

**TO:** PLANNING & REGULATORY COMMITTEE **DATE:** 8<sup>th</sup> June 2016

**BY:** PLANNING DEVELOPMENT TEAM MANAGER

**DISTRICT(S)** EPSOM & EWELL BOROUGH COUNCIL **ELECTORAL DIVISION(S):**

**West Ewell**

**Mrs Mason**

**PURPOSE:** FOR DECISION **GRID REF:** 520426 163503

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**TITLE: SURREY COUNTY COUNCIL PROPOSAL EP15/01567/CMA**

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## **SUMMARY REPORT**

### **Danetree County Junior School, Danetree Road, West Ewell, Surrey KT19 9SE**

Expansion of existing 4FE Junior School to a 4FE Primary School and a 52 place Nursery to include the demolition of existing storage buildings and change of use on land currently occupied by Gym Maintenance and the erection of a new two storey classroom building along with associated external play spaces and new staff car parking together with a MUGA to the north of the school site.

Surrey County Council is seeking to permanently expand this school from a 4 form entry junior school (480 places) to a 4 form entry primary school (840 places) plus a 52 place nursery. In the interim six additional temporary classrooms are required from September 2016 and this is the subject of a separate application considered on this agenda under reference EP15/01831/CMA.

41 objections to the proposal have been received, largely on the grounds of highways impact. In addition there are policy objections to the proposal in respect of the fact that it gives rise to a loss of playing field land. An objection to the proposal has been received from Sport England in this regard. However, officers do not consider that the proposal will have any practical adverse effect in this regard.

The site lies within the urban area where there is no objection in principle to the proposed development. The main issues that have been considered in this case include impact on residential amenity, the design of the proposed building, loss of trees, development on an existing playing field and highways and Transportation issues. Officers have assessed all of these relevant issues and conclude that the proposal complies with the Development Plan in most cases but with the exception of the impact on playing fields, and some moderate adverse impact on residential amenity from traffic. Having regard to government advice officers consider that the importance attached to meeting the need for school places clearly outweighs any harm in this case.

The recommendation is therefore that subject to a referral of the application to the Secretary of State on account of the objection by Sport England, the application be **PERMITTED** subject to conditions.

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## APPLICATION DETAILS

### *Applicant*

Estates, Planning and Management

### *Date application valid*

26 January 2016

### *Period for Determination*

26 April 2016

### *Amending Documents*

Off site highways works Addendum 04.05.2016

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## 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.

Planning Issue	Is this aspect of the proposal in accordance with the development plan?	Paragraphs in the report where this has been discussed
<b>PRINCIPLE OF DEVELOPMENT AND EDUCATIONAL NEED</b>	yes	20 - 33
<b>DESIGN AND VISUAL APPEARANCE</b>	yes	34 - 36
<b>IMPACT ON RESIDENTIAL AMENITY</b>	yes	37 - 43
<b>DEVELOPMENT ON EXISTING PLAYING FIELDS</b>	No	44 - 51
<b>IMPACT ON TREES</b>	yes	52 - 57
<b>FLOOD RISK</b>	yes	58 - 59
<b>SUSTAINABLE DRAINAGE</b>	yes	60 - 65
<b>SUSTAINABLE CONSTRUCTION</b>	yes	66 - 67
<b>HIGHWAYS, TRAFFIC AND AMENITY</b>	yes	68 - 78

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## ILLUSTRATIVE MATERIAL

### Site Plan

Plan

### Aerial Photographs

Aerial

## Site Photographs

- Figure 1 Site of proposed building looking north east
- Figure 2 Looking north east to site of proposed staff parking at rear of properties in Oakhurst Road
- Figure 3 Existing Gym maintenance building to be demolished
- Figure 4 Existing Gym Maintenance building to be demolished
- Figure 5 Rear of existing school building
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## BACKGROUND

### *Site Description*

- 1 Danetree Junior School is located in the urban area of West Ewell, approximately 1.9 miles from Epsom town Centre, on the northwest side of Danetree Road and the main access (pedestrian and vehicular) to the school is from that road. There is an additional pedestrian access from Gadesden Road, together with a gated vehicle access providing access to the school playing fields in an emergency. There is a further vehicular and pedestrian access to the school from Oakhurst Road but this is currently only use to access the Gym Maintenance Facility which is located within the school grounds and operates completely separately from the school.
- 2 The school site is bordered on three sides by the rear boundaries of residential dwellings and by Gadesden Road to the west. It lies within a predominantly residential area.
- 3 Danetree School is currently a 4FE junior school providing 480 places for pupils between the ages of 8 and 11, with 479 pupils currently on roll (March 2015). The school has 52 members of staff of which 43 are FTE.
- 4 The main buildings are pre World War II and are clustered on the south eastern half of the site with playing fields and open areas to the northwest of the site. The original school buildings have two storeys and hipped roofs of clay tiles while later portions of the buildings are mostly single storey with flat roofs. The walls are predominantly constructed of red brick. The main school buildings are grouped around a courtyard.
- 5 There is a hard play area located immediately northwest of the main buildings, and beyond this are extensive playing fields. Two tennis courts are situated in the western corner of the site. There are several groups of mature trees on the site, most notably along the western boundary with Gadesden Road, along the north eastern boundary with dwellings fronting Oakhurst Road and within the site.
- 6 There are a number of single storey 'Horsa' buildings located northeast of the main school buildings. These are occupied by the Gym and Machine Tool Maintenance Facility. This is run by Surrey County Council Commercial Services and offers a Gym and Machine Maintenance service operating on a commercial basis across the county. The service has been operating for many years and currently operates in 95% of Surrey schools, Police Stations, Further Education Colleges, Special Schools, Pupil Referral Units and in some neighbouring schools around Sutton and Croydon. The service employees 13 long serving qualified engineers and operates in a niche market offering clients a single point of contact for all Gym and Tool Maintenance requirements. The service is highly valued by and by Surrey schools as it provides assurance that the safety of school equipment is well managed.

- 7 School hours are 08:50 (with pupils requested to arrive by 08:45 hours) until 15:15 hours. A Breakfast Club is run daily from 07:45 with an 'Early Drop Off' also available from 08:10. After-School Club runs from the end of the school day until 18:00 hours.
- 8 Currently the school has two car parks on the school grounds, located at either side of the existing school building accessed via Danetree Road. Parking spaces are reserved for staff members and visitors only; there is no provision for parents, who must drop-off and pick-up using the surrounding road network. There are currently 43 car parking spaces provided on-site, of which one is a disabled bay. The spaces are evenly split between the north-eastern and south-eastern edges of the school. The school currently provides over 50 cycle parking spaces (28 loops) within the grounds, of which half are sheltered. Scooter parking for up to around 20 scooters is also available.
- 9 The site lies within Flood Zone 1 (low risk) associated with the Hogsmill River and its unnamed tributary. As such, flood risk to the site from fluvial sources is considered to be low.

### ***Planning History***

- 10 The school was built as the Ewell County Secondary School, becoming Danetree County Middle School by 1975. The following is a summary of the main planning history.

EPS.4625 A brick built elementary chemistry laboratory (Permitted in January 1958).

EPS.4922 A timber classroom (Permitted in July 1958).

EPS.6218 Two movable classrooms (Permitted in September 1960).

EPS.7086 A movable classroom (Permitted in May 1962).

EPS.7226 Alterations and extensions to provide four classrooms and a store (Permitted in June 1962).

EPS.7664 Three movable classrooms (Granted deemed planning permission in January 1963).

