



**To:** Planning & Regulatory Committee  
**By:** Planning Development Manager  
**District(s)** Reigate & Banstead

**Date:** 27 November 2024

**Electoral Division(s):**  
**Reigate**

**Mr Lewanski**

**Case Officer:**

**Katie Rayner**

**Grid Ref:** 525367 151182

**Purpose:** For Decision

**Title: Surrey County Council Proposal RE24/00533/CON**

## **Summary Report**

### **Former Care Home, Park Hall Road, Reigate RH2 9LH**

**Demolition of a vacant single storey building formerly used as elderly persons accommodation and erection of a part single, part two storey building to provide new classroom support accommodation for primary and secondary pupils; staff facilities; construction of a Multi-Use Games Area; car parking spaces; associated hard and soft landscaping and associated works.**

The application site is located close to Reigate Town Centre, in a residential area on the western side of the A217 Reigate Hill. The site is situated and accessed off Park Hall Road, a residential cul-de-sac, which contains along its length two storey detached dwellings. The site is owned by Surrey County Council and is currently occupied by a redundant Care Home which was purpose built in the 1980s, and closed in 2017.

Planning permission is sought for the demolition of the former Care Home and the redevelopment of the site, comprising the construction of a part single, part two storey building to provide an Alternative Provision (AP) School, with associated outdoor teaching and recreational space, car parking and landscaping. The building would be flat roofed and of brick construction. The School has been designed to accommodate 72 pupils and 36 members of staff, of which 30 members of staff are expected to be on the site at any one time.

The AP School is required to meet the growing demand for AP provision within the County, for pupils who cannot attend mainstream School for a variety of reasons including exclusion, mental health or physical disabilities. This proposal seeks to relocate and consolidate the three existing Reigate Valley College (RVC) AP sites current dispersed across three locations in the Reigate/Redhill area. The existing RVC campuses are reported to be significantly under sized and in poor condition, which is likely to render them unsuitable within the next two years.

A total of 331 letters of representations have been received in response to the proposal, comprising 275 objections and 56 letters expressing support. The objections relate primarily to the increased traffic generation, scale of the proposal and its impact on neighbour amenity, including traffic, parking, noise, air quality and loss of trees.

Reigate and Banstead Borough Council has raised objection to the proposal on the grounds of highway safety, traffic and parking. This includes concern that the level of parking provided on site is not considered adequate for the type of School proposed and the resulting level of traffic at pick and drop off would impact on the amenity of residents and exacerbate congestion already experienced in the area.

Other statutory and technical consultees have provided advice on a range of issues, and this has either been reflected in additional information submitted during the course of the application or in proposed conditions.

Officers are satisfied that development of this nature and scale could be satisfactorily accommodated on the site, and whilst the proposal is acknowledged to result in additional traffic movements in the locality, a package of mitigation measures has been proposed by the applicant in consultation with the relevant consultees to minimise and avoid an adverse impact in this regard. As such, it has been concluded that the necessary tests have been met in relation to highways, traffic and access, design and visual amenity, residential amenity, noise and air pollution and flood risk, subject to a range of conditions.

Officers are therefore of the view that subject to appropriate conditions the proposal is acceptable and accords with the Development Plan and national planning policy and guidance in this regard.

**The recommendation is to PERMIT subject to conditions.**

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## **Application details**

### **Applicant**

SCC Property

### **Date application valid**

8 March 2024

### **Period for Determination**

17 May 2024, extension of time agreed until 29 November 2024.

### **Amending Documents and Plans**

#### *Documents*

Ecology – Target Notes Report – Survey 10268-1 P001

Ecology – Condition Sheet – Grassland

Ecology – Condition Sheet – Hedge

Ecology – Condition Sheet – Individual Trees

Ecology – Condition Sheet – Urban Habitat

Biodiversity Net Gain Report April 2024 V4.0 (Superseded)

Landscape Maintenance Schedule (5724-OOB-XX-XX-SP-L-6003 P01)

Response to Planning Officer dated 22 May 2024

Planning Response Letter – Acoustics (Ref: 5162)

Appendix C of Acoustic Strategy Report - RVC-AND-ZZ-000-DR-OA-0025 - Sound Insulation Ground Floor dated 28/03/24

Appendix C of Acoustic Strategy Report - RVC- AND-ZZ-001-DR-OA-0026 P02 Sound Insulation First Floor dated 28/03/24

Appendix C of Acoustic Strategy Report - RVC-AND-ZZ-000-DR-OA-0027 P02 Reverberation Time Ground Floor dated 28/03/24

Appendix C of Acoustic Strategy Report - RVC-AND-ZZ-001-DR-OA-0028 P01 Reverberation Time First Floor dated 28/03/24

Appendix C of Acoustic Strategy Report - RVC-AND-ZZ-000-DR-OA-0029 P02 Internal Ambient Noise Levels Ground Floor dated 28/03/24

Appendix C of Acoustic Strategy Report - RVC-AND-ZZ-001-DR-OA-0030 P02 Internal Ambient Noise Levels First Floor dated 28/03/24

Appendix C of Acoustic Strategy Report - RVC-AND-ZZ-001-DR-OA-2024 Rev P03 Acoustic Strategy Plan - First Floor dated 28/11/23

Appendix C of Acoustic Strategy Report - RVC-AND-ZZ-000-DR-OA-0023 Rev P03 Acoustic Strategy Plan - Ground Floor dated 28/11/23

