

TO: PLANNING & REGULATORY COMMITTEE **DATE:** 30 July 2015

BY: PLANNING DEVELOPMENT TEAM MANAGER

DISTRICT(S) REIGATE & BANSTEAD BOROUGH **ELECTORAL DIVISION(S):**
COUNCIL **Redhill West and Meadvale**
Mrs Bramhall

PURPOSE: FOR DECISION **GRID REF:** 527382 150794

TITLE: SURREY COUNTY COUNCIL PROPOSAL RE/15/00972/CON

SUMMARY REPORT

Land at St Joseph's Catholic Primary School, Linkfield Lane, Redhill, Surrey RH1 1EA

Construction of new 2 storey teaching block and extension to school kitchen; associated external works comprising works to internal paths, ramps and retaining walls; provision of additional car and cycle parking; new outdoor play space and alterations to existing multi use games area.

The current proposal is for a two storey detached teaching block in order to facilitate the expansion from a 2FE primary school to a 3FE primary school. This would involve increasing the pupil admission number (PAN) from 60 to 90 pupils per year and the school's overall capacity from 420 to 630 pupils. A new teaching block is proposed and would be located to the north west of the main school building, directly in front of the existing MUGA. This building would measure a maximum width of 43m a maximum depth of 13m with a maximum height of 7.2m covering 803sqm (internal floorspace). A small kitchen extension is proposed which would be located next to the west playground and attached to the existing kitchen measuring approximately 27 sqm.

The proposal also involves formalising the existing staff parking which would allow for an additional 7 parking spaces increasing from 41 to 48. The reception play area facing the front of the school site would be levelled and canopies erected and a new access ramp. An accessible access is also proposed to the front of the site in the form of a new pathway and new cycle parking is also proposed.

A considerable number of representations have been received from local residents raising issues relating to traffic congestion, lack of parking, safety issues and inconsiderate parking. Concern has also been raised in terms of the impact an expansion of this scale will have on the existing school facilities and the standard of facilities being provided as well as the need for the development in this location.

Officers consider the proposed development to be acceptable in terms of visual and residential amenity, and design. Officers also consider that the transportation impacts of the proposal can be

mitigated by the imposition of conditions including those relating to the School Travel Plan, formalising the staff parking, highways improvements, implementation of the Construction Transport Management Plan, the timing of construction traffic and parking provision for scooter and cycle parking. Officers consider that the proposal would not adversely impact upon the urban open land, trees, sustainability or archaeology.

The recommendation is to PERMIT subject to conditions

APPLICATION DETAILS

Applicant

Estates Planning and Management

Date application valid

30 April 2015

Period for Determination

25 June 2015

Amending Documents

Email from Agent dated 15/06/2015

Transport Statement Addendum dated 19/06/2015

Email from Transport Consultant dated 08/07/2015

SUMMARY OF PLANNING ISSUES

This section identifies and summarises the main planning issues in the report. The full text should be considered before the meeting.

	Is this aspect of the proposal in accordance with the development plan?	Paragraphs in the report where this has been discussed
Principle and need for the development	Yes	15-23
Design and visual amenity	Yes	24-35
Transportation impacts	Yes	36-51
Impact on residential amenity	Yes	52-61
Impact on trees	Yes	62-66
Impact on Urban Open Land	Yes	67-69

Sustainability	Yes	70-75
Archaeology	Yes	76-82

ILLUSTRATIVE MATERIAL

Site Plan

Plan

Aerial Photographs

Aerial

Site Photographs

Figure

BACKGROUND

Site Description

1. The application site is located within the urban area of Redhill. The school site has a total area of 1.9hectares. The buildings on the site are a mix of single and two storey in height with both pitched and flat roofs. The site is located on a considerable slope. There is a sharp increase in levels from Linkfield Lane up to the main school buildings and playing field where is levels off. The school is accessed by a series of steps which take you up to the main school building. There is no safe accessibly access to the school. The school is accessed from Linkfield Lane only, vehicles park along Linkfield Lane, Batts Hill and Daneshill (to name but a few) during school drop off and pick up. There is also an informal agreement that parents can use the overflow carpark of the Donyngs Recreation Centre location approximately 100m to the south west of the entrance to the school. The school site is designated as Urban Open Land. The school is currently a 2 form entry (2FE) primary school with a capacity for 420 pupils aged 4-11 years.

Planning History

- 2 RE13/01347 Construction of raised learning area allowing level/free access from classrooms and canopy above. Permitted subject to conditions 23/09/13.
- RE12/00962 Construction of new hall store and replacement of windows. Permitted 23/07/12.
- RE04/01366 Retention of pergola, equipment shed, covered area and gazebo. Permitted subject to conditions 2807/04.
- RE99/12860 New disabled access ramp to replace existing steps. Permitted subject to conditions 21/10/99.

RE97/06270 New link between school buildings to form new library space, new staircase access to first floor hall, new covered access ways to east elevation. Permitted subject to conditions 17/09/97.

RE96/08040 Erection of 12 foot fence. Permitted subject to conditions.

RE95/01890 Access ramp for wheelchair and pushchair us at main pedestrian access to site. Permitted.

RE85P/01970 Construction of new classrooms, gymnasium, car parking and playing field on site of existing voluntary aided roman catholic Primary school to form new first and middle school and adaptations. Permitted.

THE PROPOSAL

- 3 The current proposal comprises a number of different elements. The main one is a two storey detached teaching block in order to facilitate the expansion from a 2FE primary school to a 3FE primary school. This would involve increasing the pupil admission number (PAN) from 60 to 90 pupils per year and the school's overall capacity from 420 to 630 pupils. This would be an increase in 210 pupils and the equivalent of 15 full time staff members. The new teaching block would be located to the north west of the main school building, directly in front of the existing MUGA. This building would measure a maximum width of 43m a maximum depth of 13m with a maximum height of 7.2m covering 803sqm (internal floorspace). The building would have a mono pitched roof and would be constructed of bricks with an area of coloured cladding at the entrance of the building. A glazed canopy would link this new building with the main school building. The MUGA fencing would be moved slightly and a retaining wall erected around the building given the existing site levels.
4. A small kitchen extension is proposed which would be located next to the west playground and attached to the existing kitchen. The extension would square off the rear elevation of this part of the school building measuring approximately 27 sqm. The materials would match those on the main school building.
- 5 The proposal also involves formalising the existing staff parking which would allow for an additional 7 parking spaces increasing from 41 to 48. The reception play area facing the front of the school site would be levelled and canopies erected in order to make better use of the space. A new access ramp is proposed to provide easier access to this part of the site. An accessible access is also proposed to the front of the site in the form of a new pathway and new cycle parking is also proposed. The school currently has 12 uncovered cycle stands and 24 spaces for scooters, and it is proposed to provide an additional 14 cycle spaces, which will be covered and secure, in line with the policy requirements for the additional 210 pupils (11 spaces required) and 20 staff members (2 spaces required).