EP 77/0744/0340 Erection of a movable classroom (Permitted in September 1977).

EP10/0092 Construction of a modular building to provide school kitchen and dining hall and ancillary facilities. Approved June 2010

EP15/01831/CMA Danetree School two temporary demountables – not yet determined (also on this agenda)

In addition to the above toilets and a work shed were considered to be permitted development in 1964. A proposal for two playground shelters was judged to be permitted development in 2008.

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### **THE PROPOSAL**

- 11 The proposals are for an expansion of Danetree School from a 4FE junior school to a 4FE primary school. Danetree School is a 4FE junior school providing 480 places for pupils between the ages of 8 and 11. The school is currently officially a 4FE junior school (with capacity for 480 pupils, 120 pupils per year), with 479 pupils currently on roll (March 2015). The school has 52 members of staff of which 43 are FTE. It is proposed that when the school is fully operational there will be an additional 26 staff members of which 20 would be FTE bringing the total number of FTE staff members to 63.

- 12 The school has been identified by the local authority for expansion in order to meet the demand for additional pupil places in the area. The proposals would expand the school from a 4FE junior school to a 4FE all through primary school adding a new KS1 building accommodating 360 infant children and a 60 place nursery. The expanded school would offer 900 pupil places in total (including a 60 place nursery).
- 13 This application is for full planning permission for the following:
1. A proposed new KS1 nursery/infant building. This would be sited partly on land occupied partly by existing buildings occupied by Gym maintenance and partly on part of existing playing field land. This building would be two storey under a flat roof and would have overall dimensions of 50m by 18m, being 8.7m high. This building would accommodate the nursery and two reception classrooms on the ground floor, with a further 8 classrooms on the first floor. A simple palette of complementary materials has been specified, entailing the use of grey brickwork on the ground floor with white render above throughout the scheme. The render at first floor level will be broken up with coloured panels infilling between the windows and this coloured panelling will incorporate passive ventilation grills.
  2. A new staff parking area is proposed to be relocated to the northeast of the site adjacent to the new building described above. A total of 57 additional parking bays, plus 1 disabled bay is proposed for the school use along with a further 5 spaces for sole use by Gym Maintenance. These parking spaces will be accessible from Oakhurst Road where there is an existing gate. The provision of this parking area will require the removal of several trees and the submitted plans indicate six lighting columns along the boundary with residential dwellings. In addition to this there will be a further 12 car parking bays and a disabled bay provided at the front of the school accessed via a new access onto Danetree Road.
  3. A new all weather MUGA is proposed but this is not floodlit and no details have been provided of the proposed fencing.
  4. Minor changes to the external appearance of the existing school buildings, proposed changes to the overall amenity across the school site as well as the demolition of existing shed structures and new hard and soft landscaping, including external lighting, some on standalone columns.
- 14 Part of the school site is currently occupied by Gym Maintenance (a Surrey County Council maintenance facility which services school gym equipment in Surrey) As part of this development, two existing buildings affiliated with this facility will be demolished to provide additional area to the school and parking is provided for that facility accessed via Oakhurst Road as described above in point 2. A separate application for the redevelopment of the remainder of the Gym Maintenance site (for it to be retained in a new building on the site) is likely to be submitted in the near future.
- 15 A full Transportation Assessment has been submitted with this proposal and as a result of the conclusions of this several off site highways measures are proposed as part of the proposal as follows:
1. The provision of formal, marked parking lay-bys along the verge on the south-east side of Danetree Road with the provision of a single yellow line on the stretches that are not suitable for parking, to maintain traffic flow;
  2. The provision of a single yellow line with waiting restrictions on the north-east side of Danetree Road between 08:00 and 09:00 and 14:00 and 16:00 to maintain traffic flow;
  3. The relocation of the rear pedestrian access gate to the northern corner of site with associated footway improvements;
  4. The provision of additional off-street parking on the Gadesden Road green adjacent to the relocated pedestrian access gate (land in the ownership of Surrey County Council);

5. Advertising the use of the Harrier Sports Centre car park in Poole Road to parents for park and stride and the introduction of a walking bus between the car park and the school.

## CONSULTATIONS AND PUBLICITY

### Epsom and Ewell Borough

No objection subject to comments relating to the following

1 Proposed car park area along north east boundary – substantial soft landscaping should be planted to reduce any impact.

2 Intensified use of access from Oakhurst Road – to ensure that the visibility and access arrangement is adequate in terms of highway safety but consider this access on Oakhurst Road should be stopped up and the proposed new car park accessed from the existing main entrance on Danetree Road.

3 Parking area to south west accessed from Danetree Road – This car park is located adjacent to 7 Danetree Road - concern that its use may cause noise and disturbance to this property.

4 Proposed new building –to ensure no loss of privacy to the rear gardens of the adjacent residential dwellings on Oakhurst Road and Danetree Road.

5 MUGA – As the site is surrounded by residential dwellings, any proposed floodlighting could have an adverse impact on these properties.

### ***Consultees (Statutory and Non-Statutory)***

Arboriculturalist

No views received

Transportation Development  
Planning

No objections subject to conditions relating to provision of off-site highways works, construction management plan, travel plan

Sport England

Raise objection on grounds that the proposal gives rise to the loss of playing field land which will not be replaced

Flood & Water Services  
Manager (SUDS)

Satisfied that the proposed drainage scheme meets sustainable drainage requirements subject to conditions

### ***Summary of publicity undertaken and key issues raised by public***

- 16 The application was publicised by the posting of 2 site notices and an advert was placed in the local newspaper as the proposal constitutes Major Development. A total of 331 owner/occupiers of neighbouring properties were directly notified by letter. As a result of this publicity a total of 41 letters have been received which raise objection to the proposal on the following grounds:

1. There is already traffic congestion in the area and it is already nearly impossible to drive down Danetree Road at peak drop off and pick up times. This will increase with younger children attending – what provision will be made for this?
2. Danetree is a cut through for traffic from Ruxley Lane to Chessington Road with cars travelling at high speeds
3. Buses also already struggle to get through at peak times and emergency services don't really stand a chance.
4. Insufficient on-site parking has been made for staff – the bare minimum has been provided
5. More access points to the school should be explored
6. This proposal will double the school size and the surrounding roads already struggles with traffic
7. Putting yellow lines in the roads affect the residents but parents dropping off will ignore them as they will not be enforced
8. Parents have little regard for residents and often park in front of driveways and dropped kerbs and sometimes even on drives
9. The increased traffic will be dangerous to children

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## PLANNING CONSIDERATIONS

- 17 The guidance on the determination of planning applications contained in the Preamble/Agenda front sheet is expressly incorporated into this report and must be read in conjunction with the following paragraphs.
- 18 In this case the statutory development plan for consideration of the application consists of the Epsom and Ewell Development Management Policies Document, the Epsom and Ewell Core Strategy 2007 and the Epsom and Ewell District Wide Local Plan 2000. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations.
- 19 In assessing the application against development plan policy it will be necessary to determine whether the proposed measures for mitigating any environmental impact of the development are satisfactory. In this case the main planning considerations are: whether the development is in principle in accordance with development plan policy and national planning guidance; whether it adversely impacts upon playing field land or the character and visual amenity of the area; whether the design of the building is appropriate; whether there are any adverse impacts on residential amenity either through the form and location of the proposed building or as a result of traffic generation; whether there are unacceptable impacts on highway safety as a result of traffic generation or parking; and whether there would be an unacceptable impact on trees.

