan (2005).

INFORMATIVE

HInf4 Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.

HInf5 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.

HInf8 The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

H(Inf)9b - Other Works to the Highway

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 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/floodingadvice.

HInf11 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).

HInf18 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.

Hinf26 The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.

Hinf27 It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to:

<http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html>

for guidance and further information on charging modes and connector types.

Installation must be carried out in accordance with the IET Code of Practice for Electric Vehicle

Charging Equipment: <https://www.theiet.org/resources/standards/cop-electric.cfm>

NOTE TO PLANNER

In providing the recommendation from a highway position, the CHA recognise the existing site has an extant D1 land use, in connection to the former Redhill Magistrates Court. The former Redhill Magistrates would have potentially employed around 180-200 people, with additional day-to-day visitors to the site. The existing site provided around 70-80 car parking spaces, in a variety of locations around the site. This application does not change the land use classification but is seeking approval for a new school building on the site, this will enable the future expansion of the school now operating on the site with 110 pupils, to provide a maximum of 450 pupil spaces, for nursery and primary aged school children. This application therefore represents a four-fold increase in activity at the existing school facility.

The applicant has submitted a number of Transport focused technical documents in support of the application, associated with the increase in pupil numbers proposed. These include a Transport Assessment (TA), School Travel Plan (STP) and a number of technical notes, including a Car Park technical note on occupancy levels at the Donyngs Leisure Centre. These documents have been assessed by the CHA, with the main focus on the impact of drop-offs and pick-up and the safe movement of pupils on the highway network.

In liaising with the applicant, the CHA has focused on the safety aspect of increasing the vulnerable aged pupil numbers by four-fold in close proximity to, the A25 Hatchlands Road. The CHA has liaised with the applicant's transport consultant to respond on a number of these transport concerns, which looked at the impact of additional car trips being made by parents and staff, the location and deliverability of a park and stride site, the car parking capacity of local car parks, the management considerations of a potential park and stride site, the safety of pupils crossing the

A25 and a possible new pedestrian crossing and other highway safety improvements that would mitigate the increase in pupil numbers. A significant level of correspondence has taken place between the applicant and the CHA, to respond on these key points. The following response primarily follows on from the above and helps identify the recommendations put forward by the CHA in connection to the new school building and associated increase in pupil numbers.

Access and visibility – a previous application ref: 17/01494 was approved to enable a new access to be implemented to serve the D1 use (former courts or a potential new school). This has now been constructed with the appropriate level of visibility and as such it is considered that the access is acceptable in highway safety terms, to serve the operational movements associated with the new school building. Updated swept path analysis has been presented to show that the site can be accessed with a suitable sized service vehicle in connection to the school operation. A large vehicle is able to enter and exit the site in forwards gear.

Development Impact – The CHA has reviewed the submitted TA, which sets out the potential impact of the expanded school to a maximum of 450 pupils, including a Nursery element. Although the TA is relatively comprehensive, the CHA do note that the direct impact on the surrounding highway network around the school has not been fully considered. Instead, the TA has been presented with the consideration that the park and stride option, would be available and in place from the outset. This approach is not generally typical, and has guided the position of the CHA to ensure that all necessary measures have been progressed to be satisfied that the park and stride site is deliverable, as without this mitigation measure parents would potentially park on the A25 and within the surrounding residential streets.

The TA has presented a vehicle trip generation consideration, to identify the likely use of the site with the previous Magistrates Court operational. The analysis outlines that the site could have generated 41 two-way vehicle movements in the AM peak and 22 two-way vehicle movements in the school PM peak hour (not the highway network peak). The proposed expanded school, for 450 pupils, has then been considered. Using a TRICS based approach, has identified that when fully occupied a total of 180 two-way vehicle movements could be generated in the AM peak hour and 131 two-way vehicle movements in the school PM peak period. Taking account of staff vehicle trips that would park on-site, within a 20 space car park, there would be a significant increase in vehicle movements associated with the expanded school site compared to the previous occupier of the site. The net difference in vehicle trips (total vehicle trips minus staff vehicle trips) has then been taken forward in connection to the park and stride provision. The direct impact of these increase vehicle trips on the surrounding highway network has not been presented, therefore the CHA are unable to comment on this impact, should the park and stride site not be delivered.

Park and Stride – The CHA note that all vehicle trips generated by the expanded school are proposed to utilise a designated park and stride site. This is the main mitigation measure proposed by the applicant to ensure the impact of private vehicle journeys are minimised at the school access. As a direct consequence, the CHA did request a significant level of information to support this approach, namely confirmation that the park and stride site could be delivered and that the site being promoted had sufficient capacity to support the likely vehicle arrivals and departures outlined in the TA and would be supported with an appropriate management plan.

The applicant undertook an initial parking survey to identify two possible park and stride options, one at the Linkfield Corner car park and the other at Donyngs Leisure

Centre car park. Following a review of this information, the CHA (in connection with Reigate and Banstead) advised that only the Donyngs Leisure Centre offered a suitable option. Following this recommendation, the applicant carried out more detailed parking surveys of Donyngs Leisure Centre, over a three day period within a neutral month. This revealed that although the car park would potentially reach capacity, it did have a sufficient number of spaces to be used as a park and stride site, subject to the school managing the operation of the park and stride to reduce the dwell time of parents parked on-site. In addition, the CHA advised that the site would need to be demonstrated as being deliverable, with an appropriate legal agreement. This has been progressed to provide a level of comfort that this site can be delivered, and the CHA have recommended that a formal legal agreement is secured prior to the occupation of the new building along with the submission of a Park and Stride Management Travel Plan. This is being recommended by the CHA, to be satisfied that this key mitigation measure provides a safe and useable location for accommodate private vehicle trips, away from the school access.

Walking and Cycling connectivity and accessibility - in relation to sustainable travel modes, it is noted that the level and provision of cycle parking is being provided in accordance with the relevant standards. A total of 23 covered cycle stands are to be provided with additional facilities for scooter parking. In connection to walking, the CHA has been made aware of a number of concerns raised by existing parents of the school about crossing the A25. This aspect continues to be highlighted as a concern noted by the CHA, who recommend that a new school crossing is implemented along with supporting highway works.

In terms of connectivity, as outlined above, the CHA have been made aware of existing complaints about the hazards faced by parents and pupils crossing the A25. In this regard the CHA are recommending that a S278 agreement is entered into that delivers a new crossing facility for pupils and parents to cross the road safely. The CHA have reviewed the site surrounds and have advised an in-principle location that could support a new crossing. However, the highway engineering team have detailed a number of supporting highway works that would be required to make the scheme acceptable:

- ☐ *Installation of a signalised crossing facility, on the A25 close to the school access*
- ☐ *Advance warning signs, along the A25 either side of the school crossing*
- ☐ *Traffic Management Order for necessary road sign amendments to include carriageway line markings, to support school operations*
- ☐ *A scheme to identify extent of footway re-paving improvements on the western side of A25 Hatchlands Road, from Donyngs Car Park entrance to school access, to facilitate safe movement of pupils*
- ☐ *Widening of footway hard surface at school entrance to provide safe waiting area outside school access.*

Any off-site safety improvement works would be secured through the appropriate Section 278 process and funded by the applicant.

In summary, the CHA has concerns in connection to highway safety associated with the four-fold increase in pupils being proposed and associated increase in vehicle movements. In response a number of mitigation measures have been recommended and an in-principle agreement has been reached to secure the park and stride site and implement the new crossing facility over the A25, with associated highway works. These key mitigation measures are supported to reduce the impact of the increase in private vehicle trips and sustainable travel movements associated with the expanded school site.

Environmental Health (Contaminated Land): There is some potential for contamination to be present associated as such a condition to deal with contaminated land is recommended.

SCC Sustainable Drainage: Initial position of objection. Subject to submission of further information, including detailed drainage scheme, confirmed no objection to the proposal subject to condition.

Conservation Officer: No objection subject to conditions

Surrey Police: Offered advice to applicant. Advised condition that development should achieve Secure by Design award.

RBBC Noise consultant: No objection subject to condition.

Thames Water: No objection Noted any discharge to a public sewer would require formal prior approval from Thames Water

Representations:

Neighbours – Letters were sent to neighbouring properties on 19th December 2018, a site notice was posted on 10th January 2019 and advertised in local press on 10th January 2019. Neighbours were re-notified on the revised plans for a 14 day period commencing 12 September 2019.

As of 29th August, 9 responses have been received (4 in support, the remainder in objection). The following issues are raised:

Issue	Response
Increase in traffic and congestion	See paragraph 6.27 – 6.33
Inadequate parking	See paragraph 6.27 – 6.33
Hazard to highway safety	See paragraph 6.27 – 6.33
Overdevelopment, poor design	See paragraph 6.9 – 6.15
Overlooking and loss of privacy	See paragraph 6.20 – 6.26
Noise & disturbance	See paragraph 6.22 – 6.26
Loss of / harm to trees	See paragraph 6.16 – 6.19
Alternative location or proposal preferred	Each application must be assessed on its own merits
Support – Community / regeneration benefits	
Support – Economic growth / jobs	
Support – visual amenity benefits	

1.0 Site and Character Appraisal

- 1.1 The site, which extends to 0.62 ha, is located on the northern side of Hatchlands road (A25) and comprises land occupied by the former County Court, its associated buildings and parking. The ground level across the site is relatively flat. The site is located in a sustainable location to the west of Redhill town centre. It is located proximate to a bend in the road and the triangular road junction at Shaw's Corner, occupied by the Reigate War Memorial which is Grade II* listed.
- 1.2 The site is accessed via a newly constructed access onto Hatchlands Road (A25) (as approved under application 17/01494/F), located just to the south of the access to Caberfeigh Close. Currently on site are three buildings; the vacant 2 storey former law court, Allonby House located on the northern part of the site, previously occupied by the probation service and now used by Hatchlands School (60 pupils) and the vacant Caretakers House.
- 1.3 The existing law court building is set back considerably from the road with an area of surface car parking to the front (18 spaces) and further car parking to the rear (37 spaces). The law court building is a largely two storey, flat roof brick building. The frontage of the site with Hatchlands Road is demarcated by a grass verge and an established hedge on a steep grass bank elevated above the level of the adjoining public footway. There are a number of trees on the boundaries of the site together with a small group of trees within the site.
- 1.4 The surrounding area is predominantly residential in character, albeit there are some mixed commercial/community uses along Hatchlands Road. The site adjoins the Shaws Corner Conservation Area to the south and east, and there are a number of locally listed buildings to the south of the site fronting onto Hatchlands Road. There are trees along the boundary between the site and the Conservation Area which provide some screening and act as a verdant backdrop to the Conservation Area. The frontage along Hatchlands Road is similarly defined by hedging and mature trees (some which are protected by TPO) which provide a verdant character. To the west, the site adjoins Doran Drive, a residential cul de sac characterised by large detached properties set within spacious grounds. To the north, the site adjoins Caberfeigh Close, a higher density, more modern residential estate of flats and terraced houses with small gardens.
- 1.5 The site is located within flood zone 1 and has a low probability of flooding.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant entered into pre-application discussions with the Council, which included a meeting attended by SCC highway officers. Advice was provided regarding the principle of the change of use, together with detailed design and highway matters. The applicant was advised of the need to provide a sustainable

travel solution in the form of an off-site park and stride on the basis that drop off and collection direct from the school would not be supported.