CONSULTATIONS AND PUBLICITY

District Council

6 Reigate & Banstead Borough Council

Comments chased

Consultees (Statutory and Non-Statutory)

- 7 County Arboriculturalist No objection subject to conditions
- 8 Transportation Development Planning: Considers that the proposed package of measures is acceptable from a transportation point of view, and that it will satisfactorily mitigate and reduce the impact of the school expansion. No objection subject to conditions securing the mitigation proposals.
- 9 Archaeological Officer No objection. No requirement for additional investigation.

Parish/Town Council and Amenity Groups

- 10 None

Summary of publicity undertaken and key issues raised by public

11 The application was publicised by the posting of 2 site notices. A total of 155 owner / occupiers of neighbouring properties were directly notified by letter. To date 53 letters of representation have been received, 52 raising objection and 1 in support. The objectors raise the following concerns:

Object

- Considerable congestion and reduced safety at drop off and pick up
- With a proposed increase of up to 50% this will only worsen
- Increase in traffic will have detrimental impact on local area
- Inconsistencies within transport statement in terms of recording that a child was seriously hurt and that not all parents use Donyngs leisure centre to park
- Insufficient investigation in respect of journeys undertaken to the school created by a further 210 pupils
- Lack of parking on site and surrounding the site
- Inaccuracies within the Transport Assessment
- Surveys carried out a year ago and in Easter holidays
- Parking restrictions in Batts Hill and Daneshill put more pressure on parking
- Cars park in front of and block driveways
- Parking on bends obstructs traffic flow and pavements blocked by vehicles
- Single yellow line ignored by parents
- Would like double yellow lines outside property to stop illegal parking
- How reliable is the hands up survey
- Would like parking attendants at school drop off / pick up
- No provision within application to improve road safety

- Another recent vehicle collision outside the school
- Traffic behaviour runs from extremes of very fast to traffic standstill
- Construction vehicles will further add to the existing congestion
- Accessible access un-segregated between vehicular traffic and pedestrians
- Poor management of recent development in terms of noise, disruption and working hours
- Arguable whether the extra facilities for additional students at the school is necessary and there may be viable alternatives
- Poor consultation prior to the application submission and no consultation with parents
- Constrained site not enough space to expand and would be contrary to Government Guidance
- School hall not adequate to accommodate the increase in pupils and contrary to Government guidelines and no proposal to improve the existing school buildings, amenities or infrastructure
- No clear details have been provided in respect of the future use of the hall space of the dining arrangements which need to be addressed now
- Staggering lunch times will impact upon their learning as will be hungry in the afternoon if eat earlier
- Not enough toilets
- Lack of provision for suitable drinking water facilities
- There will be overcrowding in some areas and stress affecting the well being of the children
- Removing the ICT suite will have adverse impact on learning
- No evidence of demand and doesn't help council with shortfall in pupil numbers as pupils are bussed in
- Lack of demand for additional Catholic school places
- Evidence that the demand is not as high as the proposed increase
- Does not meet the need for school places in Reigate and Merstham or Surrey
- A new school in a more suitable location to meet demand be far better
- If numbers not met have financial implications for the school
- The alterations to the reception classrooms will eat into the KS1 playground and with more pupils will result in less playground space
- This playground is also used for pick up which is already congested therefore more pupils and less space will make this worse.
- Two storey building will directly affect line of site and privacy. The second floor windows will look directly into property
- Contrary to Core Strategy and Local Plan policies in particular transport and urban open space

- Inability to hold collective worship or share lunch together
- Poor design and building not aesthetically
- Design different to the existing school buildings
- New building would cast a shadow on existing buildings
- Drainage concerns
- Health and safety concern due to children breathing in more car fumes as a result of the increase
- Loss of urban open space
- Reduction in the size of the MUGA

Support

- See no reason why building should not take place
- We need more places for children

PLANNING CONSIDERATIONS

- 12 The County Council as County Planning Authority has a duty under Section 38 (6) of the Planning and Compulsory Purchase Act 2004 to determine this application in accordance with the Development Plan unless material considerations indicate otherwise. Section 70(2) of the Town and Country Planning Act 1990 (as amended) (1990 Act) requires local planning authorities when determining planning applications to “have regard to (a) the provisions of the development plan, so far as material to the application, (b) any local finance considerations, so far as material to the application, and (c) any other material considerations”. At present in relation to this application the Development Plan consists of the Reigate and Banstead Borough Local Plan: Core Strategy 2014 and saved policies from the Reigate and Banstead Local Plan 2005.
- 13 The National Planning Policy Framework (NPPF) was adopted in March 2012. This document provides guidance to local planning authorities in producing local plans and in making decisions on planning applications. The NPPF is intended to make the planning system less complex and more accessible by summarising national guidance which replaces numerous planning policy statements and guidance notes, circulars and various letters to Chief Planning Officers. The document is based on the principle of the planning system making an important contribution to sustainable development, which is seen as achieving positive growth that strikes a balance between economic, social and environmental factors. The Development Plan remains the cornerstone of the planning system. Planning applications which comply with an up to date Development Plan should be approved. Refusal should only be on the basis of conflict with the Development Plan and other material considerations.
- 14 The NPPF states that policies in Local Plans should not be considered out of date simply because they were adopted prior to publication of the framework. However, the policies in the NPPF are material considerations which planning authorities should take into account. Due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies are to the policies in the Framework, the greater the weight they may be given).
- 15 In this case the main issues are the principle of the development in this location; the impact upon the design and visual amenity of the existing site and the surrounding area; and the

impact upon residential amenity. The highways implications, impacts on trees, archaeology and urban open space are all matters which will be given full consideration as well as sustainability.