## PRINCIPAL OF PROPOSED DEVELOPMENT AND EDUCATIONAL NEED

- 20 Paragraph 72 of the NPPF states 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. Policy DM34 of the Epsom and Ewell DMP states that planning permission will be given for new or extensions of existing social infrastructure provided that it meets a number of criteria including being located close to public transport routes, meeting an identified need and not having a significant adverse impact on residential character and amenity. Policy CF 4 of the Epsom and Ewell Local Plan states that proposals for new educational facilities or for extensions to existing educational facilities will be permitted provided that:-

- i The amenities of neighbouring residents are not unduly harmed; and
  - ii There is no adverse effect on highway safety and efficiency.
- 21 The site lies within the urban area where there is a presumption in favour of development and policy CF4 positively encourages appropriate extensions to existing schools subject to meeting certain criteria, which are as assessed in the following sections of the report. Whilst this application is for temporary classroom it is still relevant to consider the need for those classrooms.
- 22 In terms of need Primary School rolls have risen gradually over the last decade across Epsom and Ewell Borough as a result of higher births and more house building. The highest number of births (952) was in 2012 and between 2005 and 2012 births rose by 27%. The numbers fell slightly in 2013 to 909 but then rose again the following year to 920. Although this is not as high as the 2012 births it is not possible to be certain of any falling trend in this borough.
- 23 The increase in the housing trajectory includes several smaller developments around Epsom town centre plus the larger developments on the former hospital sites in North West Epsom. Despite other primary school expansions in the borough there is a clear and immediate need for additional primary school places in the Ewell and NW Epsom planning areas equivalent to one form of entry per year across the two areas.
- 24 Since 2012, in order to meet the growing demand for school places, there have been a number of temporary and permanent expansions in the borough. These have been at St Martin's Infant and Junior Schools, Stamford Green Primary school, Epsom Primary School, The Vale Primary School, West Ewell Infant, Ewell Grove Infant and Danetree Junior schools.
- 25 Education legislation states that Infant aged pupils (YR - 2) should not be taught in classes larger than 30 pupils. Therefore once numbers exceed multiples of 30 the school has to provide an additional class.
- 26 Furthermore it is expected that young children starting school will be offered a place within a short home to school travel distance, usually within their home planning area. It is Surrey County Council policy to offer a school place to every resident family that requests one. Sometimes more applications are received in a planning area than there are places and therefore, to make a reasonable offer, the Council has to add a 'bulge' class at a school.
- 27 For all of the above reasons it is therefore sometimes necessary to provide extra places to meet these priorities, even though the combined borough PAN indicates a sufficiency of school places overall.
- 28 Parents generally prefer *primary* schools to separate infant and junior schools located on different sites as this means one less school move and offers certainty about which school their child will attend up to the age of 11 years. Education research indicates clear benefits to children making as few changes of school as possible, as a change of school can cause some children's academic progress to stall or even regress, as well as causing emotional difficulties for some. So for these reasons Surrey County Council is proposing that the remaining infant and junior schools in Ewell become all-through primary schools.
- 29 In looking at the provision of new school places in the Epsom and Ewell area as a whole all three schools (Ewell Grove Infant, West Ewell Infant and Danetree Junior) need to be considered as a joint project otherwise there would be an imbalance between infant and junior places and no certainty for parents as to which school their child would be allocated at 7 years. In the two primary planning areas of Ewell and NW Epsom a

shortage of places both at Reception and in Year 3 has been identified. Between the two planning areas, the total PAN is 520. By combining the forecast Reception demand in the two planning areas, a shortage of 15-25 infant places per year is anticipated. Hence the demand for one more form of entry across the two areas.

### Consideration of options to meet the need in the Ewell Planning Area

- 30 As stated above Epsom and Ewell comprises two primary planning areas (Ewell and NW Epsom) and these contain 6 existing primary phase schools, 2 infant (West Ewell and Ewell Grove) and 1 junior school (Danetree). Surrey County Council considered expansion of the other existing primary schools in these areas and is pursuing a district wide strategy on each existing site:

**Cuddington Croft Primary** in Cheam in the Ewell Planning area is a two form entry (2FE) academy on a compact campus (12,344 square metres). It is on a sloping site and sits on the Sutton Borough boundary and would therefore attract more pupils in from out of borough and thus not assist the Surrey problem. After a conducting a viability survey the school was unwilling to admit a bulge class for September 2015 due to the lack of space on campus and so it has been assumed it would not wish to expand further.

**St Clement's Catholic Primary** in Ewell is a 1 FE school. The school has been over-subscribed for a number of years but it only admits catholic children so this would not be an appropriate school to expand, as it could not meet the general demand of non-catholic families. Its site is also very small.

**Riverview C of E Primary** is a 1FE Church of England VA school. Its land and buildings are owned by the church. The Head Teacher and Chair of Governors were involved in early discussions between the Local Authority and schools in the area but ultimately decided that they did not wish to expand further. The school has a nursery and a local Children's Centre attached to it. It is due to be rebuilt as a 1 FE primary school in 2016/17 as part of the Priority Schools Building Programme. The site is relatively small (18, 257 square metres).

**Ewell Grove Infant and Nursery** is a 2.3 FE infant school. It is part of the strategy to provide extra places in Ewell and has received permission to change its status to a 2 FE primary school plus nursery with effect from September 2017. The expansion proposal, which is subject to planning permission, is to provide a new two storey extension to the existing building on the site and to demolish the existing nursery building to create more play area. The application for this has yet to be formally submitted but has been the subject of lengthy pre-application discussions as the proposed development on the site has raised very challenging issues due to its constraints including its location within a Conservation Area.

**Stamford Green Primary** was a 2FE school which has been expanded to 3 FE with effect from September 2015. The school serves the NW Epsom planning area in the vicinity of Christchurch Mount and the Stamford ward. It is unwilling to expand further and, due to its location within a residential area, adjacent to the Green Belt and in partial flood plain, has its own constraints.

**Epsom Primary** is a 2 FE school with a nursery and has taken bulge classes in 2013, 2014, and 2015. It primarily serves the Wells and Epsom Common areas in NW Epsom and is on a very restricted urban site (9,142 square metres). The frontage of the building is locally listed. It has minimal playing field space and cannot expand further on a permanent basis. Once the bulge classes have moved through the school it may be possible to admit further temporary bulges, if required, but this school does not offer a consistent option for permanent expansion.

**Southfield Park Primary** is a 2 FE school serving NW Epsom. Originally built as a 1FE school using some S106 funding it was intended to serve the new hospital development. However the house building on these sites has been much greater and we have already expanded this school to its maximum capacity. (Its gross site area is 8,780 square metres). The school has no playing fields of its own and very limited car parking. It is within the Green Belt and its roof design and foundations prohibit extending upwards to a second storey.

**West Ewell** is a popular infant school and has already had significant investment made to its accommodation in a previous expansion programme. It was seen to be providing an outstanding standard of education at its last OFSTED inspection in 2010 and the proposal to change its status to an all through primary is in response to parental views and meets the government's policy of Local Authorities expanding popular and successful schools.

**Danetree Junior School** is an academy within GLF schools. It was willing to expand to become a primary school but could not do so in isolation, as this would have left both Ewell infant schools without junior places. Danetree has now received permission to become a 4 FE primary school in September 2016, subject to planning permission, and, as such, will admit local pupils from its immediate catchment area and from NW Epsom as required.