A number of improvements to the design were secured to mitigate its impact on the character of the area including the adjacent conservation area including; the introduction of a brick plinth, use of timber to the upper levels (particularly front elevation) and a natural coloured render with timber panels between windows to the rear. A reduction in the extent of vivid colour to the building, with this restricted to the ground floor feature elements and entrances and the addition of a canopy to the main entrance to provide a more legible design. In addition amendments were made to the refuse strategy.

2.2 Improvements secured during the course of the application: Additional information regarding transport impacts, drainage design and flood risk, contamination, noise and architectural design were provided by the applicant. In terms of highways this included parking surveys to demonstrate capacity for the park and stride within the Donyngs car parks, updated transport assessment and framework travel plan. In addition amendments were made to the internal pedestrian arrangements such that the landscaping and hedge could be retained to the front of the site adjacent to the conservation area, improvements were delivered to the landscape scheme with a revised planting plan to address officer comments and revised brick specification

2.3 Further improvements are proposed to be secured through the use of conditions and a legal agreement to secure the staff operated park and stride, park and stride parking management and operations plan and travel plan monitoring fee. In addition to highway conditions a s278 agreement direct with SCC would secure the delivery of the off-site highway works.

3.0 Relevant Planning and Enforcement History

3.1	19/00919/DET01	Submission of Transport Management Plan details pursuant to condition 1 of permission 19/00919/DED	Pending consideration
3.2	19/00919/DED	Demolition of Former Redhill County and Magistrates Court building	No objection
3.3	18/02698/SCREEN	Screening opinion for development involving the demolition of existing court building and erection of a new 2FE primary school, associated access and landscaping on the site	EIA not required 14.01.2019

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| 3.4 | 17/01494/DET03,
04, 05 | Discharge of conditions relating to tree protection, access details and highway alterations pursuant to 17/01494/F | Approved May/June
2018 |
| 3.5 | 17/01494/F | Proposal for alternative access along Hatchlands Road to the Redhill Magistrates Court site allowing for potential future use as a school. As amended on 3/8/2017 | Approved with
conditions
13 September 2017 |
| 3.6 | 11/01351/F | Replacement of plant (air handling unit) serving court room 3 of Redhill Law Courts | Approved with
conditions |
| 3.7 | 11/00050/F | Replacement of plant (air handling unit) serving court room 3 of Redhill Law Courts | Approved with
conditions |
| 3.8 | 10/00561/F | Replacement of mechanical ventilation air handling unit serving court room 3 | Refused |
| 3.9 | 06/02173/F | Extension to existing building comprising of a new court room, interview rooms, waiting area and ancillary development | Approved with
conditions |
| 3.10 | 03/02206/CONLA | Construction of extension to existing car park to create an additional 18 spaces | No objection |
| 3.11 | 93/00040/CON | Tarmacadam car park for 18 cars | No objection
Approved with
conditions by SCC |
| 3.12 | 93/07760/CON | New two storey office building for Surrey probation service, new 2m high security fence to courthouse car park, new single garage | No objection
Approved with
conditions by SCC |
| 3.13 | A letter was received from the DfE dated 20 th March 2018 informing Reigate and Banstead Borough Council of the temporary use of Allonby House as an education establishment under Class C Part 4 of Schedule 2 of the Town And Country Planning (General Permitted Development) Order. Various TPO applications relating to the London Plane are also noted. | | |

- 3.14 During the determination of application 17/01494/F for the new access road the County Highway Authority (CHA) requested additional analysis of likely movements through the junction were the site to become a school in future with particular reference to local schools rather than standard TRICs date. The junction was modelled on the basis of a 420-pupil primary school and it was concluded that the junction would still operate within capacity. A stage 1 Road Audit was carried out following concerns regarding speeds on the road and the relocation of the bus stop in proximity to the bend. The access was considered acceptable although it was noted within the officer report that if/when a planning application is submitted for a new school the LPA is likely to seek further off-site highway improvements likely to include the provision of a wider footway outside the site and the provision of a pedestrian crossing facility on Hatchlands Road in order to ensure that safe and suitable access to the site can be achieved for all pupils, staff and visitors to the school.

4.0 Proposal and Design Approach

- 4.1 This is a full application for the demolition of the former Redhill County and Magistrates Court and erection of a 2-form-entry (420 pupil) primary school building, associated landscaping, car parking and servicing areas.
- 4.2 The new school would be funded by the DfE, occupied by the recently established Hatchlands Primary School and operated by Everychild Trust which also operates Sandcross School in Reigate. Hatchlands Primary School, opened in September 2018 within Allonby House, located within the northern part of the site. Upon completion of the proposed school building and associated works, pupils would be moved from Allonby House, following which, it would provide accommodation for a 30 pupil nursery. Whilst Allonby House lies within the application red line no works are proposed to this building or to the adjacent Caretaker's house as part of this planning application.
- 4.3 The new school building would be sited within the southern part of the site, in a similar position to the existing main court building. It would occupy a similar footprint and provide a total of 2145 sqm floorspace, a reduction of 303 sqm in comparison to the existing building. As per the existing court building it would be two storeys in scale and a typical modern modular school design is proposed, comprising a single L shaped building. Parking areas (totalling 22 spaces) for staff, visitors and disabled drop off and outdoor play areas are proposed both to the front and rear. A service area is located to the north of the building.
- 4.4 Access would be via the existing completed new access to Hatchlands Road which was separately assessed for capacity for a 420 place school and approved under 17/01494/F. In accordance with pre-application advice no internal drop-off facilities have been provided for within the site with a staff managed park and stride proposed located at Donyngs leisure centre (approx 0.3 miles away, 5 min walk). Further details of the park and stride are provided within the highways section of the report.

- 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 urban area, adjacent to the Shaw's Corner conservation area. The site is surrounded by trees and hedgerows and bound by residential housing on all sides; with Caberfeigh Close to the north and east; the A25 to the south; and Doran Drive to the west. The wider area is largely dominated by housing, with frequent commercial amenities and light industry.
	Most of the trees on the site will be retained to maintain screening.
Involvement	Community views were sought with a public consultation event held within the school at Allonby House on 11 th October 2018. A number of matters were raised including in relation to traffic generation, parking, noise from playground, plant and construction, construction phasing and boundary issues.
Evaluation	The applicant explored the option of converting the existing building. However the internal arrangement of the existing building does not lend itself to an effective primary school design and would result in undesirable teaching spaces that would fail to meet relevant government standards. In addition the majority of walls are load bearing resulting in major structural work being required which would not be cost effective.
Design	As such the applicant considers that demolition and new build would deliver the best teaching environment and most cost effective solution. The design has been further modified in response to pre-application consultation. The proposed design is considered to constitute a good design that respects the existing context of the site and provides high quality educational accommodation.

4.7 Further details of the development are as follows:

Site area	0.62 ha
Existing use	Law court

Proposed use	2FE Primary school (420 pupils)
Existing parking spaces	55
Proposed parking spaces	22 (including 2 disabled spaces)
Parking standard	LP: Only operational requirements should be provided for (staff, visitors, servicing). Pupil parking and drop off / pick up areas are discouraged as this encourages car use. Sustainable transport measures to discourage car use required (e.g. park & stride, school travel plan) to mitigate highway impact. DMP: 1 space per 2 staff, 1 coach space

5.0 Policy Context

5.1 Designation

Urban Area
Tree Preservation Order RE918
Adjacent to Shaws Corner, Redhill Conservation Area

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS4 (Valued Townscapes and Historic Environment)
CS5 (Valued People/Economic Development),
CS7 (Town/Local Centres),
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

Landscape & Nature Conservation	Pc4
Heritage assets	Pc9, Pc10, Pc12, Pc13
Community Facilities	Cf1, Cf2,Cf3
Utilities	Ut4
Movement	Mo4, Mo5, Mo6, Mo7

5.4 Other Material Considerations

National Planning Policy Framework
National Planning Practice Guidance
Emerging Development Management DES1, DES8, DES9, TAP1, CCF1

Plan (scheduled for adoption on 26 September 2019)	CCF2, NHE3, NHE9, INF1, INF2
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide Vehicle and Cycle Parking Guidance 2018
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010

6.0 Assessment

- 6.1 The application site is situated within the urban area where there is a presumption in favour of sustainable development and where the principle of such residential development is acceptable in land use terms.
- 6.2 The main issues to consider are:
- Principle of development and educational need
 - Design appraisal
 - Trees and landscaping
 - Neighbour amenity
 - Highway matters
 - Community Infrastructure Levy
 - Infrastructure Contributions
 - Other matters

Principle of development and educational need

- 6.3 The site has historically been used for a magistrates court with associated judicial and outreach functions. It is therefore considered to be a community facility and therefore falls to be considered against Policy Cf1 of the Local Plan. This policy seeks to resist the loss of community facilities unless it can be demonstrated that (a) there is no longer a need for them, or adequate provision is being made in the locality, and (b) no other community facility or service can make use of the premises or site.
- 6.4 In this case, the proposals are to replace the court function, which has now ceased as a result of reorganisation and rationalisation of the Ministry of Justice estate, with a new primary school. There would not therefore be a loss of a community use, merely replacement with an alternative one. As such there is no objection to the principle of a new school on the site and the proposal is considered to comply with policy Cf1.
- 6.5 The site would occupy a sustainable location, providing efficient use of a brownfield site located proximate to Redhill and Reigate town centres. The redevelopment of the site for a new school would comply with paragraphs 120 and 121 of the NPPF. These reflect the need to make efficient use of

land and that LPAs should take a positive approach to applications for alternative uses on brownfield land where sites are not allocated for a specific purpose in development plans but the proposed use would help meet identified development needs.