Planning Response Letter on Landscape, Ecology and Arboricultural comments

Biodiversity Net Gain Assessment v5.0 dated 7 June 2024  
 Bat Emergence and Re-Entry Survey dated 24 July 2024  
 Environmental Management Plan Rev 2 dated 6 August 2024  
 Transport Technical Note – Key Transport Objections Response dated July 2024  
 Arboricultural Implications Assessment dated 9 August 2024 (Superseded)  
 Arboricultural Method Statement dated 9 August 2024 (Superseded)  
 Cover Letter for Outstanding Acoustic Matters dated 1 August 2024  
 Noise Impact Assessment dated 9 August 2024 (Superseded)  
 Transport Technical Note TN02 Response to Transport Conditions dated September 2024  
 Letter from Holmes Miller dated 24 September – Outline of additional acoustic information  
 Noise Impact Assessment dated 25 September 2024  
 Arboricultural Method Statement and Tree Protection Plan dated 24 September 2024  
 Arboricultural Implication Assessment dated 24 September 2024

*Plans*

Drawing No: RVC-OOB-50-000-DR-L-000101 Rev P04, General Arrangement Hardworks, dated 03/05/24  
 Drawing No: RVC-OOB-50-000-DR-L-000401 Rev P03, Detailed Planting Plan, dated 16/05/24 (Superseded)  
 Drawing No: RVC-WFC-31-XXX-DR-O-2310003/1 Rev B, Tree Protection Plan Phase 1 – Demolition, dated 09/08/24 (Superseded)  
 Drawing No: RVC-WFC-31-XXX-DR-O-2310003/2 Rev B, Tree Protection Plan Phase 2 – Construction, dated 01/08/24 (Superseded)  
 Drawing No: RVC-OOB-31-000-DR-L-000001 Rev P23, Proposed Site Plan, dated 08/08/24 (Superseded)  
 Drawing No: RVC-WFC-31-XXX-DR-O-231---3/1 Rev C, Tree Protection Plan Phase 1 – Demolition, dated 24/09/24  
 Drawing No: RVC-WFC-31-XXX-DR-O-2310003/2 Rev C, Tree Protection Plan Phase 2 – Construction, dated 24/09/24  
 Drawing No: RVC-OOB-31-000-DR-L-000001 Rev C24, Proposed Site Plan, dated 16/09/24  
 Drawing No: RVC-OOB-50-000-DR-L-000020 Rev C17, Boundary Treatment Strategy, dated 16/09/24  
 Drawing No: RVC-OOB-50-000-DR-L-000080 Rev C11, External Areas Provisions BB104, dated 16/09/24  
 Drawing No: RVC-OOB-50-000-DR-L-000401 Rev C05, Detailed Planting Plan, dated 16/09/24  
 Drawing No: RVC-OOB-50-000-DR-L-000511 Rev C03, Landscape Softworks Details, dated 16/09/24  
 Drawing No: RVC-OOB-50-000-DR-L-000301 Rev C01, Indicative Detailed Levels & Falls with Existing Trees, dated 11/09/24

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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.

	<b>Is this aspect of the proposal in accordance with the development plan?</b>	<b>Paragraphs in the report where this has been Discussed</b>
Principle and Need	Yes	39-51
Highways, Traffic and Access	Yes	52-86
Design and Visual Impact	Yes	87-108

Residential Amenity	Yes	109-135
Air Quality	Yes	135-155
Trees, Ecology and Biodiversity	Yes	156-178
Flood Risk and Surface Water Drainage	Yes	179-188
Sustainable Construction	Yes	189-198
Heritage Assets	Yes	199-205

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## Illustrative material

### Site Plan

#### Plan 1

Drawing No: RVC-OOB-31-000-DR-L-000001 Rev C24, Proposed Site Plan, dated 16/09/24

Drawing No: RVC-HML-XX-XXX-DR-A-49000 Rev P04, Concept Render – Main Entrance, dated 11/01/24

Drawing No: RVC-HML-XX-XXX-DR-A-49001 Rev P04, Concept Render – Playground, dated 11/01/24

Drawing No: RVC-VTP-ZZ-XXX-DR-H-0019 Rev P01, Proposed Passing Layby, dated 03/09/24

### Aerial Photographs

#### Aerial 1

#### Aerial 2

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## Background

### Site Description

1. The application site is located to the north of Reigate Town Centre, and approximately 0.4 kilometres (km) north of Reigate Train Station. The site is situated within a predominately residential area of Reigate on the western side of the A217 Reigate Hill. The site is rectangular in shape and comprises an area measuring approximately 0.7 hectares (ha). Park Hall Road, a residential cul-de-sac, bounds the site to the west with detached two storey dwellings along its length and located immediately to the south of the site. The A217 Reigate Hill bounds the site to the east and Brokes Road is to the north. Holmesdale Community Infant School is located approximately 50 metres (m) to the east, separated from the site by the intervening A217 Reigate Hill.
2. The application site currently contains a redundant single storey building with a pitched roof and associated infrastructure (hard standing, parking areas), which accommodated a former elderly persons Care Home. The site slopes from north to south, and the northern and eastern perimeters of the site are densely planted with mature trees and hedgerows, including trees which are subject to a Tree Preservation Order (TPO). There are two points of vehicular access to the existing site off Park Hall Road to the west of the site. These accesses lead into separate car parking areas to the north and south of the site. There are no landscape designations covering the site. The A217 Reigate Hill is identified as an Air Quality Management Area (AQMA) for the pollutant nitrogen dioxide, and includes a strip of land on the eastern boundary of the site.