- 31 In the wider context the County Council considers that more primary school places are needed across Ewell and NW Epsom. There are currently 10 Reception classes across six schools and this proposal, as part of the wider re-organisation of three schools, helps to provide 12 Reception classes and a matching number of junior places. It also aims to improve educational standards for all children by ensuring continuity and progression throughout all through primary schools and it aims to reduce journeys between schools.
- 32 The Local Authority has a statutory duty to provide sufficient school places and it is not currently possible to expand any of the other local schools in the immediate planning areas. The present and future demand indicates that one more form of entry in this area is required and this proposal would achieve this and would enable Surrey County Council to meet the known demand and also allow a small surplus capacity for late applicants, any additional small housing developments and in-year admissions.
- 33 In conclusion on this issue this application seeks to provide additional school places within the built up area of Epsom and Ewell for which there is a strong need. Relevant policies state that the need for school places should be accorded great weight. The proposal does therefore accord with development plan policies in this regard and is acceptable.

## **DESIGN AND VISUAL AMENITY**

### **Epsom and Ewell Development Management Policies Document 2015**

Policy DM9 Townscape Character and Local Distinctiveness  
Policy DM10 Design Requirements for New Developments

### **Epsom and Ewell Core Strategy 2007**

Policy CS5 – The Built Environment

### **Epsom and Ewell Borough Wide Local Plan 2000**

Policy DC1 – General Development Control Policy

- 34 Policies DM9 and DM10 of the Development Management Policies document seek to ensure that new development is compatible with the local area and is of a good design and sustainable. Both Core Strategy Policy CS5 and Local Plan Policies BE1 and DC1 require design to make a positive contribution to the quality of the built environment.

- 35 The main element of this proposal is the new two storey KS2 building to be provided on the site. This has been designed as a distinctive building with its own unique design and material palette as the school itself expressed a strong preference to having a contemporary statement building. The building has a rendered painted facade at first floor level but along the ground floor it has been clad with grey bricks. This has the effect of grounding the building and keeping maintenance to a minimum. The brickwork is broken up with a large number of openings which would have coloured frames to delineate different areas of the building and other materials such as aluminium and timber cladding are introduced to provide relief and interest.
- 36 The proposed new building is sited some distance from the existing school buildings and will not be prominent from any public vantage point. Officers therefore consider that the unique design approach is not unacceptable and in this instance there is no reason to require the use of matching materials. It is considered that the design and materials proposed are acceptable and accord with Development Plan Policy.

## IMPACT ON RESIDENTIAL AMENITY

### National Planning Policy Framework 2012

#### Epsom and Ewell Development Management Policies Document 2015

Policy DM9 Townscape Character and Local Distinctiveness

Policy DM10 Design Requirements for New Developments

#### Epsom and Ewell Borough Wide Local Plan 2000

Policy DC1 – General Development Control Policy

- 37 Paragraph 32 of the NPPF states that '*Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*'. Policies DM9 and DM10 of the Development Management Policies document seek to ensure that new development is compatible with the local area and have regard to the amenities of occupants and neighbours. Development Policy DC 1 of the Epsom and Ewell Local Plan states, inter alia, that planning permission will only be granted for development where it would not cause serious harm to the living conditions or operational efficiency of adjoining properties in relation to the impact it has on the outlook, the amount of daylight, sunlight, and privacy; and the level of noise, fumes, vibrations and general disturbance in the area.
- 38 The proposed new two storey building is set some 33m from the boundary of the school site which abuts the rear gardens of adjacent dwellings. Given this distance there is no issue of the proposed building having any impact in respect of loss of outlook. There are first floor windows proposed but again with a distance between the building and adjacent dwellings being between 45m and 50m no unacceptable overlooking will occur.
- 39 The impact of the two new car parks has also been assessed. The car park to the east of the site would be accessed from Oakhurst Road via an existing access which currently serves the Gym Maintenance facility. The proposed car park lies adjacent to the rear boundary of dwellings in that road which is well defined with a close board fence. Given that the parking is for the use of the school and will be restricted to staff it is considered that it is acceptable in this location and will not have any adverse impact on the adjacent dwellings. Similar considerations apply to the small car park to be provided at the front of the site near the boundary with an adjacent residential dwelling.
- 40 The proposal also includes external lighting features. Hooded downlights on top of 4m high columns are proposed along the eastern boundary, which together with smaller bollard lighting and wall mounted lights will provide light to the car park and around the new building. The luminaires on the free standing and wall mounted fixtures have 32W

LED bulbs and a diagram has been submitted which shows the light spillage from these fittings. This indicates that there will be very little spillage into the neighbouring gardens of adjacent dwellings. Officers consider that subject to conditions on the planning permission which restrict the illumination of the lights to reasonable hours there will be no loss of residential amenity arising as a result of the proposed external lighting.

- 41 The proposed expansion will give rise to an increase in traffic in the local area at drop off and pick up times. The situation is already difficult for local resident as indicated in the letters of objection on this application. It has to be acknowledged that the proposal will give rise to some additional degree of loss of amenity for nearby residents at peak times as an increase in pupil numbers is proposed. Though some mitigation measures are proposed as part of the application, these can only assist in trying to manage the situation they will not reduce the vehicle numbers. From survey information provided a high proportion of pupils at this school travel there by private car and though there are measures put forward in the School Travel Plan to seek to try to reduce this it is unlikely those measures will achieve maintenance of the status quo in respect of vehicle movements. This situation is one which occurs at most school sites. A number of residents have referred to the inconvenience caused by inconsiderate parking and significant vehicle numbers during the peak hours in their letters of objection.
- 42 This situation is acknowledged. However Officers are of the opinion that whilst there is a degree of increased loss of amenity to local residents the increase in this case will be a moderate one having regard to that which already occurs and the fact that is confined to short periods during weekdays only. The proposal would not give rise to any severe impact as referred to in the NPPF paragraph 32 (see paragraph 37 above).
- 43 Officers therefore consider that the moderate adverse impact which would arise from this proposal on residential amenity from the increase in traffic needs to be balanced against the other issues relevant in this case including the strong need for the required school places.

## DEVELOPMENT ON EXISTING PLAYING FIELDS

### Epsom and Ewell Development Management Policies Document 2015

#### Policy DM6 Open Space provision

- 44 Policy DM 6 of the Epsom and Ewell Development Management Policies Document states that development proposals should not result in the whole or partial loss of open space, outdoor recreation facilities or allotments unless accompanied by an assessment that clearly demonstrates that the provision is surplus, or the proposal delivers replacement provision of equal or better quality or the proposal is for new sports and recreation provision the need for which outweighs the loss. However policy 2.26 in the preamble to that policy states '*We will take a proactive, positive and collaborative approach to meeting the requirements of local schools. As per paragraph 72 of the National Planning Policy Framework, the need to create, expand or alter schools will be given great weight in decision making*'.
- 45 The proposed new classroom block and car park are within areas which currently comprise part of the playing field land on this site. Sport England has been consulted on the application and raise objection on grounds that the proposal will give rise to the net loss of playing field land which will not be replaced elsewhere on a like for like basis.
- 46 The applicants have submitted an analysis of the existing and potential sports pitch provision at the school. This shows that only half of the land available for playing fields is currently used which is a legacy of the school's past history as a secondary school. There is a 7 a-side football pitch (part of which is on the site of the proposed new

building) as well as a 100m running track. In addition the school play tag rugby and Rounders on informal areas marked out with cones. The *potential* capacity of the site has then been examined and this shows that the site could currently accommodate full size under 11 football and rugby pitches and a cricket pitch in addition to the 7-a-side football pitch, running straight and rounders pitch. This provision could be provided without the loss of existing groups of trees along the northern boundary of the school playing field site.