- 6.6 Surrey County Council Education team has provided an assessment of the need for additional school provision within the Redhill area, demonstrating that new provision in this location is necessary. The current capacity for Redhill primary reception year is 270 places, for the last two years there have been an additional 60 temporary places at Hatchlands Primary School, bringing capacity to 330. The forecasts below demonstrate the need for the additional 60 places per year on a permanent basis allowing for some headroom across the area.

Academic Year	Forecast Number for Reception	Current Capacity	Deficit of Places
2019/20	280	270	- 10
2020/21	271	270	-1
2021/22	287	270	-17
2022/23	302	270	-32
2023/24	303	270	-33
2024/25	306	270	-36

- 6.7 The forecasts show on-going deficits rising into the future. Primary schools are normally organised in classes of 30 and infant class size legislation does not permit classes of more than 30 pupils. With deficits in reception exceeding 30 places from 2022/23 onwards infant class size would dictate a need for a further class. An expansion by one form of entry (30 places) would be insufficient. Surrey County Council would anticipate some growth in these year groups especially in the younger year groups. Maintaining a level of surplus places across a community allows for growth in pupil numbers from new homes and families. Any surplus places are likely to be shared amongst existing schools allowing for parental choice of schools. In light of the above evidence there is an identified need for additional school places (to be provided on a permanent basis) in the Redhill area.
- 6.8 It is acknowledged the emphasis and weight which the Framework advises should be given to the need for new / expanded school, which forms a material consideration in the determination of this application. The government published a ministerial statement in August 2011 setting out their commitment to the development of state funded schools and the delivery of them through the planning system. Subsequently this commitment has been endorsed by paragraph 94 of the Framework which provides support for the proposed development stating:

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

They should:

- *Give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
- *Work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”*

- 6.9 In light of the above the proposed use is considered to comply with policy CF1 of the Reigate and Banstead Local Plan, policy INF2 of the Development Management Plan and the provisions of the NPPF.

Design appraisal

- 6.10 The proposed school building is situated on a similar footprint to the existing law court building and would have a similar 2 storey scale and flat roofed form. The building has been designed in a contemporary but functional style with use of brick, cedar cladding, purple panelling, render and significant glazed elements. Its height and scale has been minimised by its flat roof so also minimising its impact in local views. Both the siting of the building, its scale, height and form is considered acceptable and an appropriate response to the constraints of the site and character of the area, including the adjacent conservation area to which it will form a backdrop.
- 6.11 Initially concern was raised regarding the location of the reception play area and extent of hardstanding to the front of the building. However the school is required to meet identified government standards with regards outdoor play provision. Subject to the noise impact assessment discussed later in this report and appropriate fencing and landscape strategy, which could be conditioned to help screen these aspects and mitigate their prominent location in what is currently an open and landscaped setting, the siting and extent of the play areas are considered acceptable. The retention of trees and planting along the Hatchlands Road frontage, together with new planting within the site to the front of the building will mean that only broken views of the playground will be visible from the Hatchlands Road streetscene.
- 6.12 Parking broadly maintains the positioning and layout of the existing front car park, albeit extended. The internal pedestrian arrangement has been revised to remove the introduction of a secondary pedestrian entrance to Hatchlands Road which would have required the removal of a significant area of hedging and verge to the front of the site directly adjacent to the conservation area. This would have had a detrimental impact on the conservation area and would have significantly altered the green frontage to Hatchlands Road. The amendment directs pedestrian access via the existing pedestrian gates, either side of the newly constructed vehicle access, and retains the green frontage to Hatchlands Road.
- 6.13 With regards the overall design and appearance of the building this is considered acceptable and is considered to balance the constraints of ESFA standards and modular construction against the need to be sensitive to the backdrop of the conservation area and the character of the area. Following

pre-application advice the design has been improved with respect to the appearance and composition of the elevations, particularly the front elevation with greater articulation achieved through the introduction of a feature entrance and improvements to the façade treatment and material use. The amount of render has been reduced, with render removed entirely from the front elevation which would comprise a multi-stock red brick plinth and timber cladding at upper levels. As such the building would form an acceptable backdrop to the conservation area, even in winter views when the deciduous tree screening will be sparse. The use of cedar cladding to provide visual interest and break up the building is considered appropriate as is the use of render on other parts of the building noting this will be on secondary elevations that have minimal or lesser impact on the conservation area and its setting. In addition the occurrence of render elsewhere within the conservation area and locality is noted. The building appearance incorporates the use of purple panelling to reflect the branding of the proposed school operator. Following pre-application advice the extent of this panelling has been reduced with the panelling removed from the first floor where it was more visible from Hatchlands Road and the backdrop to the conservation area. Retaining an element of this panelling is considered acceptable, and the façade treatment is now considered to strike an acceptable balance between responding to the site setting and reflecting a design befitting of a primary school use, providing an engaging environment for pupils.

- 6.14 Overall the design solution is considered to be one that balances design, scale and massing and represents an appropriate solution to the character of area (including the various heritage assets which include listed and locally listed properties within the vicinity) and is considered to have an acceptable impact on the Conservation Area. This is reflected in the final response of the Conservation officer who confirms a position of no objection subject to condition. As such the proposal is considered to comply with policies CS1, CS4 of the Core Strategy, Pc9, Pc10, Pc12, Pc13 and Cf2 of the Local Plan and DES1 and INF2 of the Development Management Plan.
- 6.15 Indicative details of ventilation extraction and plant associated with the proposed school have been submitted. A plant room is identified on the drawings on the ground floor, together with an external plant area to the roof in the north-west corner above the kitchen to the rear. It is proposed to obscure the plant to the roof by a louvered screen. The plans indicate that sun-pipes would also be required (with 6 indicatively shown on the roof). 5 would be located to the rear and the elevations show that these would only be marginally visible above the parapet. In addition the boiler flues (2no) are indicatively shown on the plans and would be visible above the parapet, their size and location is subject to detailed design. As identified within the submitted report low noise ventilation plant (including double skinned air handling units where mounted externally) would be selected. Based on the information submitted the external plant is considered to have an acceptable impact on the appearance of the building, however this would be subject to further assessment at discharge of condition stage in conjunction with Environmental Health when final details of the proposed plant and louvred screen, boiler specification and sun-pipes would be available.

- 6.16 The applicant has submitted a BREEAM pre-assessment in support of the application. This confirms that the building can be expected to meet BREEAM very good. In accordance with Core Strategy Policy CS11 Energy Efficiency the requirement for BREEAM very good will be secured through condition with the applicant required to submit a Final (Post-Construction) Certificate demonstrating that the required standard has been met prior to occupation.

Trees and landscaping

- 6.17 There is significant arboricultural interest within the site and on/close to the site boundaries, including a number of trees within the adjoining Conservation Area and some which are formally protected by TPOs (outside of the site on the junction of Hatchlands Road/Caberfeigh Close). These trees form an important part of the character of the Conservation Area and a backdrop to it.
- 6.18 The application has been supported by both arboricultural and landscape information, which has been reviewed by the tree officer. He confirms that the proposed development results in the direct loss of three trees (two on the western boundary and a third on the southern boundary together) with the pruning of a further tree. The trees are identified as 1 sycamore 'U', 1 birch 'C' and 1 Norway maple 'B'. However he notes that the loss of these trees can easily be mitigated with replacement planting which can be secured and controlled by condition. He confirms none of the tree removal or pruning would result in any significant loss of visual amenity, nor would it have any adverse affect on the character and appearance of the conservation area. Subject to adherence to the submitted arboricultural method statement (AMS) and tree protection measures along with qualified arboricultural supervision and monitoring at the identified key stages there should be no major or long lasting impact on retained trees.
- 6.19 With regards to landscape the frontage of the site presently has a generous open landscaped frontage which contributes a positively to the character of the area, particularly on the approach to the Conservation Area. As identified above following amendment the proposal now seeks to retain the Hatchlands Road frontage planting and verge, enabling existing hedging and landscaping to be retained. This would be subject to a hedge management condition. Within the site the teardrop area in the front car park would also be retained and new areas of planting are proposed, in particular to the front of the school building, a hedge to the reception play area and around the car park area to the front to soften the development. The submitted landscape scheme, following amendment is considered to enhance the existing tree planting and landscape provision and subject to condition is acceptable, providing an appropriate setting for the new school.
- 6.20 In light of the above the application is considered to comply with policy Pc4 of the Local Plan and policy NHE3 of the Development Management Plan.