PRINCIPLE AND NEED FOR THE DEVELOPMENT

National Planning Policy Framework 2012

Chapter 8 – Promoting healthy communities

- 16 The NPPF highlights that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It continues by stating that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. It states that local planning authorities should *inter alia* give great weight to the need to create, expand or alter schools.
- 17 It is proposed to increase the schools capacity from a 2FE primary school to a 3FE primary school, increasing the pupils from 420 to 630 starting in September 2016. Reigate and Banstead is experiencing a significant increase in the demand for school places, reflecting both a significant rise in birth rates and increased house building and migration within the area. Births in the Borough in 2014 were 24.8% higher than births in 2002. A significant number of additional primary school places have been provided at a number of sites, reflecting of this demand and further growth is anticipated in the period up to 2022.
- 18 The specific planning area to which this application pertains (Redhill) provides 240 places per year in Reception Year, composed of the following:
- Lime Tree Primary School (offering 60 Reception places per annum);
 - St. Joseph’s Catholic Primary School (offering 60 Reception places per annum);
 - St. Matthew’s Church of England Primary School (offering 60 Reception places per annum);
 - Wray Common Primary School (offering 60 Reception places per annum).
- 19 In 2010, 182 first preference applications were received for these places, with this number having risen consistently across each year to 2015 intake, with the number of first preferences now lying at 248 for this group of schools. St Joseph’s consistently receives more first preferences than it has space available.
- 20 All schools within the planning area are at (or close to) their stated capacity. There now exists a deficit between levels of demand and the number of available Reception places in this area which will continue to rise each year. The table below sets out the future demand projections. As can be seen from the table there is a sustained need for additional Infant places in the area. Whilst Surrey County Council is managing the immediate pressure for September 2015 in this and the wider area, via the delivery of a number of “bulge” year expansions, the need for permanent expansions will remain. A core component of this strategy is the expansion of St. Joseph’s by a Form of Entry, which is the subject of this application and would reduce the above projected deficits by 30 places.

Year	Inf. PAN	Inf. Projection	Deficit	Jun. PAN	Jun. Projection	Deficit
2015/16	240	271	31	240	214	- 26

2016/17	240	292	52	240	282	42
2017/18	240	285	45	240	275	35
2018/19	240	289	49	240	282	42
2019/20	240	296	56	240	303	63
2020/21	240	301	61	240	300	60
2021/22	240	302	62	240	307	67
2022/23	240	304	64	240	313	73
2023/24	240	306	66	240	316	76
2024/25	240	308	68	240	317	77

21 St. Joseph's is located in the Redhill Deanery, which consists of three Catholic parishes. St. Joseph's principally serves the Redhill, Reigate and Merstham area (Parish of the Nativity of the Lord). To the north, the Sacred Heart Parish (Caterham, Whyteleafe and Godstone) is served by St. Francis Catholic Primary School, which is already being expanded to 2 forms of entry to meet increased demand for places from that area. Planning permission has been granted for that expansion. As there is no Catholic primary school in the Oxted or Warlingham area, parishioners there can apply to either St. Francis or St. Joseph's.

22 The School does not operate a defined catchment area as it gives priority to baptised Catholics. However children who are not of the Catholic faith are not precluded from attending the school and whilst it has a wider geographic range of intake, does still predominantly serve its local area (as shown in map contained with the Education Planning Statement submitted with the application). Baptismal numbers provide a reasonable indication of potential demand at the primary school entry point. These numbers for the Redhill Deanery are provided below:

Parish	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Nativity of the Lord (Redhill, Reigate, Merstham)	96	70	69	124	93	86	114	100	57	77
Caterham	43	51	47	59	49	43	53	67	75	73
Oxted & Warlingham	16	19	22	29	21	19	31	18	26	11
Total	155	140	138	212	163	148	198	185	158	161

23 The number of baptisms across the Deanery has typically exceeded the available Catholic PAN in the area (this being a combined total of 120 places). Even disregarding any potential intake from Oxted and Warlingham, the historic figures (which will likely be

increased by rising birth rates) indicate that there is sufficient local Catholic demand, combined with the local demand within this area to warrant a 1FE expansion of this school.

- 24 Officers consider that the applicant has demonstrated that there is a need for school places within this area both for catholic and local pupils alike. The site is located within the urban area and there is space for the development to be accommodated on this site. As such officers consider that the principle and the need for the development has been demonstrated and would accord with development plan policy in this regard.

DESIGN AND VISUAL AMENITY

National Planning Policy Framework (NPPF) 2012

Paragraph 17 - Core Planning Principles

Chapter 7 – Requiring Good Design

Reigate and Banstead Local Plan: Core Strategy 2014

Policy CS4 – Valued townscapes and the historic environment

Reigate and Banstead Borough Local Plan 2005

Policy Cf2 – Design and Layout of Community Facilities

- 25 The NPPF states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Chapter 7, paragraph 56 states that good design is a key aspect of sustainable development. Paragraph 64 goes on to say that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 26 Policy CS4 of the Core Strategy states that development should be of a high quality design which takes direction for the existing character of the area and reflects local distinctiveness. Local Plan Policy Cf2 requires proposals for community facilities to be of a scale and form which respect the local pattern of development and to be designed to a high standard complementing local character.
- 27 The proposed development comprises a number of different elements. The main component is the two storey detached teaching block located on part of the hard play / a grassed area between the rear of the school buildings and the MUGA. A small kitchen extension is proposed which would be located next to the west playground and attached to the existing kitchen. The proposal also involves formalising the existing staff parking which would allow for an additional 7 parking spaces increasing from 41 – 48. The reception play area facing the front of the school site would be levelled and canopies erected. A new access ramp is proposed to provide easier access to this part of the site and an accessible access is also proposed to the front of the site in the form of a new pathway. New cycle parking is also proposed.

Two storey building

- 28 The proposed two storey teaching block would measure a maximum width of 43m a maximum depth of 13m with a maximum height of 7.2m covering 803sqm (internal floorspace). The building would have a mono pitched roof and would be constructed of bricks with an area of coloured cladding at the entrance of the building. A glazed canopy would link this new building with the main school building. Given the levels on the site sloping down from the north west to the south east, the building would be set into the ground with a retaining wall surrounding it. Therefore it would appear single storey when viewed towards the north west.

- 29 Whilst this is a large building, officers consider that the development can be accommodated on this site. The location is the most practical in terms of minimising the amount of play area lost as a result of the building as well as integrating the old with the new. Officers acknowledge that this building is different to the main school building in terms of scale and appearance; however the carefully considered design coupled with the use of suitable materials would compliment this site and provide a modern and welcome addition to this school complex.
- 30 The proposed building would be set behind the main school building therefore would not be visible from the street scene resulting in a minimal impact when viewed from the surrounding area.

Kitchen extension / reception play / ramp and safe access

- 31 The small scale of the kitchen extension would result in a minimal impact on the existing school site and surrounding area. The alterations to the front of the site are also of a limited scale so would not detract from the design or visual amenity of the existing site or street scene.