- 47 Following the implementation of the proposed development the proposed sports provision is as follows:
- A synthetic turf 5-a-side pitch on land not currently forming part of the school playing field but close to it
  - A 100m running track
  - An under 11s 11-a-side football pitch
  - An under 11s rugby pitch
  - 1 cricket pitch
  - 3 Rounders pitches
- 48 Again this provision can be provided without the loss of the group of trees along the northern edge of the playing field.
- 49 Sport England has suggested that in order to compensate for the playing field land which would be lost to the proposed new building the existing group of trees along the northern boundary of the playing field could be felled and the land incorporated within the playing field. The applicant has expressed a willingness to do this to overcome the Sport England objection but officers have taken the view that this would not be appropriate and would not achieve any practical outcome on the ground. Firstly the trees in question are mature specimens and given their proximity to the school boundary they are highly visible in the adjacent residential area. As such these trees currently have a significant positive impact on the visual amenity of the area. Secondly if these trees were felled, the area of land which would be released for playing field use would not enable any additional pitches to be provided over what is being achieved on the current submitted application and therefore there would not be any practical gain. Thirdly the applicants are proposing a new 5-a-side MUGA on land which is currently not part of the playing field at the school and this will significantly enhance the provision at the school.
- 50 Having regard to the above officers are of the view that though playing field land will be lost in this case, this does not have any significant or practical implications on the potential to provide additional playing pitches. There is a loss of physical area but little practical reduction to the site's utility. Officers do not support the suggestion by Sport England that existing mature trees be felled to compensate for the loss. Officers therefore consider that the loss must be balanced against the other factors relevant in the application including the demonstrated need for school places in this area.
- 51 In conclusion on this issue the proposal does not fully comply with the provisions of the Development Plan in this case in regard to the loss of playing field land however officers consider that the practical impact of this is not significant and this otherwise needs to be balanced against other considerations including the demonstrated need for new school places.

## IMPACT ON TREES

### **Epsom and Ewell Development Management Policies Document 2015**

Policy DM5 Trees and Landscape

### **Epsom and Ewell Borough Wide Local Plan 2000**

Policies NE5 and NE6 – Trees, Hedgerows and Woodland

- 52 Local Plan Policy NE5 requires that where trees are a significant feature of a development site, important trees are retained. Policy NE6 supports the use of conditions to ensure the protection of trees which are to be retained during construction work.
- 53 A full Arboricultural Assessment has been submitted with this application which shows that a significant number of trees will need to be removed including 11 individual trees and a further group to facilitate the development. These are located on the south east corner of the site on the location of the new staff car park and proposed new building. The trees to be removed comprise predominantly category U trees (category U trees are generally trees unsuitable for retention) with 5 category Cs and one category B.
- 54 Before deciding on this location for the proposed building the applicants did explore the possibility of providing the new building on the other side of the site at the rear of the existing school buildings. This would have minimised the need to remove existing trees. However as part of the new building will be to provide early years education the school raised concerns that in that location there would be access and safeguarding issues as early years operates under a separate timetable and requires access to the building for parents and visitors whilst the rest of the school are in session. This led to the choice of the current site.
- 55 Whilst the loss of these trees is regrettable officers accept that the site for the proposed building, and associated car parking is appropriate. The loss of the trees has to be balanced against the other aspects of this proposal including the need for the school places. The trees to be removed are well within the school site and though they will be visible from the rear gardens of neighbouring residential dwellings they do not have a significant impact on the visual amenity of the area as a whole. The trees are not of any particular merit and the impact can be mitigated by replacement tree planting elsewhere on the site which can be required by a condition.
- 56 It is also relevant under this heading to consider officers stance in respect of Sport England's comments on this application, the details of which are set out under paragraphs 45 to 51 above. Officers consider that the trees along the northern boundary of the school site are a significant feature and do have considerable amenity value by virtue of their prominence within the street scene. The applicant is not proposing to remove these despite a suggestion by Sport England that in doing so may overcome its objection by releasing the land they take up for playing field land. Officers consider that there is no practical gain from such action on grounds of additional playing pitches and the loss of these trees would be detrimental to the visual amenity of the area.
- 57 In conclusion on this issue the most significant and important trees on this site are shown to be retained and tree protection measures are indicated where required during construction work. Though some trees will be lost, these will be replaced elsewhere on the site. The proposal therefore accords with Development Plan policy.

## FLOOD RISK

### **Epsom and Ewell Core Strategy 2007**

Policy CS6 – Sustainable Development

- 58 Policy CS6 of the Core Strategy requires that proposals for development avoid increasing the risk from flooding.
- 59 The site lies within Flood Zone 1 (low risk) but as this application relates to land over 1 hectare the applicants have submitted a detailed Flood Risk Assessment. This considers flood risk to and from the proposed development in respect of various sources such as fluvial, sewers, groundwater, reservoirs, drains, ditches and overland flow. This demonstrates that the development can be accommodated without increasing flood risk in the locality and as such accords with Development Plan policy in that regard.

## SUSTAINABLE DRAINAGE

### **National Planning Policy Framework 2012**

### **Epsom and Ewell Core Strategy 2007**

Policy CS6 Sustainable development

### **Epsom & Ewell District-Wide Local Plan (May 2000)**

Policy DC3 Surface Water Run-Off and the Floodplain

### **Sustainable Drainage SPD Epsom and Ewell Borough Council June 2012**

- 60 Policy CS 6 of the Core Strategy requires that proposals for development result in a sustainable environment and reduce, or have a neutral impact upon, pollution and climate change, including avoiding increasing the risk of, or from, flooding. Policy DC3 (Surface Water Run-Off and the Floodplain) of the Epsom and Ewell District-Wide Local Plan (May 2000) states that planning permission will not be granted which would result in an adverse impact on the water environment due to additional surface water run-off unless satisfactory measures have been secured to control surface run-off.
- 61 This is a 'major' planning application and the Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for 'major' planning applications from 6 April 2015 (Paragraph 103 of National Planning Policy Framework and Ministerial Statement on SuDS). Since that time all 'major' planning applications must use sustainable drainage unless this is demonstrated to be inappropriate.
- 62 In accordance with the drainage hierarchy where there is no potential for disposal of surface water by infiltration, runoff proposals should seek to firstly discharge post-development runoff to watercourse, then public surface water sewer and finally public combined sewer. In this case the applicants have submitted that the site would be unsuitable for infiltration given the presence of variable clay stratas below the site. The applicants have therefore submitted a proposed sustainable drainage strategy which has then identified that there are no watercourses in the vicinity of the site which would provide a suitable point of discharge for the development. Therefore, it is proposed to maintain the existing drainage regime and discharge post-development runoff to the public surface water sewer.
- 63 The existing site is brownfield and discharges runoff via an existing piped network, discharging to the public surface water sewer at three different locations. Calculations, based upon the continuity equation, indicate that the total discharge from the site for the

1:2 year event is 87l/s and the modified rational method calculates that the peak discharge from the 1:100 year 360 minute duration storm event to be 39.3l/s. Equivalent greenfield runoff rates for the site (per ha) have been calculated to be 4.0l/s/ha for the QBAR event, 9.0l/s/ha for the 1:30 year event and 12.6l/s/ha for the 1:100 year event.