Neighbour amenity

- 6.21 The nearest neighbours to the site are those adjoining the site on Caberfeigh Close, Hatchlands Road and Doran Drive to the rear, with the most proximate properties being 1 Caberfeigh Close to the east, 34 Hatchlands Road to the south and properties 13 – 18 Doran Drive to the west. The new school building would be built on a similar footprint to the existing law court building and would provide a building of similar height and massing being of 2 storey scale and flat roofed design. As such separation distances between the properties and the proposed school would remain similar to existing. As such I do not consider that the proposed development would give rise to harmful overbearing, overlooking or overshadowing effects on these neighbours or harmful loss of privacy.
- 6.22 With regards to properties to the rear on Doran Drive, the main building would be c.25m from the rear garden boundaries with these neighbours, this is sufficient to ensure an acceptable physical relationship. The projecting element of the proposed hall would be much closer to the boundary with properties on Doran Drive; but retains a gap of c.10m and again is considered satisfactory, noting that existing screening and tree planting would be largely retained along this boundary with a tree protection condition ensuring protection to trees and planting during construction.
- 6.23 The applicant has submitted a noise impact assessment prepared by Acoustic Design Technology, noting the site's location within a residential area and the proposed school use incorporating two outdoor play areas, for reception pupils to the front of the building and infants to the rear. This has enabled an assessment of noise and disturbance to be undertaken such that the impacts on residential amenity can be assessed and fully understood.
- 6.24 Noise measurements were undertaken to establish the prevailing ambient noise levels at the site. It is noted the development is noise generating and also noise sensitive. Potential noise sources associated with the development are from new fixed plant installations, noise breakout from teaching rooms and noise from outdoor play areas. The assessment concludes that noise breakout from primary school teaching rooms is not normally significant, and that there will be no observed effect to residents from the proposed fixed plant. Noise from the outdoor play areas will inevitably be noticeable beyond the site boundaries, although it would be mitigated by the limited hours of operation, that is term time, week days only.
- 6.25 The noise impact assessment has been reviewed by the Council's external noise consultant who has considered the report findings and appropriate mitigation to reduce potential noise impacts, including acoustic fencing, strengthening of landscape screening, consideration of siting of climbing play equipment and the use of an outdoor play management plan. The fencing layout plan indicates existing 1.8m boundary treatment in the form of close boarded or lap panel fencing. It is recommended that this is inspected and any worn, damaged or missing panels replaced. Any enhanced acoustic screening would most likely take the form of higher boundary fencing to the play areas. Higher fencing is not considered appropriate in this environment noting the visual impact and site's proximity to the conservation area. Overall

the noise levels emitting from the outdoor play areas are considered acceptable noting that the school day will follow a set routine and that there will be no use at evenings or weekends and as such an acceptable balance will be achieved. Subject to acceptable mitigation which it is proposed to control by condition, an acceptable internal and external noise environment can be achieved throughout the development. The applicant has stated that the school may be available for community use outside of school hours, e.g. use of the sports hall by fitness classes, there is no planned use of external areas, however should this situation arise a condition is proposed for an Event Management Plan to ensure a satisfactory noise environment for residents. In light of the above the application is considered acceptable in this regard and noise and disturbance resulting from the development would not have an unacceptable impact on residential amenity.

- 6.26 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.
- 6.27 Based on the above, it is concluded that the proposals would not harm neighbour amenity and therefore comply with policies Ho9 and Ho13 of the Borough Local Plan and policies DES5, DES8, DES9 and CCF1.

Highway matters

- 6.28 The development would be accessed from Hatchlands Road using the already approved and completed new access. This would lead to a staff car park for 20 cars in broadly the same location as existing with the addition of 2 disabled spaces adjacent to the building entrance. The access road would extend into the site, serving the retained building at the rear and providing servicing access. The consideration of the County Highway Authority is comprehensively outlined under the 'consultations' section and this follows extensive liaison between the Borough, County and applicant.
- 6.29 Parking provision on site would be strictly limited to staff, visitors (along with servicing vehicles), with a dedicated refuse area located to the north of the site. The applicant has provided tracking drawings to demonstrate the manoeuvrability of large vehicles (refuse and emergency vehicles) within the site such that they can enter and exit in forward gear. In accordance with section 9 of the NPPF which relates to accessibility and the requirement for development proposals to promote sustainable travel, local planning policy and the policy of the County Highway Authority, provision has not been made for pupil drop off/ pick-up within the site with instead reliance on the introduction of an offsite "park and stride" to be located at the nearby Donyngs Leisure Centre. The route from the Donyngs leisure centre to the school is approximately 450m in length and would take approximately 5 minutes to walk. The application states the school would employ 20 staff and as such the onsite parking provision for staff is considered acceptable.

- 6.30 Following the submission of parking accumulation surveys and discussions with GLL the operator of the Council owned leisure centre it has been demonstrated that a combination of the Donyngs car park and the Donyngs overspill car park provides sufficient capacity for the park and stride and that the use of the car park for this purpose is acceptable to GLL. The park and stride would be secured by S106 agreement, together with a requirement that it is staff operated to ensure there is sufficient parking capacity within the leisure centre site to function in accordance with the evidence / capacity studies put forward within the parking surveys and submitted transport assessment. The S106 would also secure a Park and Stride Operations and Management Plan which would set out the detail of how the park and stride would operate in terms of: hours of operation, pupil numbers, staff ratios, operation of walking bus, parking procedure and management of vehicular and pedestrian movements, together with a communications plan to ensure any operational issues that arise can be swiftly resolved between the school and the leisure centre.
- 6.31 In addition a School Travel Plan has been submitted, this is currently in draft form and would be secured through condition with monitoring contributions secured through the legal agreement.
- 6.32 The access road was the subject of a separate permission (application 17/01494/F). Matters of the geometry, layout and adequacy of visibility at the access were assessed at that time (and subsequent S278 process including Road Safety Audits) and as such it is not appropriate to re-open these aspects in the consideration of this application. The consideration of traffic generation matters and associated mitigation measures is however within the remit of this application. It is however noted that the access was designed to cater for a 420 pupil school with the officer report to 17/01494/F stating:
- “that the introduction of a new junction, in view of the potential future uses of the site (which include a school) is also considered to cause negligible impact on the adjoining public highway in terms of queuing and congestion based on reasonable assessments of likely trip generation and movements gleaned from comparable school*
- 6.33 Notwithstanding the above the applicant’s transport assessment has reassessed the junction and the surrounding road network based on the latest proposals. In terms of the modelling of any transport impacts it is noted for robustness the submitted transport assessment utilises both TRICs data but also trip generation and modal split information from specific comparable schools. Based on the introduction of the park and stride and controls that can be implemented through the S106, school travel plan and conditions to secure the delivery and control the operation and management of the park and stride the application is considered to demonstrate that drop-offs and pick ups can be managed via the park and stride to avoid unacceptable impacts on surrounding roads and on the operation/safety of the A25 such that it would not result in a severe impact on the highway network or highway safety in accordance with the provisions of the NPPF (see para 109) and Mo7 of the

Local Plan, CS17 of the Core Strategy and TAP1 of the Development Management Plan.

- 6.34 Paragraph 109 of the NPPF confirms that:
“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” Accordingly, based on the advice of County Highway Authority and the various mitigation required, the proposal is considered acceptable in its highways impact.

Community Infrastructure Levy (CIL)

- 6.35 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. This proposal for educational facilities would fall outside of the chargeable uses on the Council's Charging Schedule and would not therefore be liable.

Infrastructure Contributions

- 6.36 The Community Infrastructure Levy (CIL) Regulations were introduced in April 2010 which state 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.
- 6.37 As such only contributions 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. It is therefore the responsibility of the service providers to demonstrate the infrastructure needs directly resulting from a development and make requests for such to the Local Planning Authority. In this case, with the exception of the Highway Authority's requirement for a contribution towards auditing the travel plan and provision of off-site highway works (which would be undertaken by the developer by means of a s278 agreement) none of the service providers have been able to demonstrate the impact on infrastructure that this specific development would have.

Other matters.

- 6.38 The site is not in an area at risk of flooding and falls within Flood Zone 1 according to the Environment Agency flood mapping. The applicant has provided a detailed drainage strategy which indicates how both surface water and foul water associated with the development will be managed. This has been reviewed by the County Council (as the Lead Local Flood Authority) who, following additional information from the applicant, has confirmed that they have no objection subject to condition. The development is considered to comply with Core Strategy policy CS10 in this regard.

- 6.39 The application was accompanied by a Phase 1 extended habitat survey which confirms the existing site has limited ecological value. Bat surveys were undertaken to assess the potential for bats. The report confirms that the buildings have negligible potential for bat roosts with no bats recorded entering or leaving the buildings during surveys. Therefore no further surveys are required in this respect. As such the redevelopment of the site is not considered likely to result in significant impact on existing wildlife habitats and may provide opportunities to incorporate features into the design which are beneficial. Measures to enhance biodiversity within the site could be designed in to the development in accordance with para 118 of the NPPF and are proposed to be secured by planning condition in accordance with the recommendations of paragraph 4.11 – 4.15 of the Ecology Link Phase 1 report (November 2017)
- 6.40 A Phase 1 Geo-environmental study and Phase 2 Site Investigation Report addressing ground conditions and potential contamination was submitted with the application. Subsequent to this and correspondence with Environmental Health a geo-technical site investigation report was also submitted. All the reports have been reviewed by the Council's Contaminated Land Officer who has recommended conditions which are considered appropriate to ensure the development would not give rise to unacceptable risks to future occupants or human health generally.
- 6.41 An indicative external lighting strategy has been submitted to provided, this includes a combination of column mounted lanterns to the car park, internal road and paths and building mounted lights. The indicative layout and lighting specifications are shown on drawing HTCH-WDK-00-XX-DR-E-630, albeit it is noted that column heights are missing. The external lighting has been designed to achieve an average illumination level of 5 lux with a minimum uniformity of 0.25 on the car park, paths and building perimeter. These parameters are considered appropriate to the school environment and at these low levels are unlikely to cause disturbance to neighbour amenity. Further the design statement identifies that lighting will be controlled either by photo electric cell or a time switch to restrict operational hours of the lighting. Details of external lighting are proposed to be secured by condition and should comply with the above parameters.
- 6.42 The proposal would make a positive contribution towards meeting the educational needs and requirements of the borough, with associated social and economic benefits. The educational benefits are given significant weight whilst the economic benefits attract a limited amount of additional weight in favour of the application.