Impact on the existing school facilities

- 32 Over 35 of the letters of representation have raised concern in terms of the pressure placed on the existing facilities as a result of the development and the adequacy of the facilities being proposed to meet the needs of the proposed increase in pupils. Objectors have stated that the proposal would be contrary to Government Guidance and would not comply with the recommended sizes for school halls and there would be a lack of toilet facilities also contrary to guidance. Concern has also been raised in terms of the lack of improvements to the existing school buildings, amenities and infrastructure.
- 33 Planning applications are primarily concerned with the use of land and whether that use meets spatial and environmental planning policies. As such the size and location of buildings are material planning considerations, but the internal arrangement of buildings, the use of space within a building and the relationship between the internal components and spaces of a building are not, unless there is some external impact. For example, the existence and positioning within a building of a music room might raise issues of noise generation or the arrangement of rooms within a building may determine the position of windows, and the buildings impact on privacy of adjoining property. Officers consider that the fitness for purpose of the development is a matter for the applicants' own internal design processes and standards. Where there are no material external impacts or conflicts with development plan policies, officers consider that the internal design and choice of facilities is not a material planning consideration in determining the planning application.
- 34 Nevertheless, the applicant's attention has been drawn to the comments made about the adequacy of the facilities being proposed, and has provided detailed comments on them, setting out why the relevant government design guidance (which is not part of planning policy and guidance) are considered to have been met. Officers are satisfied that the applicant has in fact taken these considerations into account.

Conclusion on design and visual amenity

- 35 Officers consider that the proposed two storey block would be the most practical location for the building in order to limit the impact on the existing site and the surrounding area such not to detract from design and visual amenity. The proposed single storey extension would be a modest addition integrating with the main school building as would the alterations to the front of the school site. Officers also consider that the applicant has shown that the existing school facilities can accommodate the increase in pupil numbers. Given the above officers consider that the proposal would accord with development plan policy in this regard.

HIGHWAYS AND TRAFFIC IMPLICATIONS

National Planning Policy Framework (NPPF) 2012

Chapter 4 – Promoting Sustainable Transport

Reigate and Banstead Local Plan: Core Strategy 2014

Policy CS17 – Travel options and accessibility

Reigate and Banstead Borough Local Plan 2005

Policy Cf2 – Design and Layout of Community Facilities

Policy Mo5 – Design of Roads within New Development

Policy Mo7 – Car Parking Strategy and Standards

- 36 Paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment; safe and suitable access to the site can be achieved for all people. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe. Paragraph 35 states that development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Paragraph 36 states that a key tool to facilitate sustainable transport modes will be a Travel Plan and all development which generate significant amounts of movement should be required to provide a Travel Plan.
- 37 Policy CS17 states that sustainable transport choices should be facilitated by promoting walking and cycling as the preferred travel option for short journeys. Promote non-car travel and require the provision of travel plans and transport assessments for proposal which are likely to generate significant amounts of movement.
- 38 Local Plan Policy Cf2 states that the development of community facilities will normally be required to comply with the current standards for highway design, parking and service provision. Policy Mo5 requires that arrangements for access and circulation are appropriate to the type of development proposed and the area in which it is located and do not aggravate traffic congestion, accident potential or create environmental disturbance in the vicinity. Policy Mo7 states that the submission and approval of a Travel Plan may be secured through a planning condition.
- 39 The planning application was accompanied by a Transport Statement (TS), a transport Addendum and a Travel Plan. Transport Development Planning (TDP) were consulted on the application and provided the following detailed analysis of the information provided.

Modal Split

- 40 The Transport Statement indicates that only around 29% of the existing pupils live within 1km/14 minute walk of the school, 72% live more than 1km away, and 35% live more than 2km away. As a result, the school has a high car modal share, with a total of 67% of pupils travelling to school by car. Notably, a relatively high proportion of these pupils car share (36%), while 29% travel by car alone, and only 2% park and stride. A reasonably high proportion of pupils walk to school (21%), however public transport use is currently limited (5%) as is cycle/scooter use (0% cycle, 1% scooter). Applying the car modal shares to the additional 210 pupils will result in an additional 141 pupils travelling to school by car – 61 alone, 76 car sharing and 4 park and stride. This is a worst case scenario as it takes no account of siblings in the school or the successful implementation of the proposed mitigation measures and the School Travel Plan.

Parking Impact

40. Parking beat surveys have been undertaken and these indicate that there are a theoretical 44 legal parking spaces available on street within 350m of the school in the AM peak period, and 75 legal parking spaces available on street in the PM peak period. The difference in the number of spaces is down to the differing operation of single yellow line parking restrictions at these times. The parking surveys were carried out during the AM and PM school peak periods (07:30-09:15 and 14:00-17:00 hours respectively), at 15 minute intervals. During the AM peak period, the busiest 15 minutes was 08:45-09:00 hours, where 82% of parking spaces (36) within the surveyed roads were occupied, leaving a remaining 8 available within the study area. During the PM peak period, the busiest 15 minutes was 15:15-15:30, where 92% of spaces (69) were observed to be occupied, leaving a remaining 6 available. This suggests that there is sufficient capacity across the surrounding road network to accommodate current school parking demand within legal parking spaces.
41. However, the additional parking demand generated by the school expansion cannot all be accommodated on street. The TS indicates that up to 39 vehicles will need to be accommodated off street within local car parks. The school has an existing informal agreement with Donyngs Recreation Centre for parents to park within the overflow car park. Donyngs has capacity for 142 vehicles within the main car park, and 57 vehicles within the overflow car park. A car park accumulation survey was carried out to record the number of vehicles entering and exiting the car park between 08:30 and 09:15 hours, at 15 minute intervals. The results show that there were a minimum of 40 spaces vacant in the overflow car park on the day of the survey, and 58 vacant spaces within the main car park. Therefore, the additional parking demand can be accommodated within the overflow car park. It is understood that quite a few parents mentioned during the public consultation that they are members of the Recreation Centre, so some parents will also be able to park in the main car park. On this basis, the County Highway Authority (CHA) is satisfied that there is sufficient parking available off street to accommodate the additional pupil parking demand generated by the school expansion.
42. With regard to staff parking, using the existing modal share, the school expansion will lead to an estimated 12 FTE additional staff cars needing to be parked. Due to the topography of the site, the positioning of the multi-use games area and existing tree locations, it is only feasible to provide an additional 7 parking spaces on-site. However, staff are estimated to generate 43 FTE vehicles in total. The proposed on-site parking provision of 48 spaces should therefore be sufficient to accommodate the total anticipated FTE demand generated, with 5 spaces above anticipated FTE demand to cater for shift overlaps. Nevertheless, it is proposed to include staff mode of travel within the School Travel Plan, to further encourage a shift towards sustainable modes of transport including car sharing, and to minimise any impact on on-street parking due to staff.
43. It is worth noting that the parking impact assessment presents a robust worst case scenario, as a proportion of additional staff vehicles (five) have been assumed to park on-street, and the existing mode share has been used, i.e. no mitigation proposals have been considered. In reality, it is likely that the demand for pupil and staff parking due to the school expansion will be lower than predicted following the implementation of the proposed mitigation measures and the School Travel Plan.