## Planning History

3. The redundant Care Home was purpose built in 1988. In 2004, planning permission (Ref: RE04/0641) was granted for a single storey extension on the southern side of the existing building to create an additional 10 nursing care places, and to realign the exiting service road running along the southern boundary of the site. Further in 2005, planning permission (Ref: RE05/1511) was granted for a fire escape path supported by a retaining wall to serve the permitted extension. The Care Home closed in 2017, and the site has been left vacant since.

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## The proposal

4. Planning permission is sought for the demolition of the former Care Home and its replacement with a part single, part two storey alternative provision school to accommodate 72 pupils. The school is designed to provide for both primary and secondary pupils and would consolidate the existing Reigate Valley College sites currently dispersed across three locations in the Reigate/Redhill area.
5. The proposed building would be located centrally within the site facing Park Hall Road and would largely occupy the footprint of the existing building of the former Care Home. The two-storey part of the building would be 1.6 metres (m) higher than the existing building. The building would be flat roofed and of brick construction. The total floor area to be created by the new building would be approximately 1635 square metres (m<sup>2</sup>). Hard surface play areas are proposed to surround the school building together with a new Multi-Use Games Area (MUGA), proposed to be situated in the north-eastern corner of the site.
6. The school would be operated by 36 members of staff, of which 30 members of staff are expected to be on-site at any one time. The school day would start between 08.45 and 09.00 each day, and finish at 14.00 Monday to Thursday and at 13.30 on Fridays. All pupils are expected to arrive by taxi or minibus at set times, with taxi drop off taking place within the site on the one-way route from the northern access to the southern access, clear of the public highway.
7. The existing vehicular access points to the site from Park Hall Road would be retained and are proposed to be slightly widened with improved pedestrian crossing points. The northern access to the site from Park Hall Road would continue to operate as an entry point only for vehicles. This is proposed to be used by all short stay vehicles (including visitors, service vehicles and those conducting drop off/pick up). The northern access road leading to the short stay car park would then continue south, connecting to the existing southern access. The southern access point would continue to be a point of both access and egress to the site for vehicles and would be used by staff only. The two existing car parking areas within the site are proposed to be retained and modified. The short stay car parking area to the north of the site is proposed to provide a total of 14 spaces and the staff car parking area to the south of the site is proposed to provide a total of 29 spaces.
8. The proposal would result in the removal of seven individual trees and two tree groups and the partial removal of one tree group, predominately located in the south-east and south-western corners of the site. The trees and hedging located along the northern and eastern perimeter of the site are to be retained including all TPO trees and further tree planting is proposed as part of the development. New safety fencing at 2.4m and 1.8m high is proposed to be installed around and within the site to increase safeguarding.
9. During the consideration of the application and in response to consultee comments, the applicant has made the following changes to the proposal, which have been subject to further rounds of consultation and considered by the relevant consultees:

- Revision of the hard landscaping to the north of the site, to reduce the impact of hard surfacing on the root protection areas of the existing trees.
- Review of the acoustic contours across the site, and the proposal has been amended to install a 2.4m high close boarded timber acoustic fence to part of the eastern and southern perimeter of the external hard surfaced play area.
- Introduction of an additional layby on the eastern side of Park Hall Road, suitable for an inbound car to be able to wait should a service vehicle egress the site at the same time. The existing footway would be diverted around the proposed layby.

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## Consultations and publicity

### District Council

10. **Reigate and Banstead Borough Council** - Objection, initial objection raised on three grounds:
- a) Inappropriate location with regard to highway safety, traffic and parking – the level of parking on site for both staff and visitors is considered to be inadequate when taking into account the location of the School and the type of School proposed. The resulting level of traffic at pick up and drop off would impact the amenity of residents in the surrounding area and likely result in obstructions to the highway including Brokes Road, Brokes Crescent and Beech Road. Congestion is already experienced in the area, drop off and pick up vehicles would use alternative routes by using the residential roads referred to above causing traffic and parking never experienced on these roads. The mitigation measures put forward in the Transport Assessment are not considered adequate to address the issues raised, therefore the proposal would be contrary to Policy TAP1 and DES1 of the RBDMP (2019).
  - b) The submitted arboricultural information is not considered to adequately assess the potential impact on the trees located along the northern boundary of the site. Without updated information the Council cannot be satisfied that the proposal would not result in the loss or deterioration in the quality of the protected trees, contrary to Policy NHE3 of the RBDMP (2019).
  - c) In the absence of the required bat survey the Council cannot be satisfied the proposal would not result in the harm to or loss of protected species, contrary to Policy NHE2 of the RBDMP (2019).

Following the review of the further information submitted in response to the concerns raised, RBBC is satisfied that parts b) and c) of their objection have been overcome. However, RBBC continue to object on part a). Further, it is recommended that the comments of the RBBC Tree Officer are taken into consideration and appropriate conditions attached in this regard to any grant of planning permission, including additional planting on the northern, western and eastern boundaries, the substitution of Silver Birch with Hornbeam in the north-eastern corner and the necessary revision to the water schedule.

11. **Reigate and Banstead Environmental Health Officer** - No objection, the site is not identified as potentially contaminated land, however an asbestos survey is required to be undertaken prior to demolition and conditions attached to ensure that in the event that contamination is identified that it is dealt with appropriately. It is also recommended that the applicant prepares a dust management plan prior to the commencement of works, in accordance with the details specified in the submitted Air Quality Assessment.