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
Site Layout Plan	9100	P6	09.07.2019
Site Layout Plan	9101	P02	09.07.2019
Proposed Plans	9102	P5	09.07.2019
Proposed Plans	9103	P5	09.07.2019
Proposed Plans	9104	P4	09.07.2019
Other Plan	9105	P5	09.07.2019
Landscaping Plan	9106	P7	09.07.2019
Proposed Plans	9108	P3	09.07.2019
Section Plan	9109	P3	09.07.2019
Proposed Plans	9110	P5	09.07.2019
Arboricultural Plan	9115	P3	09.07.2019
Detailed Technical Plan	SCL-0216-2910-0775-2910		26.06.2019
Elevation Plan	9001		12.12.2018
Detailed Technical Plan	HTCH-AVE-00-XX-DR-C-0001	P05	19.03.2019
Detailed Technical Plan	HTCH-AVE-00-XX-DR-C-0010	P00	27.11.2018
Location Plan	9116	P1	27.11.2018
Floor Plan	6APFSF08/A/FS0011	0	27.11.2018
Floor Plan	6APFSF08/A/FS0012	1	27.11.2018
Elevation Plan	2030	P07	27.11.2018
Floor Plan	2000	P04	27.11.2018
Roof Plan	2002	P03	27.11.2018
Floor Plan	2001	P03	27.11.2018
Section Plan	2035	P03	27.11.2018
Floor Plan	6APFSF08/A/FS001	0	27.11.2018
Floor Plan	6APFSF08/A/FS002	0	27.11.2018
Arboricultural Plan	00580	O	27.11.2018
Other Plan	6301	P02	27.11.2018
Proposed Plans	HTCH-AVE-00-XX-DR-C-0001	P07	24.05.2019
Detailed Technical Plan	HTCH-AVE-00-XX-DR-C-0010	P00	24.05.2019
Proposed Plans	HTCH-AVE-00-XX-DR-C-0019	P00	24.05.2019

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 commence including demolition and or groundworks preparation until all related arboricultural matters including tree protection measures, pre commencement meeting, arboricultural supervision and monitoring are implemented in accordance with the approved details contained the arbroicultural method statement and tree protection plan compiled by Thompson Ecology dated November 2018 Ref: HTCH-TEC-ZZ-XX-SU-Z0002-PO2

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policies Pc4 and Pc12 of the Reigate and Banstead Borough Local Plan and NHE3 of the Reigate and Banstead Development Management Plan 2019.

Informative:

The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837

4. The development hereby approved shall not be first opened for use as a new school building unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for the loading and unloading of number vehicles and for vehicles to turn so that they may enter and leave the site in forward gear.

Thereafter the parking / loading and unloading / turning area shall be retained and maintained for their designated purpose.

Reason: The above condition is required 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, policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019

5. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management and size, type and number of vehicles programmed per week)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Hatchlands Road and Blackborough Road during these times
- (k) on-site turning for construction vehicles, so they can enter and exit the site in forwards gear 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 above condition is required 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, policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019

6. The development hereby approved shall not be first opened for use as a new school building unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:
- (a) The secure parking of bicycles within the development site,
 - (b) Facilities within the development site for cyclist to change into and out of cyclist equipment / shower,
 - (c) Facilities within the development site for cyclists to store cyclist equipment,
 - (d) Information to be provided to staff and pupils/parents and visitors regarding the availability of and whereabouts of local public transport / walking / cycling routes, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in order to encourage sustainable transport options to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005, policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019

7. The development hereby approved shall not be occupied unless and until at least 4 (four) of the available on-site parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, and these facilities shall thereafter be maintained for the purposes of Electric Vehicle charging.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in order to encourage sustainable transport options to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005, policy TAP1 of the Reigate and Banstead Development Management Plan 2019 and the objectives of the NPPF 2019.

8. The development shall be carried out in strict accordance with the ground levels and finished floor levels specified on the approved drawings including drawing HTCH-DLA-ZZ-00-DR-L-9102 Revision P5. There shall be no variation to these approved levels, without the prior consent in writing of the Local Planning Authority.

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 Borough Local Plan 2005 policy Ho9 and DES 1 and Cf2 of the Reigate and Banstead Development Management Plan 2019.

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

Reason: To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Ho13 and DES 1 of the Reigate and Banstead Development Management Plan 2019.

10. All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to first use or within the first planting season following completion of the development hereby approved.

The landscaping shall be carried out in strict accordance with the submitted drawing compiled by Landscape Urban Design drawing name HTCH-DLA-22-00-DR-L-9115 Revision P7 and HTCH-DLA-22-00-DR-L-9106 Revision P7

Any trees shrubs or plants planted in accordance the approved scheme which are removed, die or become damaged or diseased within five years of planting shall be replaced within the one year by trees, shrubs of the same size and species 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 Pc12 of the Reigate and Banstead Borough Local Plan 2005, policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019 and the recommendations within British Standard 5837:2012 , British Standard 4428:1989, British Standard 8545:2014, British Standard 3936:1992.

11. The existing hedge alongside the highway boundary with Hatchlands Road shall retained along its whole length, and shall be retained on an ongoing basis and managed to maintain a minimum height of 1.8 metres and minimum width of 1.5 metres hereafter or as otherwise agreed in writing by the local planning authority. Any losses through death or disease shall be remedied by replacement planting, to current landscape standards, within 1 year to maintain this feature.

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 Pc12 of the Reigate and Banstead Borough Local Plan 2005, policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019

12. The development shall not be occupied / first used until boundary treatment and internal fencing is erected in accordance with details shown on drawing HTCH-DLA-ZZ-00-DR-L-9103 Revision P5 Fencing Layout, unless otherwise agreed in writing with the Local Planning Authority. All existing boundary

fencing to be retained shall be inspected and any worn, damaged or missing panels replaced prior to first occupation of the building. The boundary treatment and internal fencing shall thereafter be maintained in accordance with the approved details.

Reason: To preserve the visual amenity of the area and protect neighbouring residential amenities with regard to the Reigate and Banstead Borough Local Plan 2005 policies Cf2 and Pc4 and DES1 and NHE3 of the Development Management Plan 2019.

13. Prior to 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 that the Sustainable Drainage System has been constructed as agreed to the National Non-Statutory Technical Standards for SuDS and to prevent flooding with regards to policy Ut4 of the Reigate and Banstead Borough Local Plan 2005, policy CS10 of the Core Strategy 2014 and policy CCF2 of the Development Management Plan 2019.

14. 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. Regard and reference should be made to the sites Phase 1 Desktop Study and Phase 2 Intrusive Site Investigation Reports. This is 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.

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, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF 2019.

15. 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 have regard to 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, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF 2019.

16. Unexpected ground contamination: 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, Reigate and Banstead Borough Council Development Management Plan policy DES9, and the provisions of the NPPF

17. The development hereby permitted shall be implemented in strict accordance with the recommendations, avoidance and mitigation measures identified in the Extended Phase 1 Habitat Survey Report by Ecology Link (dated November 2017) at paragraphs 4.11 – 4.15 and Thomson Ecology bat survey report dated October 2018 in respect of construction working methods, ecological enhancement and provision of replacement or alternative habitat. All ecological enhancements shall be completed prior to first occupation / first use of the development. This condition will be discharged on receipt of a letter from the project ecologist stating that the mitigation has been completed according to the recommendations.

Reason: To ensure that the development would not harm wildlife or protected species and deliver a biodiversity enhancement in accordance with Policy Pc2G of the Reigate and Banstead Borough Local Plan 2005, Policy NHE2 of the Development Management Plan, Natural England standing advice and the provisions of the NPPF.

18. Prior to first occupation, details of any plant or machinery, including fume extraction, ventilation, sun pipes, boilers including flues and air conditioning, shall be submitted to the Local Planning Authority. Any extraction equipment and plant shall be designed to accord with the broad principles and parameters set out in the following drawings and documents: GA Roof Plan drawing HTCH-DLA-ZZ-RL-DR-A-2002 Revision P03, the Ventilation Summary Report prepared by Waldeck, dated September 2018 reference HTCH-WDK-00-ZZ-RP-ME-0005 Revision P01, and the Environmental Noise Impact Assessment prepared by ADT, dated 6th November 2018 reference HTCH-ADT-ZZ-ZZ-Y0002 Revision P01. The submission shall include details of the specifications of the plant, together with roof plan and elevational drawings to show siting and elevation (including height above parapet where relevant). Details of screening to the roof plant shall also be included.

Any plant, machinery or other extraction and ventilation equipment installed on the buildings shall be maintained thereafter 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 policy CS10 of RBBC Core Strategy 2014, Reigate and Banstead Borough Local Plan 2005 policy Cf2 and policies INF2, DES8 of the Development Management Plan 2019.

19. The cumulative operation of all mechanical equipment or building services plant hereby approved shall not exceed the noise target of 55dB L(AEQ 30min) at 1m from the school building as detailed in the Environmental Noise Impact Assessment prepared by ADT, dated 6th November 2018 reference HTCH-ADT-ZZ-ZZ-Y0002. A post installation letter report confirming compliance with the standards approved shall be submitted by a suitably qualified person and approved in writing by the local planning authority. The approved details and attenuation measures shall be permanently retained and maintained in working order for the duration of the use and their operation.

Reason: To protect the amenities of adjoining occupiers and the surrounding area in accordance with policy CS10 of RBBC Core Strategy 2014, Cf2 of the Local Plan and policies INF2, DES8 of the development Management Plan 2019.

20. A Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the use of the development commencing. This shall include delivery hours. The measures approved in the Plan shall be implemented prior to the relevant uses commencing and shall be so maintained for the duration of the relevant uses.

Reason: To ensure that the delivery arrangements to the building as a whole are appropriate and to limit the effects of the increase in travel movements and impacts on residential amenity policy CS10 of RBBC Core Strategy

(2014), Cf2 of the Reigate and Banstead and policies INF2 and DES8 of the Development Management Plan 2019.

21. The use of the school hereby permitted shall not commence until a play space management plan has been submitted to and approved in writing by the local planning authority for all external play spaces. This should include but not be limited to, periods of operation, management responsibilities during all operating hours, siting of fixed play equipment and procedure for recording any complaints and corrective actions. The use hereby permitted shall thereafter be operated in accordance with the approved management plan.