- 64 In accordance with the Epsom & Ewell Borough Council and Surrey County Council (SCC) SuDS Advice Notes published April 2015 runoff from the proposed areas of redevelopment will need to be restricted to the mean annual flow rate for all storms up to and including the 1:100 year + 30% climate change event. The total proposed discharge rate from the areas of brownfield redevelopment and greenfield development (MUGA) will be 7.0l/s for all events up to an including the 1:100 year + 30% climate change event, thus representing significant betterment over the existing situation. The proposed discharge rate represents a 65% betterment over the existing mean annual flow rate of 20.4l/s from these areas with much greater betterment provided by proposals for events exceeding the 1:2 year event. Surface water from post development impermeable areas (comprising roofs and highways) will be discharged via attenuation SuDS. The surface water drainage scheme will be designed to accommodate and dispose of runoff from storms up to the 1:100 year + 30% climate change event. Post development runoff will be discharged from onsite SuDS features via dedicated pipework to the public surface water system.
- 65 The Lead Local Flood Authority was consulted on the application and has commented that it is satisfied that the proposed drainage scheme meets sustainable drainage requirements subject to conditions. Officers therefore consider that subject to conditions the proposal accords with Development Plan policy in this regard.

## **SUSTAINABLE CONSTRUCTION (BREEAM)**

### **National Planning Policy Framework 2012**

#### **Epsom and Ewell Core Strategy 2007**

Policy CS6 Sustainable development

### **Epsom and Ewell Sustainable Design SPG 2012**

- 66 Policy CS 6 of the Core Strategy requires that proposals for development result in a sustainable environment and reduce, or have a neutral impact upon, pollution and climate change. The SPG on Sustainable Design amplifies that policy and recommends that developers pursuing a non-residential developments use the BREEAM assessment methodology to demonstrate the sustainable design performance of their proposal and how it meets the criteria for sustainable development set out under Core Strategy Policy CS6.
- 67 The applicants have submitted a BREEAM pre - assessment with this application. In the BREEAM pre-assessment the broad details of the proposal are assessed (and certain assumptions made) against a number of sustainability criteria. This concludes that the proposal is capable of achieving a score of at least within the 'very good' category and the applicant has confirmed a commitment to securing a sustainable design as far as possible. Officers consider that the proposal complies with Development Plan Policy in this regard.

## **HIGHWAYS, TRAFFIC AND AMENITY**

### **Epsom and Ewell Development Management Policies Document 2015**

Policy DM9 Townscape Character and Local Distinctiveness

Policy DM10 Design Requirements for New Developments

**Epsom and Ewell District Wide Local Plan 2000**

Policy DC 1 - General Development Control Criteria

Policy CF4 - Educational facilities

Policy MV8 – Parking Standards

- 68 Policy DC 1 of the Epsom and Ewell Local Plan states, inter alia, that planning permission will only be granted for development where it would not cause serious harm to the living conditions or operational efficiency of adjoining properties in relation to the impact it has on noise, fumes, vibrations and general disturbance in the area whilst Policy CF 4 states that proposals for new educational facilities or for extensions to existing educational facilities will be permitted provided that:-
1. The amenities of neighbouring residents are not unduly harmed; and
  2. There is no adverse effect on highway safety and efficiency.
- 69 The proposal will see this school expanded from a 4 form of entry junior school (480 pupils) to a 4 form entry primary school (840 pupils) which would result in an additional 360 pupils. This is a significant increase. The school currently employs a total of 52 staff. Following the expansion, there will be an additional 14 full-time staff and 12 part-time, taking the total staff to 78.
- 70 The applicant has submitted a Transportation Assessment with the application which shows that 44% of pupils live within 1 km of the school, 46% live between 1 and 2 km of the school and the remaining 10% live more than 2 km from the school. Currently 48% of pupils walk to school, 5% cycle, 3% scoot and 44% come by car/taxi. 86% of staff arrive by car with 14% arriving on foot, bike or by train. Due to the school's breakfast club and a number of after school clubs, not all children arrive and depart during the school peak drop off and pick up times. Staff also tend to arrive and depart outside of these peak times. The Transportation Assessment makes the point that the conversion of Danetree from a junior school to an all through primary will remove the need for parents with infant and junior children to make more than one trip - currently infant children attend either West Ewell or Ewell Grove. This will reduce background traffic and may enable more parents to utilise walking, cycling or scooting to access school. In addition the creation of all-through primaries at each of the existing infant/junior schools will tend to shrink their catchment areas.
- 71 The parking beat survey undertaken as part of the Transportation Assessment concluded that there are a total of 461 legal on-street parking spaces in the vicinity of the school. The parking beat survey covered the periods 07.30 to 09.30 and 14.00 to 15.00 and includes all parked vehicles (commuters, residents and local workers) not just those associated with the school. The peak demand in the morning is between 08.45 and 09.00 when 192 parked cars were observed. The afternoon peak is 15.15 to 15.30 when 221 parked cars were observed. In the roads closest to the school (Danetree Road, Oakhurst Road and Gadesden Road West), there are around 147 legal spaces, 67 of which were occupied in the morning peak and 86 in the afternoon peak. A small amount of parent parking also occurs at the Harrier Centre (around 320 metres from the school) which is used as an informal park and stride site and has capacity for additional parents' cars. The Transportation Assessment therefore indicates that there is remaining capacity in the wider area on and off-street to accommodate additional parents' cars.
- 72 On the basis of the current mode share, and taking no account of any mode shift that may occur as a result of the conversion of the school to a primary or the successful implementation of travel plan measures, the proposed expansion of the school will result in an increase of 149 children coming to school by car. 68 of these are forecast to be through park and stride from the Harrier Centre so the additional on-street parent parking

demand is considered by the applicant's transportation advisors to be a total of 81 cars. As not all cars arrive at the same time and using the current distribution, in the morning peak there will be an increase in 70 vehicles over the existing situation and 48 during the afternoon peak. As the expansion is for the infant element, it is likely that these pupils will finish earlier than the existing pupils and therefore pick up will be staggered and will not necessarily coincide with the existing junior pupils. Having regard to the unused capacity identified in the Assessment, as set out in paragraph 69 above, it is demonstrated that there is still capacity for the additional parking on the surrounding roads.

- 73 Turning to on-site parking there are currently 43 car parking spaces on site of which one is a dedicated disabled bay and a further 2 cars were observed parking informal, resulting in around 45 available spaces. A new staff car park is proposed as part of the development with access from Oakhurst Road. This is an existing access that is currently used by the Gym Maintenance facility that operates from within the school grounds. The new car park will have 57 staff parking bays plus 1 disabled bay. In addition, 1 of the current parking areas on the frontage of the site is to be retained providing 12 visitor parking bays and 1 disabled bay. There will therefore be a total of 71 spaces (including 2 disabled spaces) at the site following expansion. On an 86% car mode share, the maximum staff parking demand will be 63 but, as some of these staff will be part-time, in reality the demand will be lower. It is therefore considered that there will be adequate staff parking for this proposal. If it does become apparent that more staff parking is required, the TA indicates that there is parking available at the Harrier Centre to provide for any staff overflow requirements.
- 74 Traffic modelling has indicated that a future increase in background traffic will increase delays at the junction of Chessington Road (minor slip) with the main Chessington Road (B2200). This will happen irrespective of whether the school is expanded or not but it will be exacerbated by the expanded school. This would be a particular issue in the school morning peak when it coincides with the network peak - as the school afternoon peak is outside of the network peak, there will be less of an impact. It needs to be borne in mind however that this expansion is driven by the need for additional school places in the area. If they were not to be provided here, they would need to be provided elsewhere. It is likely that the additional traffic generated by the school expansion would therefore still be on the network irrespective of where the additional places are provided. Additionally, the successful implementation of measures to encourage the use of sustainable modes to travel to and from school will reduce the increase in car journeys associated with the school and thus reduce the increase in delays.
- 75 The school currently has 56 cycle parking spaces and 20 scooter parking spaces. On the basis of current travel patterns, the expanded school will require 39 cycle parking spaces and 23 scooter parking spaces. This takes no account of an increase in modal share. The applicant is proposing an additional 20 scooter spaces as part of the proposal. The existing cycle provision should be adequate, although it should be kept under review through the travel plan and the provision should be expanded if necessary.
- 76 On-site observations have shown that many parents look to park as close to the school as possible and this results in congestion and some instances of poor and inappropriate parking, such as parking across driveways and on the school keep clear markings. Without any mitigation, this is likely to be exacerbated by the expansion of the school. Additionally, the rear pedestrian access gate from Gadesden Road is inadequate as there is no footway. Parents wait on the opposite side of Gadesden Road and some have been reported as using residents' driveways and acting in an abusive and antisocial manner. A number of measures were proposed by the applicant in order to address these issues and, following comments made by Transportation Development Planning and discussions by them and planning officers with the local County and Borough members, these have been refined as follows:

1. The provision of formal, marked parking lay-bys along the verge on the south-east side of Danetree Road with the provision of a single yellow line on the stretches that are not suitable for parking, to maintain traffic flow;
2. The provision of a single yellow line with waiting restrictions on the north-east side of Danetree Road between 08:00 and 09:00 and 14:00 and 16:00 to maintain traffic flow;
3. The relocation of the rear pedestrian access gate to the northern corner of site with associated footway improvements;
4. The provision of additional off-street parking on the Gadesden Road green adjacent to the relocated pedestrian access gate;
5. Advertising the use of the Harrier Centre car park to parents for park and stride and the introduction of a walking bus between the car park and the school.

- 77 Transportation Development Control has assessed the application and conclude that in summary, as with any school, there are reported instances of poor parking, poor parent behaviour and localised congestion. TDC consider that this is likely to be exacerbated by the increase in pupils at the school but that the proposed parking restrictions, formalised on-street parking, relocated Gadesden Road pedestrian access, additional staff parking and park and stride from the Harrier Centre should go a long way towards managing and mitigating this. In view of this TDP have no objections to the proposal on highways grounds subject to a number of conditions.
- 78 In conclusion on this issue officers consider that the proposal does not give rise to any impact in respect of highway safety but traffic conditions do have an impact on residential amenity (considered under that section in the report above). The impact in respect of residential amenity must be weighed against the other factors in this application in particular the need for the development.

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## HUMAN RIGHTS IMPLICATIONS

- 79 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.
- 80 In this case, the Officers' view is that while impacts on amenity caused by traffic movements at the start and end of the school day are acknowledged, the scale of such impact is considered moderate given that it occurs for small periods and this is not considered sufficient to engage Article 8 or Article 1 of Protocol 1. As such, this proposal is not considered to interfere with any Convention right.

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## CONCLUSION

- 81 Officers consider that there is a strong need for additional school places in the local area of this school and there are no acceptable alternatives to provide this elsewhere. The school lies within the Urban Area and there is no objection in principle to the expansion and Government Policy in the NPPF advises that proposals for the provision of new school places where there is an identified need should be given great weight.
- 82 In this case there are other issues to consider which need to be balanced against the need for the school places. The proposal would give rise to a loss of amenity to surrounding residential dwellings by virtue of the increased vehicle movements it will create in an area where there are already problems. This is acknowledged and Officers consider that given that this impact is confined to small periods during the day and represents a small increase over what already occurs, this impact can be described as moderate. In addition to this the proposal does not fully accord with the Development Plan, in relation to existing playing field land and will give rise to a loss of playing field

land. However Officers are of the opinion that the loss which occurs in respect of this issue would not give rise to any significant impact in respect of the provision of playing pitches in the area.

- 83 Officers have carefully considered the relevant factors in this case and given that the need for school places should be given great weight, consider that this clearly outweighs the moderate loss of residential amenity which may occur and the Sport England objection in respect of playing fields, which officers consider is of no practical significance.
- 84 In conclusion Officers have considered all of the relevant issues and recommend that the application be forwarded to the Secretary of State and in the absence of any direction by him and pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, the application be **PERMITTED** subject to conditions.

## RECOMMENDATION

- 85 That pursuant to the provisions of the Town and Country Planning (Consultation) (England) Direction 2009, the application be forwarded to the Secretary of State and in the absence of any direction by him and pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, the application be PERMITTED subject to conditions.

## Conditions:

IMPORTANT - CONDITION NOS 10, 13, 14 AND 15, MUST BE COMPLIED WITH OR DISCHARGED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT.

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:

(PA) E 001 Proposed Elevations Sheet 1 dated 19/08/15  
 (PA) E 002 Proposed Elevations Sheet 2 dated 19/08/15  
 (PA) E 003 Proposed Elevations Sheet 3 dated 19/08/15  
 (PA) E 004 Proposed Elevations Sheet 4 dated 19/08/15  
 (PA) E 005 Proposed Elevations Sheet 5 dated 19/08/15  
 (PA) E 006 Proposed Elevations Sheet 6 dated 19/08/15  
 (PA) E 007 Proposed Elevations Sheet 7 dated 19/08/15  
 (PA) EX 001 Existing Elevations Sheet 1 dated 19/08/15  
 (PA) EX 002 Existing Elevations Sheet 2 dated 19/08/15  
 (PA) L 001 Proposed Ground Floor Plan dated 19/08/15  
 (PA) L 002 Proposed First Floor Plan dated 19/08/15  
 (PA) L 003 Proposed Roof Plan dated 19/08/15  
 (PA) S 001 Proposed Sections dated 19/08/15  
 TCP-01 Tree Constraints Plan dated 20/07/15  
 215D01 Technical Details: Tree Pit dated 18/08/15  
 215L01 Landscape Masterplan dated 18/08/15  
 215L02 General Arrangement Plan dated 19/08/15  
 215L03 Levels Strategy dated 19/08/15  
 214L04 Planting Strategy dated 19/08/15  
 215L05 Trees retained and removed dated 19/08/15  
 215L06 BB103 Analysis Plan dated 19/08/15  
 215L07 Sports Provision Analysis Plan dated 19/08/15

215L08 Existing Site Sports Provision dated 19/08/15  
 (PA) L 004 Proposed Remodelling Plan dated 20/08/15  
 L15-363 (PA) 102 Rev Existing Site Location Plan dated 06/10/2015  
 L15-363 (PA) 103 Rev Proposed Site Location Plan dated 06/10/2015  
 L15-363 (PA) 100a Existing Site Plan dated 27/01/2016  
 L15-363 (PA) 101 Rev Proposed Site Plan dated 20/08/2015