## Consultees (Statutory and Non-Statutory)

12. **Active Travel England** - Recommend approval of the application, subject to the following agreement and implementation of planning conditions and/or obligation:
  - The spacing between the cycle parking stands has been measured as 0.75m. ATE recommends that this is increased to 1.2m in accordance with guidance contained within Table 11-2 of Local Transport Note 1/20, dated July 2020<sup>1</sup>. This would allow pupils and visitors to comfortably use these stands, including those who may use adapted or non-standard cycles.
  - These spaces should be covered to be attractive for long term use.
  - ATE recommends a condition be attached to any grant of planning permission to secure the delivery of the cycle stands.
13. **County Arboricultural Officer** - No objection, the information provided in the application documents relating to tree protection measures and supervision is acceptable. The Plans now show that the Root Protection Areas (RPAs) of the trees to the south of Brokes Road (T11, T12, T14 & T15) have been modified as highlighted by the Tree Preservation Officer at RBBC. In the interest of biodiversity and amenity it is recommended that conditions are attached to any grant of planning permission to ensure that the works are undertaken in accordance with the Arboricultural Method Statement and Tree Protection Plan, alongside details of all proposed tree planting and maintenance specifications.
14. **County Archaeological Officer** - A find spot of a Roman Coin is recorded within the site boundary as such the possibility of evidence of a Roman settlement cannot be discounted. The proposed new build is sited within the footprint of the Care Home. Previous disturbance reduces the archaeological potential to a point where it would not be reasonable or proportionate to require any further archaeological work, particularly as the evidence for Roman occupation is based on the discovery of a single coin. There is cartographic evidence of post medieval structure in the north-eastern corner of the site but this area of the site is outside of the proposed new development footprint and so it is considered that the submission of the assessment completes the requirement for the site and there is no need for archaeology to be further considered as a consequence of this application.
15. **County Highways Authority** - No objection, subject to conditions to ensure adequate visibility splays at the access points, the implementation of the proposed car parking, a Construction Traffic Management Plan, on-street parking restrictions, the construction of a passing space on Park Hall Road along with the necessary alterations and parking restrictions, a Car Parking Management Plan, cycle parking and electric charging points, in order that the development does not prejudice highway safety and in recognition of the promotion of sustainable transport options.
16. **County Ecologist** - Following the submission of further information, no objection in relation to ecology. The applicant has submitted a Bat Emergence Survey and Re-Entry Survey (BERS) which did not record any bats emerging from Building 1. An internal loft inspection was also undertaken which did not identify evidence of roosting bats. The Environmental Management Plan has been updated to reflect the bat survey result and states that a low impact lighting strategy would need to be adopted for the site which should include the measures listed in the BERS report. It is recommended that the BERS recommendations are secured by condition, including a pre-commencement loft inspection, a low impact lighting strategy and an external lighting plan. In addition, a Landscape and Ecological Management Plan is to be secured by condition which details how the habitat enhancement and creation measures stipulated in the BNG report will be

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<sup>1</sup> [Cycle Infrastructure Design](#)

delivered, managed and monitored and should include management prescriptions for 30 years and an Ecological Enhancement Plan.

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17. **Historic Buildings Officer** - The nearest heritage assets are 200m from the site, comprising the Grade II listed milestone on Reigate Hill and Somers Road Conservation Area. There is no intervisibility between these assets and the site and as such it is not considered that the development would have an impact on the designated heritage assets nearby.
  18. **County Landscape Architect** - The proposed development is broadly compatible with existing character due to the sympathetic scale, massing, layout and facing materials and the retention of most existing boundary trees and vegetation. No objection to the planting strategy including the proposed trees and single species hedge. Use of tarmac is not an ideal material for the large area of pedestrian surfaces surrounding the new building, it is recommended that a light-coloured resin bound paving would be a more suitable alternative. Support the provision of a condition to secure a Landscape, Ecological Management Plan, this should also include a more detailed maintenance schedule for the soft landscaping, to include details of irrigation for trees (including the use of industry standard watering bags and the application of defined quantities).

Following the submission of further information, updated Arboricultural information sets out a robust methodology for the mitigation of damage to retained trees during construction and operation. In addition, it is confirmed that the group of Monterey Pine to the south of the site will now be retained with suitable mitigation during construction. No objection to the addition of the acoustic timber fence, on the basis it is not directly fronting the A217 Reigate Hill and would be set behind retained boundary fencing and vegetation. In terms of the extension to the acoustic fencing it should be ensured that this does not conflict with the canopies of trees.

19. **Lead Local Flood Authority** - Satisfied with the proposed drainage scheme, subject to conditions to secure prior to the commencement of development the detailed design of the surface water drainage scheme. The design must satisfy the SuDs Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDs, NPPF and Ministerial Statement on SuDs and a verification report submitted and approved prior to the first occupation of the development.
20. **UK Power Networks** - There are LV cables on the site running within close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich IP3 8AA. All works should be undertaken with due regard to Health & Safety Guidance Notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices. Should any diversion works be necessary as a result of the development then enquiries should be made to the Customer Connections Department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.
21. **Scotia Gas Networks (SGN)** - No views received
22. **County Air Quality Consultant** - No objection.
23. **County Lighting Consultant** - The proposed site plan details the locations of four existing lighting column locations which are to be reused. The existing light fittings are not compliant with the requirements of the bat conservation and will need to be replaced. There is also no lighting detailed for the car park and MUGA areas. If the applicant is intending to replace/install lighting, then these details have yet to be provided.