Reason: To protect the amenities of adjoining occupiers and the surrounding area in accordance with Policy CS10 Sustainable Development of RBBC Core Strategy 2014, Cf2 of the Reigate and Banstead Local Plan and policies INF2 and DES8 of the Development Management Plan 2019.

22. No use of the premises for community uses or other events or functions shall be permitted until an Event Management Plan has been submitted and approved in writing by the local planning authority. This should include but not be limited to: type of events, number of events, hours of operation, management responsibilities during all operating hours, measures to control noise from live and amplified music (including the screening of sporting events and public address systems). Where any event or function gives rise to complaint received either by the operator or local authority this shall be notified to the LPA and any necessary changes to the management plan implemented to the satisfaction of the LPA.

Reason: To protect the amenities of adjoining occupiers and the surrounding area in accordance with Policy CS10 Sustainable Development of RBBC Core Strategy 2014, Cf2 of the Reigate and Banstead Local Plan and policies INF2 and DES8 of the Development Management Plan 2019.

23. Prior to first occupation, a scheme for external lighting to be installed shall be submitted to the Local Planning Authority. Such a scheme shall accord with the broad principles set out on drawing HTCH-WDK-00-XX-DR-E-6301 Revision P02 Proposed External Lighting Layout and the submitted Design and Access statement.

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

24. Within six months of the occupation of the teaching block hereby approved, a final certificate demonstrating that BREEAM 'Very Good' rating is achieved for this development shall be submitted to and approved by the Local Planning Authority.

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

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no fencing, gates, walls or other means of enclosure permitted by Class A of Part 2 of the Second Schedule of the 2015 Order shall be constructed, other than those explicitly approved by this permission and controlled by condition 9.

Reason: To control the design of any subsequent fencing, gates etc in the interests of the visual and residential amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policies Pc12, Pc13 and Cf2 and policies INF2 of the Development Management Plan 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 school is reminded that the travel plan should be submitted through MODESHIFT STARS through the following link <https://modeshiftstars.org>.
4. Your attention is drawn to the fact that this permission is subject to a legal agreement the provisions of which should be complied with in full. A payment of infrastructure contributions is required and there is a requirement to notify the Council in advance of commencement of development. Payment of travel plan monitoring fee then becomes due.

On commencement of development, notice should be sent to the Planning Authority in writing or email to planning.applications@reigate-banstead.gov.uk advising that works have started. The sum described above is payable within a period of 28 days from commencement of development.

The development, once started, will be monitored by my enforcement staff to ensure compliance with the legal agreement and the conditions. Failure to pay the agreed infrastructure contribution will result in legal action being taken against the developer and/or owner of the land for default of the relevant agreement.

5. The applicant is advised that prior to the initial occupation of any individual dwelling hereby permitted, to contact the Council's Neighbourhood Services

team to confirm the number and specification of recycling and refuse bins that are required to be supplied by the developer. The Council's Neighbourhood Services team can be contacted on 01737 276292 or via the Council's website at http://www.reigate-banstead.gov.uk/info/20085/planning_applications/147/recycling_and_waste_developers_guidance

6. 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.

7. The applicant is advised that the essential requirements for an acceptable communication plan forming part of a Method of Construction Statement are viewed as: (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme; (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them; (iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours; (iv) the name and contact details of the site manager who will be able to deal with complaints; and (v) how those who are interested in or affected will be routinely advised regarding the progress of the work. Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

8. The applicant is advised that the Borough Council is the street naming and numbering authority and you will need to apply for addresses. This can be done by contacting the Address and Gazetteer Officer prior to construction commencing. You will need to complete the relevant application form and upload supporting documents such as site and floor layout plans in order that official street naming and numbering can be allocated as appropriate. If no application is received the Council has the authority to allocate an address. This also applies to replacement dwellings. If you are building a scheme of more than 5 units please also supply a CAD file (back saved to 2010) of the development based on OS Grid References. Full details of how to apply for addresses can be found http://www.reigatebanstead.gov.uk/info/20277/street_naming_and_numbering
9. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written consent. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. Although the surface water flood risk from the west has been assessed, flood resistant construction methods should be considered where possible.

REASON FOR PERMISSION

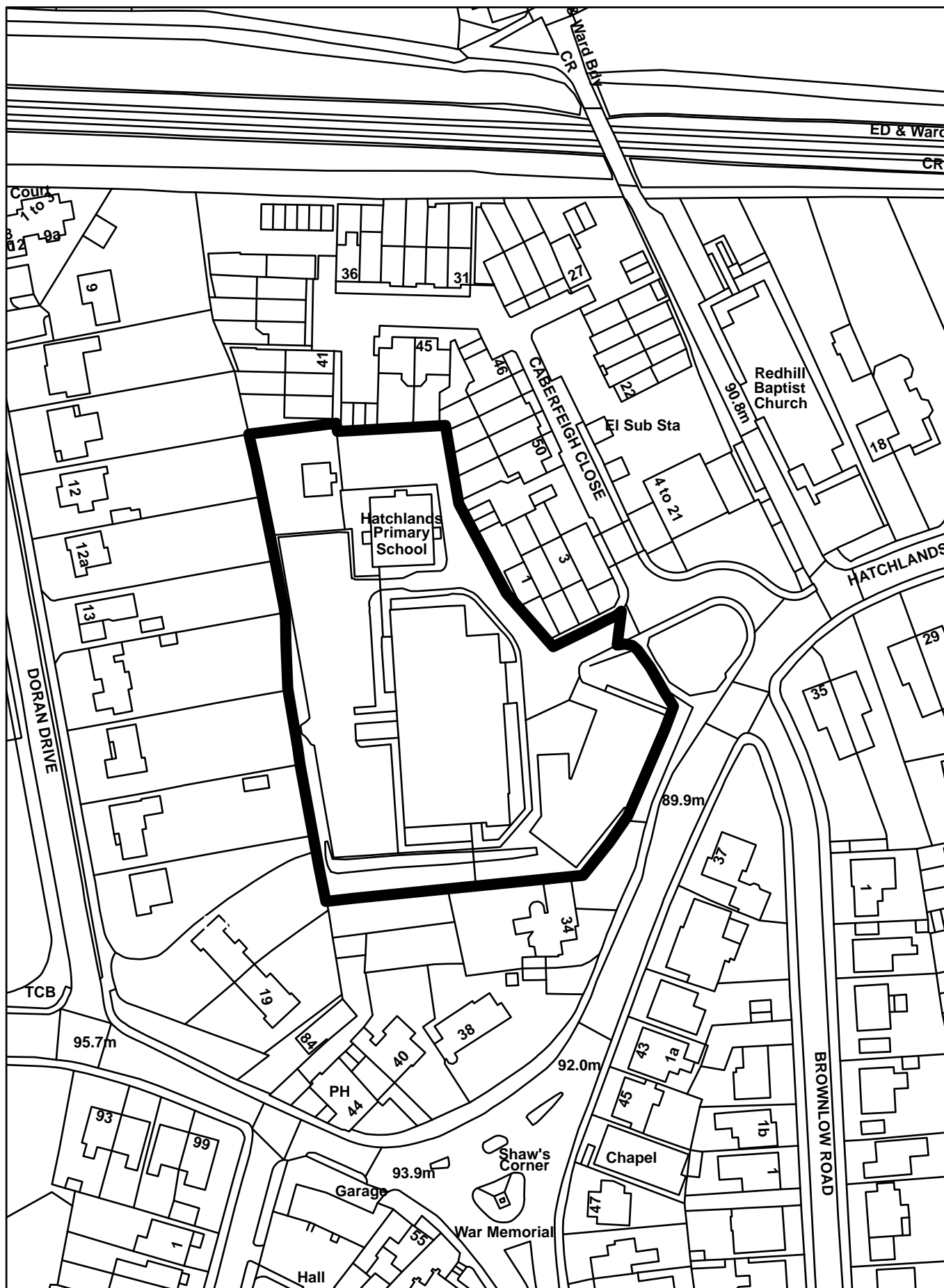
The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS7, CS8, CS10, CS11, CS12 and CS17 and Pc4, Pc9, Pc10, Pc12, Pc13, Cf1, Cf2, Cf3, Ut4, Mo4, Mo5, Mo6 and Mo7 and DES1, DES8, DES9, TAP1, CCF1 CCF2, NHE3, NHE9, INF1, INF2 and material considerations, 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