Traffic Impact

44. Traffic surveys have been carried out at three different locations on Linkfield Lane. The highest traffic flow recorded in the AM peak hour (08:00-09:00) was 1,197 vehicles on the

section between Furzehill and Flint Close. In the PM school peak hour (15:00-16:00), the highest flow was 1,090 vehicles on the section between Batts Hill and the A25 roundabout, while in the network peak hour (17:00-18:00), the highest flow was 1,270 vehicles between Batts Hill and the A25 roundabout. The peak period traffic flows on these roads are low compared to the available theoretical capacity. The school expansion is expected to generate a maximum additional 105 pupil and staff vehicular trips in the AM school peak hour (08:00-09:00), and a maximum additional 79 additional vehicular trips in the PM school peak hour (14:30-15:30), compared to the current situation. Given the recorded existing traffic flows on the network, this level of additional traffic will have a negligible impact, and Linkfield Lane will continue to operate well within theoretical capacity following the school expansion.

45. The TS includes an analysis of existing queue lengths and queue duration for vehicles exiting Donyngs Recreation Centre Car Park and at the Batts Hill/Linkfield Lane junction, while the TS Addendum considers the impact of the school expansion on queuing at these junctions. At the Donyngs Car Park exit, in the AM peak period, the maximum increase in queue length due to the school expansion will be 11 vehicles at 09:00-09:05 hours, increasing the total queue length for cars turning right onto Linkfield Lane to 22 vehicles, but only for a 5 minute period. The associated queue duration was recorded to be only 15 seconds in the existing situation. The maximum existing queue duration recorded at the Car Park exit in the AM was 39 seconds at 08:45-08:50 hours. However, only 2 additional vehicles will be generated during this time period due to the expansion, therefore this increase would not be anticipated to significantly impact on queue duration.
46. In the PM peak period, the maximum increase in queue length due to the school expansion will be 5 vehicles at 15:30-15:35 hours, increasing the total queue length for cars turning right onto Linkfield Lane to 14 vehicles. The associated queue duration was recorded to be only 11 seconds in the existing situation. The maximum existing queue duration in the PM peak was recorded as 86 seconds but this was at 16:30 hours, so this is not expected to be impacted by the school expansion. The school expansion is also expected to exacerbate existing queue lengths on Batts Hill due to a decrease in gap seeking opportunities. However, a maximum of 2 additional vehicles are anticipated to be generated by the expansion during the periods when the maximum queue lengths were recorded. Queue durations associated with the maximum recorded queue lengths on Batts Hill are also comparatively low, with queue durations being recorded as under 15 seconds for both the AM and PM peak queue lengths.
47. In summary, it is clear that the additional traffic generated by the school expansion will increase existing queue lengths and queue durations at the Donyngs Car Park exit and Batts Hill/Linkfield Lane junction. However, the impact of the additional traffic on queuing will be negligible and confined to short periods during peak pick-up and drop-off times, and the impact will be less in the PM peak than in the AM peak.

Mitigation Measures

48. There are a number of specific measures that are proposed as part of the application to manage and mitigate the impact of parent and staff parking and travel to and from school. These are as follows:
 - Implement parking restrictions at the Batts Hill / Donyngs Car Park / Linkfield Lane junction to ensure visibility is maintained at all crossing points
 - Provide a segregated step-free pedestrian access to the school adjacent to the vehicle access

- Resurface the raised table on Linkfield Lane
- Repaint the Linkfield Lane zebra crossing markings
- Repair the footway surfacing adjacent to the zebra crossing
- Repair the uncontrolled crossing on Batts Hill
- Replace the existing School Crossing Patrol sign south of the zebra crossing with a flashing School Warning Sign
- Implement a "Walking Route", including coloured surfacing at the Batts Hill uncontrolled crossing and Donyngs Car Park access uncontrolled crossing
- Provide an additional 14 cycle parking spaces
- Implement a School Travel Plan

49. The School Travel Plan has a number of aspirations that go beyond these measures:

- To ensure that all parents park considerately at peak times
- To increase sustainable travel to and from the school
- To formalise and extend the Park and Stride agreement at Donyngs Car Park
- To investigate the provision of an additional Park and Stride site
- To monitor the number of pupils travelling to the school from the East on an annual basis
- To undertake a crossing audit to assess the requirement and feasibility of providing a School Crossing Patrol on Linkfield Lane

50. Given the limited availability of legal parking spaces in the roads surrounding the school, the proposal to formalise and extend the existing informal Park and Stride agreement at Donyngs Car Park should be looked into further. The Travel Plan therefore needs to focus in particular on promoting this Park and Stride facility to pupils and parents, as well as investigate the provision of an additional Park and Stride site in the vicinity of the school, to alleviate the demand on Linkfield Lane and reduce the number of vehicles using the Donyngs car park/Batts Hill/Linkfield Lane junction. The Travel Plan also needs to focus on staff mode of travel and introduce measures to encourage a shift towards sustainable modes of transport, including car sharing, in order to minimise any impact on on-street parking due to staff.

51. Officers consider that the highways implications of the proposed development can be controlled through the use of planning conditions to ensure that the proposed measures to mitigate the impacts of an increase in traffic movements are implemented. Officers consider that, subject to implementation of both the physical measures identified in para 48 and all the measures to reduce reliance on the car to which the Travel Plan aspires, the proposal would be acceptable from a highways perspective and would accord with development plan policy. Securing the park and stride arrangements at Donyngs and any measures for a replacement park and stride as a contingency against the loss of those facilities are considered to be an especially important element of the Travel Plan.

IMPACT ON RESIDENTIAL AMENITY

National Planning Policy Framework (NPPF) 2012 Core Principles

Chapter 11 Conserving and enhancing the natural environment

Reigate and Banstead Local Plan: Core Strategy 2014

Policy CS4 - Valued townscapes and the historic environment

Reigate and Banstead Borough Local Plan 2005

Policy Cf2 – Design and Layout of Community Facilities

52. The NPPF identifies that within the overarching roles that the planning system ought to play, a set of core land use planning principles should underpin both plan-making and decision making. These 12 principles include that planning should seek to secure a good standard of amenity for all existing and future occupants of land and buildings. Paragraph 109 of chapter 11 states that the planning system should contribute to and enhance the natural and local environment by *inter alia* preventing both new and existing development from contributing to or being put a unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.
53. Policy CS4 of the Core Strategy states that development should be laid out and designed to make the best use of the site and its physical characteristics, whilst minimising the impact on surrounding properties and the environment. Saved Local Plan Policy Cf2 requires that to maintain and enhance the natural and built environment, development of community facilities meets a number of design and layout criteria, including that it does not adversely affect the amenities of adjoining properties and where necessary includes noise attenuation measures.