24. **County Noise Consultant** - Satisfied that subject to the School being constructed as shown in the Noise Impact Report, satisfactory internal and external noise levels can be achieved at the proposed School. It is recommended that conditions are used to secure construction hours, construction noise limits, operational noise limits, noise assessment and construction phase noise and vibration monitoring.
25. **Sport England** - No views received.
26. **Sutton and East Surrey Water** - No views received.
27. **Thames Water** - There are public sewers crossing or close to the site. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water will be required. It is expected that the developer demonstrates what measures will be undertaken to minimise ground water discharges into the public sewer. A ground water risk management permit informative should be attached to any grant of permission. In terms of the waste water network and sewage treatment works infrastructure capacity, no objection is raised. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.
28. **Health and Safety Executive** - No interest, the proposed development does not currently lie within the consultation distance of a major hazard site or major accidents hazard pipeline.

#### Parish/Town Council and Amenity Groups

29. **RH29 Community Group** - The RH29 Community Group represents residents from Park Hall Road, Brokes Road, Beech Road, Brokes Crescent, Pilgrims Way, Pilgrims Place, St Albans Road and Underhill Road, comprising 203 households. This summary includes an overview of the written responses received on behalf of the RH29 Community Group including two letters from White & Sons dated 28 March 2024 and 11 October 2024, the findings of two independent Transport Assessments Reviews commissioned by the RH29 Community Group and carried out by Motion, dated 12 April 2024 and 8 October 2024, and Notes on the submitted transport Technical Notes prepared by Velocity dated July and September 2024.

#### *Summary of concerns raised by representatives of the group and within the White & Sons letters (March and October):*

- Increase in traffic and road safety issues, 180 taxi movements per day have been modelled in the supporting reports due to unpredictable yearly changes in the Schools catchment area.
- Traffic would overwhelm narrow local roads where the lack of pavements poses a safety issue for local residents.
- Unrealistic stacking plans in the drop off and pick up area, would lead to queuing within the School site and tail backs on Park Hall Road.
- Park Hall Road does not meet SCC highways minimum carriageway width to serve as a School access road.
- Insufficient staff parking and SCC's proposed new yellow line parking restrictions would drive parking into the closest available spaces on Brokes and Beech Road.
- Outdoor facilities located close to residential properties.
- Insufficient space on site to accommodate the requirements of the school and adequate parking and pick and drop off space.
- The School (including outdoor spaces) does not meet the recommended space requirements of the Department of Education Guidance (Building Bulletin 104) – calculated to be 60% of the size required.
- Limited facilities on site would make it necessary to transport pupils off site for PE and sports, further adding to the traffic congestion.

- The application site forms part of the Gateway to the Pilgrims Way and Beech Road Residential Area of Special Character (RASC). The location is therefore highly sensitive to the impact of new forms of development. The development fails to have regard to the local distinctiveness and the objectives of the Reigate and Banstead Local Character and Distinctiveness Design Guide Supplementary Planning Document.
- The site overlaps an AQMA, where pollution would be increased. Predicted carcinogens are double 2021 WHO Air Quality guidelines.
- The scale and appearance of the new building and the proposed security fences would be out of character with the area.
- Residents are disappointed that their concerns had not been given due consideration following the applicant's consultation event.

*Summary of Motion Assessments* – the proposal does not provide safe and suitable access (assessments fail to consider proximity of private roads, lack of footpaths, on site street parking and use as rat runs), opportunities to promote sustainable travel have not been taken up, the parking and servicing arrangement proposed is inadequate, it has not been demonstrated that emergency and servicing vehicles can safely and efficiently access the site, the modelling conducted does not fully account for operating conditions, there is insufficient evidence that the trip generation assumptions are realistic and the proposal is likely to lead to a significant number of vehicles waiting on street, which would cause obstruction. In addition, the Applicants proposed mitigation, would obstruct junction visibility. This is considered to justify refusal on the basis of an unacceptable road safety impact, in line with paragraph 115 of the NPPF (2023).

*Summary of responses to Velocity Technical Notes (July and September)* – No changes have been made to the design of the proposal to mitigate the concerns raised, due to space requirements within the site. Reliance is placed on reduced occupancy forecasts and increased mode share ratios for vehicles, this contradicts the statement that there is a significant increase in demand for these facilities and relies on a mooted future white paper instigated but never produced by a Government no longer in office. Mitigation measures proposed put greater pressures on local roads and parking capacity. The proposed passing bay does not mitigate the traffic congestion or the overswing of service vehicles on the footway. Due to its location it would offer negligible benefit when there is a continuous tailback of taxis having left the site waiting to turn onto Brokes Road at peak periods.

Summary of publicity undertaken and key issues raised by public

30. The application was publicised by the posting of three site notices and an advert was placed in the local newspaper. A total of 167 owner/occupiers of neighbouring properties were directly notified by letter.
31. Further rounds of consultation were carried out on 13 August 2024 and 2 October 2024 by the County Planning Authority (CPA) following the submission of clarifying and additional information by the applicant in support of the application. These consultations resulted in letters being sent to the owner/occupiers of neighbouring properties originally notified of the application, and to people and organisations who had expressed an interest in the application by submitting a representation to the CPA prior to the receipt of the additional information received.
32. At the time of writing this report a total of 331 letters of representation have been received in response to the proposal. Of these 275 are raising objection and 56 support the proposal. The views expressed are summarised below:

***Need/General***

- Surrey Education Policy for Reigate: not fit for purpose; needs a holistic review and coherent strategy; redesign needed of the Reigate Valley College, Priory School and Woodhatch School proposals.
- Excluding Children from School is not the solution.
- Junior and Senior excluded pupils should not be housed together.
- Alternative site would be more suitable
- Site is too small with no room for expansion
- Site should be sold for housing and the proceeds used to buy a larger site for the School.
- No alternative site assessment provided
- Loss of Care Home: no consideration of Policy DES7; negative impact on hospitals; lack of primary care beds; ageing population and lack of alternative provision.