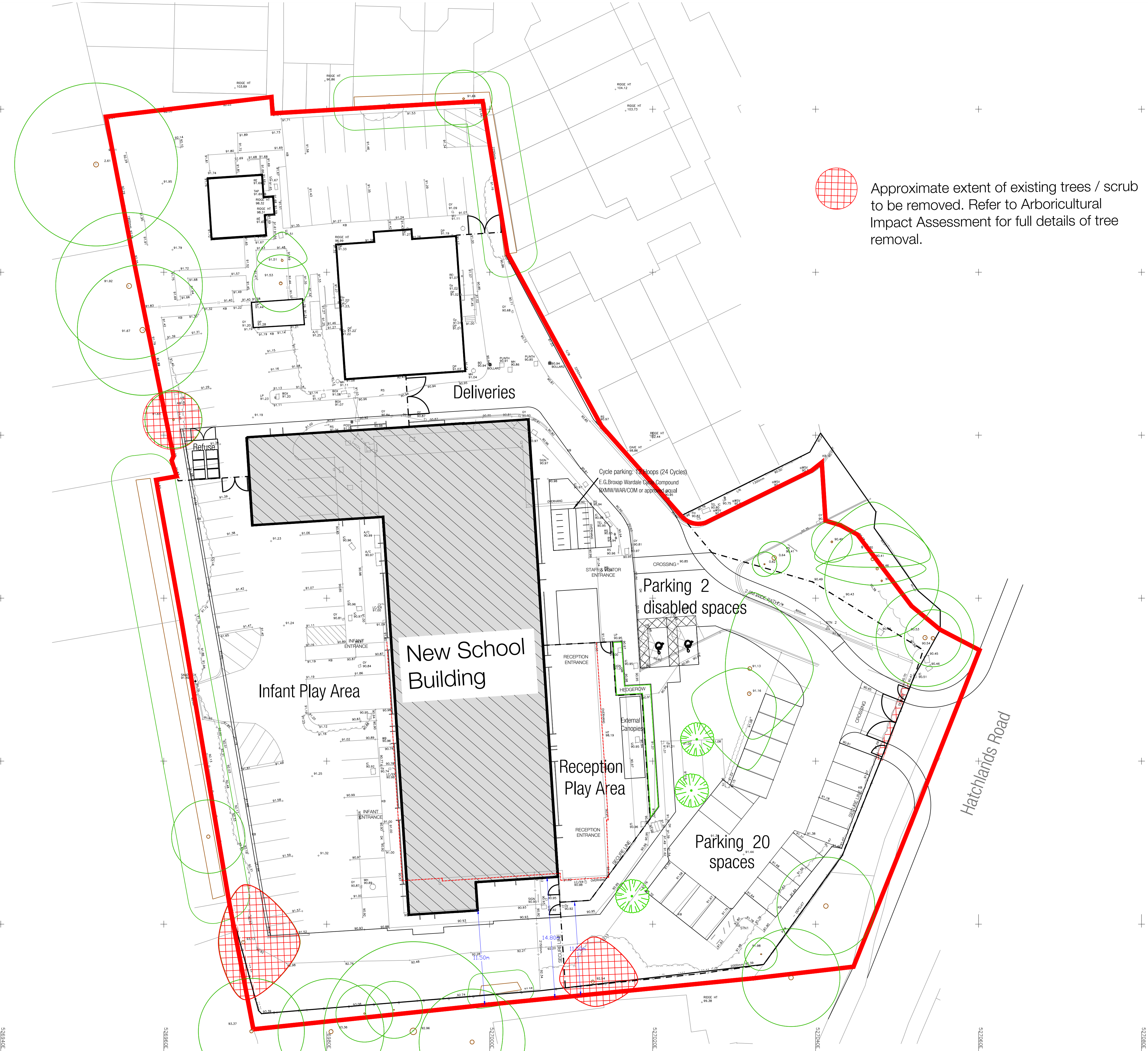
The following statement is therefore to be added to the recommendations on all the applications for planning permission to be granted

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.

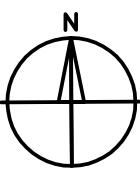
18/02477/F - The Law Courts, Hatchlands Road, Redhill



REVISIONS		
No.	Description	Date
P1	First Issue	03/09/18
P2	Parking Layout updated and trees to be removed added	04/09/18
P3	Car park reconfigured, bin store relocated and secure line added following LPA comments	14/09/18
P4	Fencing removed from site frontage	05/10/18
P5	Fence line to site frontage	16/11/18
P6	Pathway to site frontage removed Cycle store to 12 hoops (24 cycles) Entrance Gates updated Pedestrian Crossing added	19/06/19



Approximate extent of existing trees / scrub to be removed. Refer to Arboricultural Impact Assessment for full details of tree removal.



Note: This is a colour drawing, in order to ensure any subsequent reproduction is viewed correctly it is to be re-printed in full colour

NEW SITE PROPOSALS BASED THE GEOSPATIAL ENGINEERING SERVICES LTD TOPOGRAPHICAL SURVEY (DRAWING 00580_0 OCT 2017)

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DLA LANDSCAPE AND URBAN DESIGN DETAIL DESIGN DRAWINGS AND SPECIFICATIONS

LANDSCAPE & URBAN DESIGN

No.55 | St Pauls Street | Leeds | LS1 2TE
0113 887 3100 www.dla-design.co.uk

PROJECT
PSBP2 COMPONENT SCHOOLS
HATCHLANDS

TITLE
SITE PLAN

SCALE 1:250 @ A1	DATE 03/09/18
DLA REF 2018-064	DRAWN LM
	REVIEWED OB

DRAWING NAME						
PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER
TCH	DLA	ZZ	00	DR	L	9100
STATUS		SUITABILITY DESCRIPTION				
3						
REVISION		REVISION DESCRIPTION				
6						
		PRELIMINARY				

COMPLETION

18 December 2019



Notes

1. This drawing is the copyright of Elliott and must not be reproduced without written consent.
2. Do not scale drawing, work to figured dimensions.
3. All tolerances to be in accordance with the relevant British Standards.

REV	DESCRIPTION	BY	DATE	CHK'D
P01	Initial Issue	MT	28.08	MT
P02	External layout amended to suit planners comments.	MT	03.10	TN



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WESTLAND HOUSE - 9 CLIFFE PARK WAY - CLIFFE PARK
BRUNTCLIFFE ROAD - MORLEY - LEEDS LS27 0RY
TELEPHONE:(0113) 3936900

CLIENT

EDUCATION FUNDING AGENCY

PROJECT

HATCHLANDS PRIMARY SCHOOL

TITLE

COMPLETION

SCALE @ A1		NTS		ELLIOTT CONT No.				ZW014	
DATE		28/08/18		DRAWN BY		MT		CHECKED BY	
STATUS S2		REV P02		PURPOSE OF ISSUE FOR INFORMATION					
PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER			
HTCH	ELT	ZZ	XX	DR	W	7003			

REVISIONS		
No.	Description	Date
P01	First Issue	16/11/18
P02	Pathway to site frontage removed Cycle store to 12 hoops (24 cycles) Entrance Gates updated Pedestrian Crossing added	19/06/19



NEW SITE PROPOSALS BASED THE TOPOGRAPHICAL SURVEY RECEIVED FROM THE CLIENT

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DLA LANDSCAPE AND URBAN DESIGN DETAIL DESIGN DRAWINGS AND SPECIFICATIONS

LANDSCAPE & URBAN DESIGN

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PROJECT
PSBP2 COMPONENT SCHOOLS
HATCHLANDS

TITLE
EXTERNAL WORKS

SCALE
1:250 @ A1

DATE
16/10/18

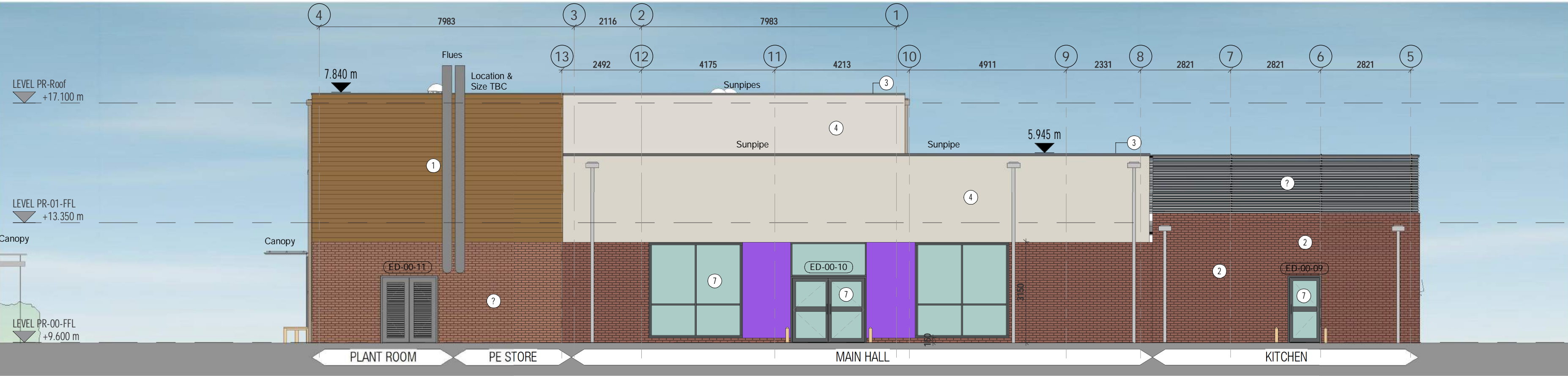
DLA REF
2018-064

DRAWN
PSL

REVIEWED
OB

DRAWING NAME					
PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE
HTCH	DLA	ZZ	00	DR	L
STATUS	SUITABILITY DESCRIPTION				
S3					
REVISION	REVISION DESCRIPTION				
P02	PRELIMINARY				

Note: This is a colour drawing, in order to ensure any subsequent reproduction is viewed correctly it is to be re-printed in full colour