Overshadowing / overbearing / overlooking

54. The proposed two storey building would be located to the rear of the main school building directly in front of the existing MUGA. This building would measure a maximum height of 8m, however due to the slope of the land, it is proposed dig out the ground so the ground floor level is similar to that of the main school building therefore when viewed from the rear, the building appears single storey as only the first floor would be visible. The height when measured from the surrounding ground level when viewed from the rear would be 4.1m then rising to 5.1m due to the pitch of the roof, with an eaves height is 3.7m. The nearest residential properties to the proposed detached building are those located within Daneshill Close. The rear boundaries of these properties are located 50m from the development to the north west of the application site and a further 25m to the rear of the properties. As previously mentioned when viewed from these properties the building will in-fact appear single storey as due to the levels only the first floor will be visible from these dwellings. There is also good boundary screening in the form of vegetation as well as the MUGA in the intervening space. Given this, officers consider that the proposed development would not result in loss of light, loss of privacy or overbearance to these residential properties.
55. To the north east is Daneshill, the nearest residential property is located over 55m from the proposed development to their rear boundary. The position of the building to these properties would result in the side and part of the rear being visible from these dwellings. The good distance combined with the boundary treatment and presence of existing school buildings of two storey height being located nearer to these dwellings than the proposed building would ensure no loss of light, loss of privacy or overbearance.

56. This building would not be visible from the east, south or west given the location of the building centrally within the site, coupled with the screening from existing school buildings, location of neighbouring dwellings and good boundary treatment.
57. The playground alterations and access ramp would not adversely impact upon the residential amenities to the north east of the site (those fronting Linkfield Lane) given the nature of the development proposed in this location.
58. The car park alterations and amendments to the access arrangements would not result in an adverse impact upon residential amenity as would not be considerably different from the current situation.

Noise

59. Officers consider that the proposed development would involve two main forms of noise generation, firstly, the increase in the number of pupils at the site (intensity of use) and, secondly the potential increase in car movements as a result of the expansion. It is considered that the intensity in use of the site when viewed in context i.e. the site is an existing primary school and any noise would be centred on certain parts of the day namely before and after school and during lunch and break times. As such, given the intermittent noise generation and good boundary treatment in the form of vegetation and fencing, it is considered that the proposal would not have a detrimental impact on the amenities of neighbouring properties by virtue of the increase in pupils.
60. With regards to noise generation from vehicles, in order to discourage the use of the private vehicle the School Travel Plan submitted with the application suggests measures and targets in order to encourage other modes of transport i.e. walking, cycling etc. Officers therefore consider, given the requirements of the School Travel Plan, that any increase in private car usage could be managed so as not to result in a significant reduction in residential amenities by virtue of noise generation by car usage.

Conclusion on Residential Amenity

61. Officers consider that the proposed development would not adversely impact upon residential amenity in terms of loss of light, loss of privacy or overbearance given the location of the proposed building as well as the existing boundary treatment and separation distances to residential properties. Officers acknowledge that the increase in pupils will in turn increase the noise around certain times of the day however, officers do not consider that this would result in a significant reduction in residential amenity. Given the above officers consider that the proposal would accord with development plan policy in this regard.

TREES AND LANDSCAPING

National Planning Policy Framework (NPPF) 2012

Chapter 11 Conserving and enhancing the natural environment

Reigate and Banstead Borough Local Plan 2005

Policy Pc4 – Tree Protection

62. The NPPF states that planning permission should be refused for development resulting in the loss or deterioration of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development clearly outweigh the loss.
63. Policy Pc4 seeks to protect, conserve and enhance tree cover through the use of development control powers.

64. It is proposed to remove one tree as a result of the development. This is a semi-mature cherry tree located to the front of the main entrance to the school site. This tree needs to be removed to allow for the construction of the improved pedestrian access to the school. The County Arboricultural Manager was consulted on the proposed tree works and raised no objection to the removal of the cherry tree and advised that this is a minor tree within the wider treescape. He requested that replacement planting is undertaken to compensate for the loss. This will be secured by condition.
65. Part of the proposal would also involve pruning two trees, a Deodar located within the centre of the internal roundabout and a Wych Elm located on the corner of the existing car park. The Deodar would have its lower branches shortened to allow for the installation of protective fencing within the roundabout and the Wych Elm would have the subsidiary branches on the south side shortened to allow for 5m clearance above the driveway. The County Arboricultural Manager advised that there is minimal disturbance in terms of incursions into root protection areas, and this can be mitigated by supervised excavation with the appointed arboriculturist present. It is accepted there must be some minor pruning of retained trees to facilitate the installation of protective fencing on the roundabout and to provide clearance over a footpath. Conditions are recommended to ensure that the development is carried out in accordance with the submitted details particularly relating to tree protection measures.
66. Officers are satisfied that subject to conditions, the development would be acceptable in terms of the impact on the tree within the site and would accord with development plan policy in this regard.

URBAN OPEN LAND

National Planning Policy Framework (NPPF) 2012

Chapter 8 Promoting healthy communities

Reigate and Banstead Borough Local Plan 2005

Policy Pc6 – Urban Open Land

Policy Cf2 – Design and Layout of Community Facilities

67. The NPPF states that access to high quality open spaces can make an important contribution to the health and well-being of communities.
68. Policy Pc6 states that the Council will resist the loss of Urban Open Land as shown on the proposals map. Policy Pc6 states that proposals for ancillary buildings or replacements or extension of existing buildings within Urban Open Land will be considered against the appropriate design and layout policy, the construction that the area of Urban Open Land makes to the character and visual amenity of the locality and to the functioning of any essential social, community or educational use. Policy Cf2 contains design and layout criteria for community facilities including schools.
69. The character of the site is essentially that of a substantial existing school building set reasonably centrally in the grounds comprising playing fields, incidental and ancillary soft landscaped areas, including a number of mature trees and hard surfaces play, parking and circulation areas. The playing fields are at the rear of the site and not generally visible from public view points. They do however contribute to the private visual amenities of properties bordering them. Public views of the site are also severely constrained by the substantial elevation of the site above Linkfield Lane and the position of the existing school buildings.
70. The proposed development would cover approximately 500sqm in the centre of the site close to existing school buildings covering only a small additional building footprint when considered in the context of the entire school site. As only a small proportion of the Urban Open Land will be taken up by the development, it is not considered to be significant as to impact the integrity of the area. The proposal would not compromise the recreational, community, ecological or amenity value of the area. The application has been considered

against design criteria set out in policy Cf2 and officers consider that the proposal would accord with development plan policy in this regard.