### ***Design/Appearance***

- Site size: larger site required to avoid compromises on the pick-up and drop off space, car parking, and the size of outdoor play areas.
- Fencing: Out of keeping with the locality; prison like; eye sore; green washing would be inadequate; and elevation plans do not show fencing and are therefore misleading.
- Appearance: commercial; uncompromising; and utilitarian.
- Scale: Overbearing, overdevelopment
- Character: Out of keeping with the residential character of the area and located in an area considered to be the gateway to the Residential Area of Special Character (Beech Road and Pilgrims Way); increased traffic and mitigation measures (widening/restrictions) unwelcome change to the character of the area.
- Internal Space Standards: Inadequate learning environment for children, not in accordance with Building Bulletin 104; ceiling height of classrooms do not comply (2.4m not 2.7m) and size of Multi-Use Games Area (MUGA).

### ***Residential Amenity***

- Conflict with Policy DES1
- Increased noise and disturbance: during construction and when the School is operational; significantly different to the care home; impact on the enjoyment and use of garden spaces that share a boundary with the School to the south.
- Loss of privacy: increased footfall, overlooking, windows of the proposed building and entrance area facing towards residential properties and habitable spaces.
- Loss of light: increased height of building, higher elevation of site, overshadowing of proposed building on to properties; reduce natural light coming into properties.
- Air quality: Noxious exhaust fumes; slow moving traffic; concentration of pollution in gardens to the south which are lower than the access road.
- Impact on the tranquillity and peacefulness of the hidden residential area.
- Increased footfall could lead to more targeted crime and disorder.
- No consideration of lighting in the proposal and how this will impact residents.

### ***Highways, Traffic and Access***

- Increased congestion: already a congested area at peak times with queuing at the junction of Brokes Road on to Reigate Hill; exacerbated by proximity to the M25 and level crossing; frequency of rail services is set to increase; increased rat running not considered in the assessments; local roads are narrow, private and unsuitable to accommodate more traffic; increase in accidents likely to occur.
- Inadequate parking provision: not enough space on site for staff parking; no additional parking available on surrounding roads along with the commuter parking that takes place; parking on roads to east of Reigate Hill should be discounted; parking limited by SCC highways standards and does not consider Building Bulletin 104.
- Unrealistic drop off and pick up arrangement: likely to cause queuing outside of the site and at the junctions; traffic bottleneck that will become impassible and ignores the travel requirements of the residents.

- Traffic lights needed on Reigate Hill/Brokes Road
- Park Hall Road: single lane cul-de-sac; not suitable for the levels of traffic required; does not meet the minimum width criteria for a road serving a School; emergency vehicle access will be compromised
- Surrounding roads have no pavements causing a safety issue with increased vehicles
- Statistics for vehicle movements looks understated
- Passing bay: Will provide no benefit to the taxis trying to enter the site; likely to be used as a parking space so will block visibility.
- Larger vehicles will still overspill the footway, posing a safety risk and ignores the constraint of parked cars.
- Inadequate enforcement of parking restrictions.

### **Noise**

- Effectiveness of acoustic fence compromised by topography of site.
- Noise levels in the playground exceed 60dB, unsatisfactory environment for pupils.
- The fence has been included as a 'quick fix' does not overcome the poor layout and location immediately adjacent to a busy road.

### **Air Pollution**

- Highly sensitive area to air pollution, identified AQMA on Reigate Hill, increase in traffic movements will exacerbate the existing issues.
- During construction plant and machinery and diesel generators could affect short and long terms Nitrogen Dioxide (NO<sup>2</sup>) and particulate matter concentrations, for over 12 months.
- No local monitoring data has been collected.
- Air Quality Assessment: does not assess the worst-case scenario of one child per taxi; traffic flows are modelled as average daily traffic flow, which does not consider slow moving traffic.
- Under the World Health Organisation (WHO) health based guidelines, the site is polluted, two of the three main air quality measures are twice the WHO limit (NO<sup>2</sup> and PM<sup>2.5</sup>) and one is at the limit (PM<sup>10</sup>).
- Wrong to relocate pupils to an area with worse air quality than the existing sites.

### **Ecology, Landscape and Trees**

- Confirmed foraging bats will be impacted by the development contrary to Policy NHE2 both in terms of the loss of trees and lighting.
- Trees: Lack of tree protection at northern access; inconsistent plans showing tree removals; Trees not adequately compensated for; TPO trees will be impacted.
- All existing boundary treatment should be maintained to provide screening and for habitat and wildlife.
- No assessment of impact on the Mole Valley to Reigate Escarpment SAC.

### **Drainage**

- Concern regarding the capacity of the existing network, which was overloaded when the Care Home was in use.
- Issues with surface water from underground streams.
- Insufficient soakaways in the area, placing properties at risk.

### **Summary of representations in support of the proposal**

- Vital upgrade to facilities desperately needed for students, better teaching conditions, larger outdoor space and an environment to be proud of.
- Opportunity to create a facility fit for purpose.
- Local facility for local children, maintained closer to home and rooted in their local community.
- The existing School sites are in structural decline, outdated, damp, cold and generally unsuitable as a learning environment.