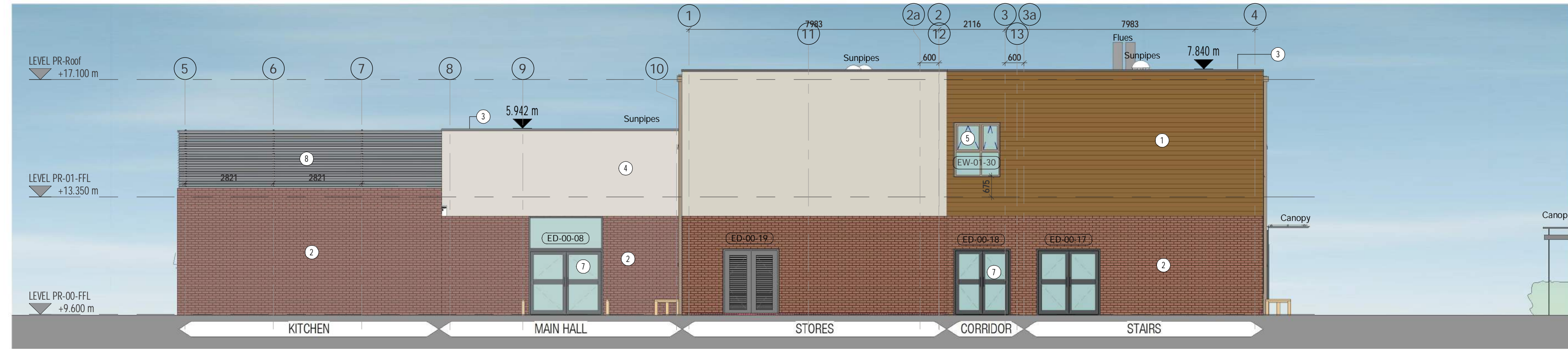
North Elevation

1 : 100



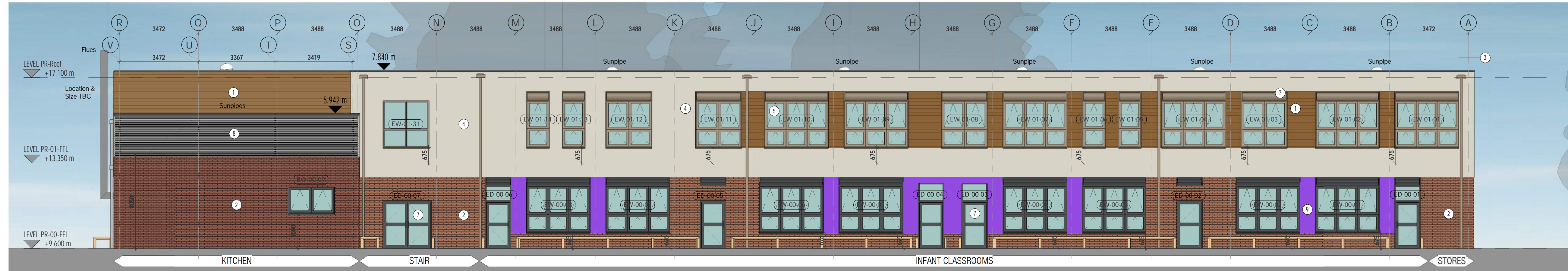
East Elevation

1 : 100



South Elevation

1 : 100



West Elevation

1 : 100



DLA DESIGN

REVISIONS		
No.	DESCRIPTION	DATE
P01	Issued for Draft CPS	31-08-18
P02	Kitchen roof fall and rain water pipe location amended	04-09-18
P03	Material specification updated and PPC Aluminium infill panels added to window pliers requested by Elliotts.	05-09-18
P04	Material update, trees indicated	17-09-18
P05	RWPs and dimensions added	27-09-18
P06	Kitchen brick parapet level amended	15-10-18
P07	Cladding changed to timber at main entrance	16-10-18

MATERIALS KEY -

- Western Red Cedar Boarding in various widths laid horizontally.
- External skin of 102mm Brickwork - Moray red mixture, mortar TBC.
- Insulated through render. Sto 32123
- Windows to be PPC Aluminium (colour RAL 1019).
- PPC Aluminium double glazed curtain walling system with integral access doors and opening lights where required RAL 1019
- Louver screen to plant area.
- PPC Aluminium infill panel - Colour RAL TBC

Approval Status:	
Date:	
Signatures:	

elliott
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KEY PLAN



ARCHITECTURE

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PROJECT
PSBP2 Component Schools - A
Hatchlands Primary School

TITLE
G.A ELEVATIONS

SCALE
As indicated @ A1

DATE
01/08/18

DLA REF
2018-064

DRAWN
SB

REVIEWED
MH

DRAWING NAME	PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER
HTCH	DLA	ZZ	EL	DR	A		2030
STATUS	SUITABILITY DESCRIPTION						
S2	FOR INFORMATION						
REVISION	REVISION DESCRIPTION						
P07							



REVISIONS

No.	DESCRIPTION	DATE
P01	Double door to corridor moved following CEM 1 - 21-08-18 & issued for draft CPs	31-08-18 SB PW
P02	Sick bay area amended following request at CEM 1	05-09-18 SB PW
P03	Chair store adjusted	19-09-18 PW/MH
P04	Updated following Elliott comments, wet areas and teaching walls indicated, grids adjusted	27-09-18 PW/SB

PR-00-FFL - G.A Plan - Ground Floor

1:100

By Department Legend

- BASIC LEARNING AREAS
- LARGE SPACES
- LEARNING RESOURCE AREAS
- STAFF & ADMIN
- STORAGE
- NON-NET AREA

ARCHITECTURE

No. 55 | St Paul's Street | Leeds | LS1 2TE
0113 887 3100 www.dla-design.co.uk

PROJECT
PSBP2 Component Schools - A
Hatchlands Primary School

TITLE
G.A PLAN LEVEL 00

SCALE
1:100 @ A1

DATE
01/08/18

DLA REF
2018-064

DRAWN
PW

REVIEWED
MH

DRAWING NAME
PROJECT ORIGINATOR
HITCH DLA

ZONE | LEVEL | TYPE | ROLE | NUMBER
ZZ GF DR A 2000

STATUS
S2

SUITABILITY DESCRIPTION
FOR INFORMATION

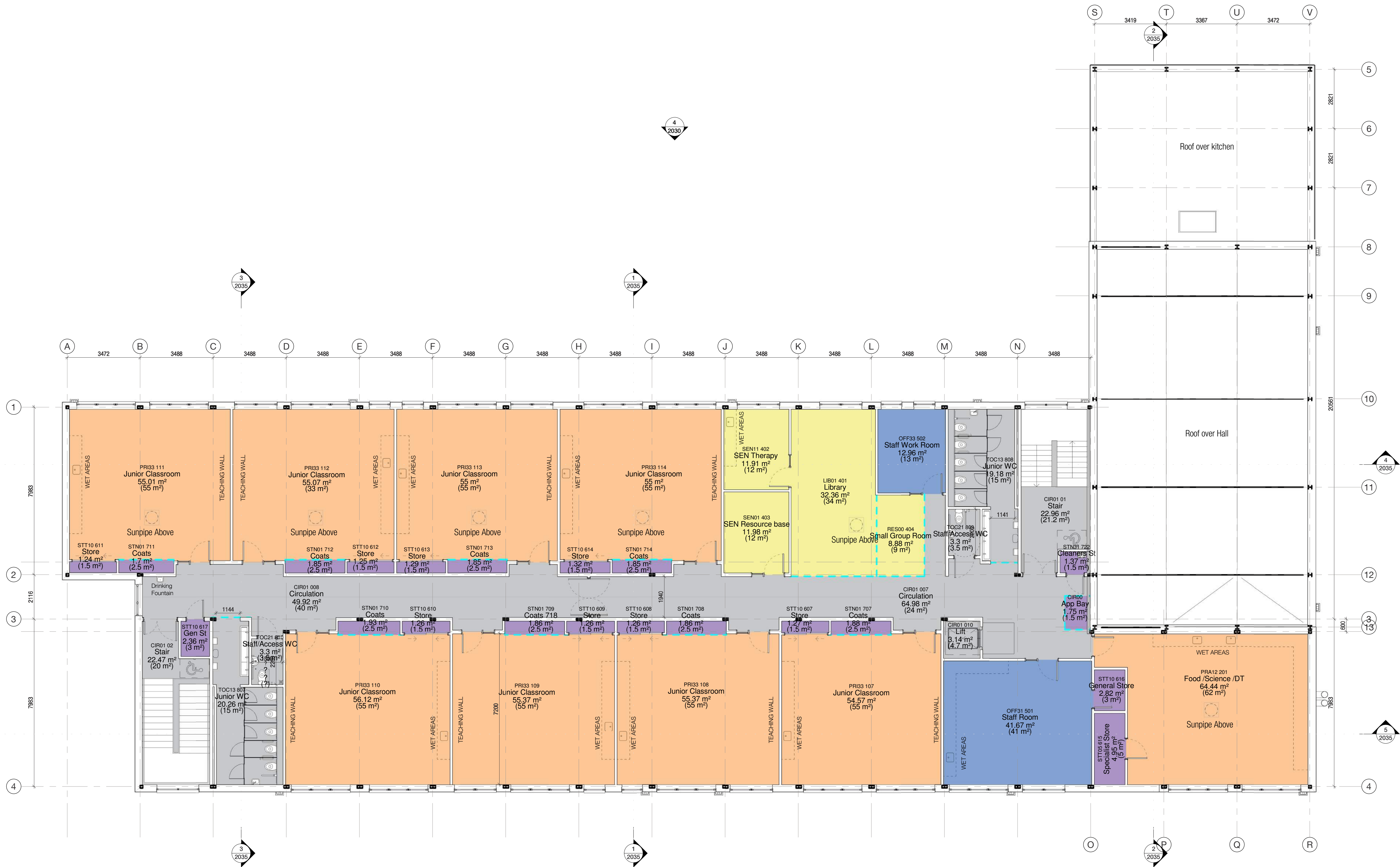
REVISION
P04

REVISION DESCRIPTION



REVISIONS

No.	DESCRIPTION	DATE
P01	Issued for Draft CPs	31-08-19 SB PW
P02	Wet areas updated	19-09-18 PW MH
P03	Updated following Elliott comments, wet areas and teaching walls indicated, grids adjusted	27-09-18 PW SB



Approval Status:	
Date:	
Signatures:	

elliott
An ALGECO Company

NORTH

ARCHITECTURE

No. 55 | St Paul's Street | Leeds | LS1 2TE
0113 887 3100 www.dla-design.co.uk

PROJECT
PSBP2 Component Schools - A
Hatchlands Primary School

TITLE
G.A PLAN LEVEL 01

SCALE
1 : 100 @ A1

DATE
01/08/18

DLA REF
2018-064

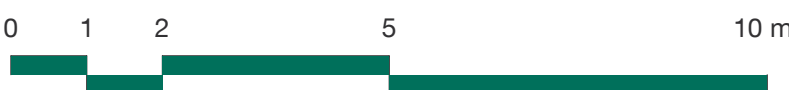
DRAWN
PW

REVIEWED
MH

DRAWING NAME	PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER
HITCH	DLA	ZZ	01	DR	A		2001
STATUS	S2						
REVISION	P03						
SUITABILITY DESCRIPTION							
FOR INFORMATION							
REVISION DESCRIPTION							
PLANNING							

By Department Legend

- BASIC LEARNING AREAS
- LEARNING RESOURCE AREAS
- STAFF & ADMIN
- STORAGE
- NON-NET AREA



PR-01-FFL - G.A Plan - First Floor

1 : 100