SUSTAINABILITY

National Planning Policy Framework 2012

Chapter 10 Meeting the challenge of climate change, flooding and coastal change

Reigate and Banstead Local Plan: Core Strategy 2014

Policy CS11 – sustainable construction

71. Paragraph 93 of the NPPF states that Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development. It continues by stating that to support the move to a low carbon future, local planning authorities should *inter alia*; plan for new development in locations and ways which reduce greenhouse gas emissions; actively support energy efficiency improvements to existing buildings.
72. Policy CS11 states that relevant non-residential development of new or replacement buildings, or extensions to existing structures will be to a minimum of BREEAM 'very good'.
73. In support of the application, a BREEAM pre-assessment has been submitted which demonstrates that the proposed school could achieve 56.33% which falls within the BREEAM 'very good' category. The pre-assessment considers the following areas: management of the scheme; health and wellbeing; energy; transport; water; materials; waste; land use and ecology; pollution; innovation.
74. It is also proposed to install roof mounted photovoltaics on a small section of the roof of the proposed two storey building. These will be located in two rows comprising approximately 10 units per row. They will be positioned towards the rear of the roof slope and will be mounted on metal frames angled towards the south to maximise the energy potential.
75. In addition an Energy Efficiency report has been submitted with the application which states that the development will incorporate energy efficiency best practice measures in terms of glazing solar performance, heating, lighting, domestic hot water and ventilation.
76. Officers are satisfied that the proposed development would achieve a BREEAM 'very good' rating and that energy efficient measures will be used where possible. As such, officers are satisfied that the proposal would accord with development plan policy in this regard.

ARCHAEOLOGY

National Planning Policy Framework 2012

Chapter 12 Conserving and enhancing the historic environment

Reigate and Banstead Local Plan 2005

Policy Pc8 - Ancient Monuments, County Sites of Archaeological Importance and Areas of High Archaeological Potential

77. Paragraph 128 of the NPPF states that In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting; furthermore, where a site on which development is proposed includes or has the potential to include heritage assets

with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation

78. Local Plan Policy Pc8 states that where large scale developments occur outside know Areas of Archaeological Potential, the Council will require an Archaeological Assessment to be submitted, together with the planning application and may require an agreed scheme for investigation, monitoring and recording.
79. As the application site area measures over 0.4ha, a Desk Based Archaeological Assessment was submitted with the application. This concluded that a moderate number of Heritage Assets were identified during this assessment within the search area, although one find (sherds of 12-13th pottery), is recorded from the proposal area, when the land was in use as allotments. The general archaeological potential of this area may be considered to be moderate based on the number of archaeological finds, features and sites that lie within the search area.
80. The school was established on this site in the mid 20th century, and the subsequent extensions and development of a MUGA, did not have accompanying archaeological work. The recent geotechnical investigations have shown a degree of disturbance. Some landscaping/ terracing is likely to have taken place along the northern edge of the new school building site where it lies adjacent to the MUGA. The proposed development works will all have an impact on potential archaeological deposits
81. The report recommends that 'in view of the moderate archaeological potential, the limited overall area of disturbance (less than 0.1Ha) and the probable degree of earlier disturbance, it is recommended that no further archaeological investigation is required in connection with these proposal development works'.
82. The County Archaeologist was consulted on the application and advises that in view of the generally low archaeological potential demonstrated by the assessment and the fact that the proposals involve only a small part of the site, no further archaeological work is required as a consequence of this application.
83. Officers are satisfied that no further archaeological work is required and the development would therefore accord with development plan policy in this regard.

HUMAN RIGHTS IMPLICATIONS

84. The Human Rights Act Guidance for Interpretation, contained in the Preamble to the Agenda is expressly incorporated into this report and must be read in conjunction with the following paragraph.
85. In this case, the Officer's view is that while impacts on amenity caused by traffic movements at the start and end of the school day and noise from construction are acknowledged, the scale of such impacts are not considered sufficient to engage Article 8 or Article 1 of Protocol 1. Their impacts can be mitigated by conditions. As such, this proposal is not considered to interfere with any Convention right.

CONCLUSION

86. The scale, design and location of the proposed building would not adversely impact on the design or visual amenity of the existing site, as designated Urban Open Land, and would

integrate well within the surrounding area. The building whilst of a different architectural style and scale would compliment the existing school building and integrate the old with the new. The proposal would not be overly dominant when viewed in the street scene given its location set behind other school buildings.

- 87. Given the reasonable separation distances between the building and the neighbouring dwellings, there would be no adverse impact on the neighbouring properties as a result of the proposed building.
- 88. Planning and highways officers are satisfied that the submitted transport information is robust and that the proposed package of mitigation measures is a suitable and proportionate response to the potential traffic impacts identified.
- 89. The loss of one tree is considered acceptable and conditions are suggested to protect existing trees and provide replacement planting. There would be no archaeological implications as a result of the development. The sustainability target of BREEAM 'very good' would be achieved. Officers do not consider that the proposal would adversely impact upon the Urban Open Land or archaeology.
- 90. Given the above, Officers considers that the proposal would be acceptable and would accord with the NPPF and policies in the Reigate and Banstead Local Plan: Core Strategy 2014 and the Reigate and Banstead Borough Local Plan 2005. As such it is officers view that the proposal should be granted subject to relevant conditions.

RECOMMENDATION

That pursuant to Regulation 3 of the Town and County Planning General Regulations 1992, application no. **RE/15/00972/CON** be permitted subject to the following conditions.