- Well located site, near public transport.
- Improved staff wellbeing, one site allows the sharing of expertise and more opportunities for students.
- Important facility for vulnerable people at risk of permanent exclusion.
- Useful repurposing of an existing community facility.
- Children brought to site by taxi so no parents hanging around.
- Risk of not providing an improved facility, will result in vulnerable children, anti-social behaviour, higher crime rates and lower life expectancy.
- Every child should have the right to a decent place of education.
- Education should not be a one-size fits all approach, it must be flexible and inclusive which is what RVC offers.
- The needs of these children cannot be met in mainstream Schools.
- The proposal will result in improved educational outcomes, community stability and reduced disruption in mainstream schools, reducing in long term social costs and enhanced community involvement and support.
- Misunderstanding about the students.
- Traffic falls outside of peak hours and measures are put in place to ensure there are no pinch points in the day when private transport needs to access the site.
- The site will be very heavily managed and students are supervised much more than most School children.

## Planning considerations

### Introduction

33. 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.
34. In this case the statutory development plan for consideration of the application consists of the Surrey Waste Local Plan Part 1 – Policies and Part 2 – Sites, which together form the Surrey Waste Local Plan 2019-2033 (SWLP), Reigate and Banstead Local Plan: Core Strategy 2014 (RBCS) and Reigate and Banstead Local Plan: Development Management Plan 2019 (RBDMP).
35. Reigate and Banstead Borough Council has started work on the preparation of a new Local Plan. The emerging plan is still in very early stages of preparation with no emerging policy information to date, therefore no weight can be afforded to it, or any of the evidence gathered in the process of the plan preparation to date in the determination of this application.
36. In addition, Reigate and Banstead Borough Council has adopted the following Supplementary Planning Guidance documents, which are relevant the determination of this application: Local Character and Distinctiveness Design Guide SPD 2021 (LCDDG); and Climate Change and Sustainable Construction SPD 2021 (CCSC). These documents do not form of the development plan and do not introduce new policy, but instead provide guidance to accompany the policies of the Local Plan and are capable of forming material considerations in the determination of this application. There is no Neighbourhood Plan in place for this area.
37. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations.
38. 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: the



principle of the development, traffic, access and highway safety considerations, the character of the area, with reference to height, massing and design, impact on residential amenity, implications of noise and air quality in the locality, impact on trees, ecology and biodiversity, whether flood risk and drainage matters have been appropriately assessed, sustainable construction measures and the impact on heritage.

## PRINCIPLE AND EDUCATIONAL NEED

### Reigate and Banstead Local Plan: Core Strategy 2014

Policy CS10 – Sustainable Development

Policy CS12 – Infrastructure Delivery

### Reigate and Banstead Local Plan: Development Management Plan 2019

Policy DES7 – Specialist accommodation

Policy INF1 – Infrastructure

Policy INF2 - Community Facilities

39. Paragraph 99 of the National Planning Policy Framework (NPPF) 2023, emphasises the importance of a sufficient choice of School places to meet the needs of existing and new communities. Local Planning Authorities (LPAs) are therefore encouraged to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. In this regard, LPAs should give great weight to the need to create, expand or alter Schools through the preparation of plans and decisions on applications; and work with School promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.
40. The Reigate Valley Collage (RVC) is an existing Alternative Provision (AP) School which accommodates pupils who cannot attend mainstream School for a variety of reasons including exclusion, mental health or physical health difficulties. AP provides an alternative education which is often on a temporary basis until a pupil can return to mainstream education or move to a special School, in accordance with the Governments three-tiered approach for AP, summarised in the illustration below.

### A three-tier model for alternative provision

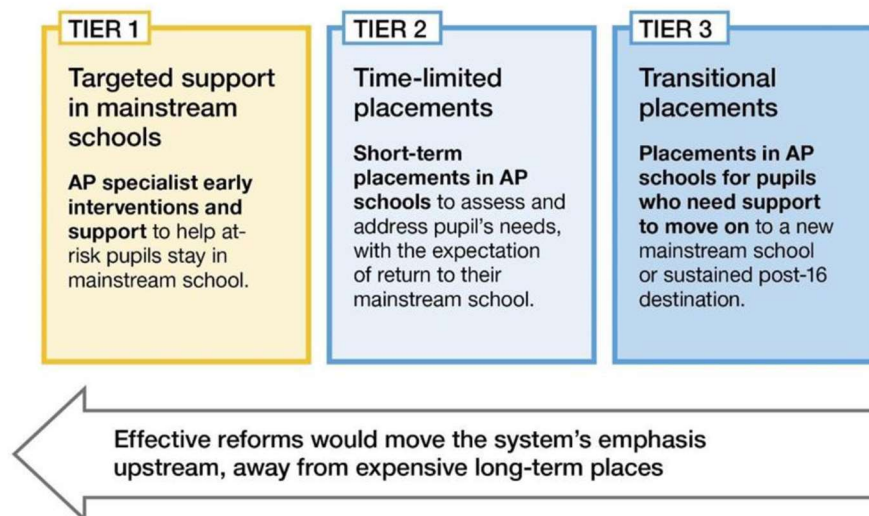


Figure 1: Three-tier model for alternative provision, from the Special Education Needs and Disabilities (SEND) and Alternative Provision (AP) Improvement Plan. Right Support, Right Place, Right Time, dated March 2023.