3. Subject to condition 5 below, the development shall be implemented strictly in accordance with the 'Construction Traffic Management Plan' dated August 2015 submitted with the application unless otherwise agreed by the County Planning Authority in an application on that behalf.
4. In carrying out the development hereby approved, no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.00 and 4.00 pm nor shall there be any HGVs associated with the development at the site laid up, waiting, in roads of Oakhurst Road, Gadesden Road, Vernon Close or Danetree Road during these times.
5. The School Travel Plan submitted with the application shall be updated and shall include measures to promote the use of the Harrier Centre car park to parents and shall be submitted for approval to the County Planning Authority. The approved School Travel Plan shall be implemented prior to the occupation of the development hereby permitted and thereafter maintained, monitored and developed.
6. The development hereby permitted shall not be occupied unless details of the highway works and parking restrictions as generally shown on Robert West 'Preliminary Off Site Highway Mitigation' drawings numbered SK-015 Revision P02 and SK-016 revision P02 as included in the Addendum from Robert West received on 05/04/2016 have been submitted to and approved in writing by the County Planning Authority and have been fully implemented in accordance with the approved details.
7. The development shall not be occupied unless and until an additional 20 scooter spaces have been provided in accordance with the approved plans and shall thereafter be retained for their designated use.
8. The development hereby permitted shall not be occupied unless details of the internal footway, relocated pedestrian gate, footway improvements, additional parking spaces and parking restrictions as generally shown on Robert West 'Proposed Northern Pedestrian Access' drawing number SK-018 Revision P02 included in the Addendum from Robert West received on 05/04/2016 have been submitted to and approved in writing by the County Planning Authority and have been fully implemented in accordance with the approved details.
9. Prior to the occupation of the development hereby permitted a scheme to provide replacement tree planting within the site shall be submitted to and approved by the County Planning Authority. Such a scheme shall include the size, location and species of the proposed trees and measures for the replacement trees of any tree which is removed, uprooted or destroyed or dies or becomes in the opinion of the County Planning Authority seriously damaged or defective. All proposed and replacement trees shall be maintained for a period of five years after planting.
10. a.) Before any equipment, machinery or materials are brought onto the site for the purposes of carrying out the development hereby permitted, protective fencing in accordance with the details contained in Appendix 4 and drawing no. TPP01 dated 21/08/2015 contained in the Arboricultural Method Statement submitted with the application shall be installed and shall thereafter be maintained until all equipment, machinery and surplus materials have been removed from the site. For the duration of

works on the site no materials, plant or equipment shall be placed or stored within the protected area.

b.) The development shall be carried out in all respects in full accordance with all other measures to protect trees during construction set out in Section 5 and 6 of the above Arboricultural Method Statement.

11. The external lighting within the new staff car park as identified on the proposed site plan drawing (PA)L 101 revision P3 dated 10.08.2015 shall not be illuminated between the hours of 19.30 and 07.30.
12. The car parking indicated for the use of the Gym Maintenance facility at the site on drawing number (PA)L 101 revision P3 dated 10.08.2015 (hatched in blue) shall be retained solely in connection with that use and for no other purpose.
13. Prior to commencement of development, written evidence of permission to connect into the surface water sewer/main river and agreement of the discharge rate shall be deposited with the County Planning Authority.
14. The development hereby permitted shall not be commenced until the following details have been submitted to and approved by the County Planning Authority:
  1. A drainage layout detailing the location of SUDs elements and all associated works such as manholes/ chambers/ pipes, etc.
  2. Details of all SuDS elements and other drainage features, including long and cross sections, pipe diameters and respective levels
 The approved drainage scheme shall be fully implemented for the duration of the development.
15. Prior to the commencement of the development hereby approved, details of how surface water will be controlled and how the Sustainable Drainage System will be protected and maintained during the construction of the development shall be submitted to and approved by the County Planning Authority. The development shall thereafter be carried out in strict accordance with those approved details.
16. The development permitted shall not be occupied unless a verification report carried out by a qualified drainage engineer has been submitted to and approved by the County Planning Authority to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.
17. The development shall not be occupied unless and until the proposed on site car parking provision has been provided in accordance with the approved plans (drawing number (PA)L 101 revision P3 dated 10.08.2015) and shall thereafter be retained for its designated use.
18. The replacement trees to be planted in accordance with condition 9 above shall be planted within the first planting season following the occupation of the building hereby permitted unless otherwise agreed in writing by the County planning Authority

**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. In the interests of highways safety in accordance with policies DM9, DM10, DM34 and DM37 of the Epsom and Ewell Development Management Policies Document 2015 and Policies DC 1, CF4 and MV8 of the Epsom and Ewell District Wide Local Plan 2000

4. In the interests of highways safety in accordance with policies DM9, DM10, DM34 and DM37 of the Epsom and Ewell Development Management Policies Document 2015 and Policies DC 1, CF4 and MV8 of the Epsom and Ewell District Wide Local Plan 2000
5. In the interests of highways safety in accordance with policies DM9, DM10, DM34 and DM37 of the Epsom and Ewell Development Management Policies Document 2015 and Policies DC 1, CF4 and MV8 of the Epsom and Ewell District Wide Local Plan 2000
6. To manage and mitigate the impacts of the development in accordance with policies DM9, DM10, DM34 and DM37 of the Epsom and Ewell Development Management Policies Document 2015 and Policies DC 1, CF4 and MV8 of the Epsom and Ewell District Wide Local Plan 2000
7. To encourage access to the school by other means than the car in accordance with policies DM9, DM10, DM34 and DM37 of the Epsom and Ewell Development Management Policies Document 2015 and Policies DC 1, CF4 and MV8 of the Epsom and Ewell District Wide Local Plan 2000
8. To manage and mitigate the impacts of the development in accordance with policies DM9, DM10, DM34 and DM37 of the Epsom and Ewell Development Management Policies Document 2015 and Policies DC 1, CF4 and MV8 of the Epsom and Ewell District Wide Local Plan 2000
9. In the interest of the visual amenity of the site and the area in accordance with policy DM5 of the Epsom and Ewell Development Management Policies Document 2015 and policies NE5 and NE6 of the Epsom and Ewell Borough Wide Local Plan 2000
10. In the interest of the visual amenity of the site and the area in accordance with policy DM5 of the Epsom and Ewell Development Management Policies Document 2015 and policies NE5 and NE6 of the Epsom and Ewell Borough Wide Local Plan 2000
11. In the interests of the residential amenities of adjacent dwellings in accordance with Policies DM09 and DM10 of the Epsom and Ewell Development Management Policies Document 2015 and Policy DC1 of the Epsom and Ewell Borough Wide Local Plan 2000
12. To ensure adequate parking is retained for the Gym Maintenance facility
13. To ensure that the proposed discharge method is agreed by the appropriate authority and in accordance with Policy CS6 in the Epsom and Ewell Core Strategy 2007 and Policy DC3 of the Epsom & Ewell District-Wide Local Plan (May 2000)
14. To ensure the design meets technical standards in accordance with Policy CS6 in the Epsom and Ewell Core Strategy 2007 and Policy DC3 of the Epsom & Ewell District-Wide Local Plan (May 2000)
15. To ensure that the construction works do not compromise the functioning of the agreed Sustainable Drainage System in accordance with Policy CS6 in the Epsom and Ewell Core Strategy 2007 and Policy DC3 of the Epsom & Ewell District-Wide Local Plan (May 2000)
16. To ensure the Sustainable Drainage System is built to the approved designs in accordance with Policy CS6 in the Epsom and Ewell Core Strategy 2007 and Policy DC3 of the Epsom & Ewell District-Wide Local Plan (May 2000)
17. To mitigate the highways implications of the proposals in the interests of highways safety in accordance with policies DM9, DM10, DM34 and DM37 of the Epsom and Ewell Development Management Policies Document 2015 and Policies DC 1, CF4 and MV8 of the Epsom and Ewell District Wide Local Plan 2000

18. In the interest of the visual amenity of the site and the area in accordance with policy DM5 of the Epsom and Ewell Development Management Policies Document 2015 and policies NE5 and NE6 of the Epsom and Ewell Borough Wide Local Plan 2000

**Informatives:**

1. 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.
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 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.
4. 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.
5. The developer is advised that as part of the detailed design of the highway works required by the above condition, 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.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

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**CONTACT**

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**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:

[National Planning Policy Framework 2012](#)

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