Conditions:

- 1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.
- 2. The development hereby approved shall be carried out in all respects strictly in accordance with the following plans/drawings:
 - DWG: NPS-DR-A-201 REV P1, Existing Site Plan dated 15.04.15
 - DWG: NPS-DR-A-202 REV P1, Existing Site Plan - Detail dated 15.04.15
 - DWG: NPS-DR-A-210 REV P1, Proposed Site Plan dated 15.04.15
 - DWG: NPS-DR-A-211 REV P2, Proposed Site Plan - Detail dated 15.04.15
 - DWG: NPS-DR-A-300 REV P1, Existing Floor Plans dated 15.04.15
 - DWG: NPS-DR-A-301 REV P0, Existing Roof Plan dated 15.04.15
 - DWG: NPS-DR-A-310 REV P1, Proposed floor Plans dated 15.04.15
 - DWG: NPS-DR-A-312 REV P0, Proposed Roof Plan dated 15.04.15
 - DWG: NPS-DR-A-400 REV P1, Propsoed Elevations New Building dated 24.04.15

DWG: NPS-DR-A-401 REV P0, Existing and Proposed Elevations Kitchen Extension dated 24.04.15

DWG: NPS-DR-A-500 REV P0, Site Sections dated 24.04.15

DWG: RL-PL-C 061 REV P1, Indicative Drainage layout dated 17.04.2015

3. The new building hereby permitted shall not be constructed above finished ground floor level unless and until details and samples of the materials to be used on the external surfaces of the development have first been submitted to and approved in writing by the County Planning Authority. Only the approved details shall be implemented.
4. The development hereby permitted shall not be occupied unless and until the proposed modified vehicular access and the proposed segregated pedestrian access to Linkfield Lane shall be constructed in accordance with the details as generally shown on drawing NPS-DR-A-211 Rev P2 and Section 6 and 7 of the Transport Statement.
5. The development hereby permitted shall not be occupied unless and until the proposed highway and pedestrian infrastructure improvements as generally listed in section 7.1.3 of the Transport Statement dated April 2015 have been implemented.
6. The development hereby permitted shall not be occupied unless and until the revised parking for 48 vehicles has been implemented in accordance with drawing NPS-DR-A-211 Rev P2 and thereafter retained and maintained for their designated purposes.
7. The proposed development shall be carried out in accordance with the Construction Traffic Management Plan submitted with the application.
8. The development hereby permitted shall not be occupied unless and until space has been laid out within the site in accordance with a scheme which has first been submitted to and approved in writing by the County Planning Authority, to provide secure and covered cycle parking, and thereafter the cycle parking shall be retained and maintained for its designated purpose.
9. The development hereby approved shall not be first occupied unless and until the Framework School Travel Plan has been updated and submitted to and approved in writing by the County Planning Authority. The submitted information shall comprise details of measures to promote sustainable modes of transport amongst pupils and staff, including ways of securing and extending the existing Park and Stride arrangements at Donyngs Car Park, the promotion of the proposed "Walking Route", the investigation of other Park and Stride sites, and the undertaking of a crossing audit as the school expands. The approved Travel Plan shall then be implemented upon first occupation of the development, and shall thereafter be maintained, monitored, reviewed and developed to the satisfaction of the County Planning Authority.
10. In carrying out the development hereby permitted, no construction activities shall take place except between the hours of 8.00 and 18.00 between Mondays and Fridays and between 8.00 and 13.00 on Saturdays. There shall be no working on Sundays or bank and public/national holidays.
11. During term time there shall be no construction vehicle movements to or from the site between the hours of 08.30am and 09.15am and 14.45pm and 15.30pm.

12. The proposed development shall be carried out in strict accordance with the Arboricultural Method Statement and Arboricultural Impacts Assessment submitted with the application.
13. Before any equipment, machinery or materials are brought onto the site for the purposes of carrying out the development hereby permitted, the tree protective fencing shall be erected in accordance with drawing Tree Protection Plan (DWG: TPP-01) within Appendix 4 of the Arboricultural Method Statement submitted with the application. The tree protective fencing shall remain in situ for the duration of the construction of the development hereby permitted. For the duration of works on the site no materials, plant or equipment shall be placed or stored within the protected area.
14. No excavation shall be carried out within the root protection area of tree T7 identified on drawing Tree Protection Plan (DWG: TPP-01) other than under the supervision of the applicant's Arboricultural Consultant.
15. The proposed replacement planting of 1x Tibetan Cherry (as shown on drawing TPP-01) shall take place no later than within the next available planting season (1st January to 28th February) after the first occupation of the building hereby permitted. Within 5 years, should this replacement tree be removed, uprooted, destroyed or die or become in the opinion of the County Planning Authority, seriously damaged, a replacement shall be planted of the same species and size and in the same location as that originally planted.

Reasons:

1. To comply with Section 91 (1)(a) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt and in the interests of proper planning.
3. To ensure that the external appearance of the building is satisfactory in accordance with Policy Cf2 of the Reigate and Banstead Borough Local Plan 2005.
4. In order that the development does not prejudice highway safety nor cause inconvenience to other highway users in accordance with policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.
5. In order that the development does not prejudice highway safety nor cause inconvenience to other highway users in accordance with policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.
6. In order that the development does not prejudice highway safety nor cause inconvenience to other highway users in accordance with policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.
7. In order that the development does not prejudice highway safety nor cause inconvenience to other highway users in accordance with policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005.
8. As required in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012.

9. As required in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012.
10. In the interests of residential amenity in accordance with Policy Cf2 of the Reigate and Banstead Borough Local Plan 2005.
11. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with policy CS17 of the Reigate and Banstead Local Plan: Core Strategy 2014 and policies Cf2, Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005
12. To ensure protection of the trees in accordance with Policy Pc4 of the Reigate and Banstead Borough Local Plan 2005.
13. To ensure protection of the trees in accordance with Policy Pc4 of the Reigate and Banstead Borough
14. To ensure protection of the trees in accordance with Policy Pc4 of the Reigate and Banstead Borough Local Plan 2005.
15. In the interests of visual amenity in accordance with Policy CS4 of the Reigate and Banstead Local Plan: Core Strategy 2014 and Policy Cf2 of the Reigate and Banstead Borough Local Plan 2005.

Informatives:

1. The attention of the applicant is drawn to the requirements of Sections 7 and 8 of the Chronically Sick and Disabled Persons Act 1970 and to Building Bulletin 102 'Designing for disabled children and children with Special Educational Needs' published in 2008 on behalf of the Secretary of State for Children, Schools and Families, or any prescribed document replacing that note.
2. This approval relates only to the provisions of the Town and Country Planning Act 1990 and must not be taken to imply or be construed as an approval under the Building Regulations 2000 or for the purposes of any other statutory provision whatsoever.
3. The County Planning Authority confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.
4. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
5. 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).

CONTACT

Alex Sanders

TEL. NO.

020 8541 9462

BACKGROUND PAPERS

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

Government Guidance

The National Planning Policy Framework 2012

The Development Plan

The Reigate and Banstead Local Plan: Core Strategy 2014

Reigate and Banstead Borough Local Plan 2005

Other Documents

Building Bulletin BB103 – Area Guidelines for mainstream schools, Education Funding Agency 2014.

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