41. Section 19 of the Education Act 1996 places a legal duty on Surrey County Council (SCC) to secure suitable, full time alternative education for those Children of compulsory School age, who by reason of illness, exclusion or otherwise, may not for any period receive suitable education unless such arrangements are made for them. Surrey's AP Strategy<sup>2</sup> which was endorsed by Cabinet on 30 March 2021, sets out the ambition for local pupils who need access to AP. The applicant has indicated that demand for AP has been increasing due to a number of factors including post Covid trends around social, emotional and mental health and a growing number of children and young people struggling to cope in standard mainstream schools. Across Surrey AP pupil numbers grew by 30% (from 224 to 291) between January 2021 and January 2023. Over the same period, the numbers at RVC increased from 40 to 72 (an 80% increase).
42. The RVC is currently a spilt site School with three separate campuses, located across the Reigate and Redhill area (Phoenix Centre Campus, Sidlow Bridge Campus and Allingham Road Campus). The RVC currently offers 62 places for Children aged 5 to 16 years old. This proposal seeks to relocate and consolidate all three RVC campuses into a purpose built facility at Park Hall Road, which would be able to accommodate the required capacity of 72 pupils.
43. The existing RVC campuses are reported to be significantly under sized and in poor condition, which is likely to render them unsuitable within the next two years. Further, the disparate nature of the sites makes it very hard to be able to create a one-school ethos and a sense of belonging. The applicant has indicated that the moving of the three sites into one purpose-built facility would enable more skilled staff to be in one place to meet the education and pastoral needs of the pupils. It would provide better facilities to offer a full curriculum in specialist teaching rooms, included increased outdoor space for physical education and social times and a financial saving on energy, cleaning and staffing through the management of one premises.
44. Representations received in response to the proposal have raised concern that the siting of the AP School in a residential area is unsuitable. It is considered that the Education Policy for Reigate needs to be reviewed, and evidence provided as to what other sites have been considered in finding an appropriate location. Concern is also raised regarding the loss of the care home facility and lack of consideration to Policy DES7 of RBDMP (2019), particularly given the aging population in general and the need to ensure that hospitals in the area can continue to function effectively.
45. Policy CS10 of the RBCS 2014, sets a presumption in favour of sustainable development, including the prioritisation of the development of previously developed land and land in built up areas. It also requires development to be at an appropriate density taking account of and respecting the character of the local area and levels of accessibility and services and to contribute to the creation of neighbourhoods which are supported by effective services, infrastructure and transport options and which are designed to be safe, secure and socially inclusive. This is echoed in Policy INF1 of the RBDMP 2019.
46. The Park Hall Road site is situated in a residential area to the north of Reigate on a previously developed site in accordance with Policy CS10 of the RBCS 2014. The applicant has indicated within the submission that the refurbishment and/or extension of the RVC existing campuses was considered, together with the construction of a new School on any of the three existing sites, however none proved suitable due to inadequate size to accommodate the School and associated facilities in accordance with

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<sup>2</sup> [Alternative Provision \(AP\): Alternative Curriculum Pathways and Reintegration Support - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk)

the relevant (DfE) Building Bulletin 104 area guidelines for SEND and AP Schools<sup>3</sup>. The applicant explains that the only feasible option would be to relocate the facility and as such a detailed search was undertaken. This search identified the Park Hall site as the only viable option in terms of location.

47. In terms of the former Care Home use, Policy CS12 of the RBCS 2014 and Policy INF2 of the RBDMP 2019, resist the loss or change of use of existing community facilities unless it can be demonstrated that the proposed use would not have an adverse impact on the vitality, viability, balance of services and/or evening economy of the surrounding community. Further, proposals for the provision of new community facilities will be encouraged provided there is an identified need, the site would be easily and safely accessible and the proposed development would have no adverse impact on residential amenity. In this respect, Policy DES7 of the RBDMP 2019, requires the provision of suitable accommodation for older people and the loss of existing care homes is resisted unless adequate alternative provision is provided locally, or evidence is provided that there is no longer a need for the facilities or it is not viable for continued care home use.
48. The Care Home has been redundant for seven years, and the site has not been allocated since for further care provision in the area. As set out within the submission the Care Home was no longer fit for purpose as a care facility due to changes in care needs and issues such as the lack of special provision for bariatric/wheelchair needs, issues around the number and shared nature of bathrooms, bedroom spaces, lack of private areas for visitors and a lack of demand for the service. As such SCC's decision to close the Care Home and a number of others, was on a phased basis to enable alternative more suitable accommodation to be found. Officers are also aware that SCC is seeking through its Accommodation with Care and Support (AwCS) Strategy (approved in 2019) to provide modern, purpose built accommodation for older people in the form of extra care housing across the County, including within Reigate and Banstead.
49. With regard to Policy DES7 of the RBDM (2019) the redevelopment of the site is therefore not considered to result in the loss of the Care facility, as it was already redundant on this site for many years and as set out above the site was no longer viable for that provision. The proposal would there repurpose the site to continue to use it for a community use where it meets an identified local need to maintain and improve the AP facilities in accordance with Policy CS12 of the RBCS (2014) and Policy INF2 of the RBDMP (2019). The accessibility of the site to support the required need and its impact on the locality are discussed further within this report.
50. In support of the application the applicant has submitted a statement from the future operator of the site (The Inclusive Educational Trust), which includes a typical day of a student at RVC based on the existing campus experiences. It is clear within this Statement that whilst the Pupil Admission Number (PAN) is 72, comprising 12 primary School age and 60 secondary School age pupils, this does not mean that all 72 pupils will be on the School site. The number of pupils will vary throughout the year, as the three-tier approach as shown in Figure 1 is followed. In addition, pupils are heavily supervised, including at pick up and drop off, with pupils being escorted to and from the taxi transportation. It is further explained that if any pupils are taking public transport the staff ensure that they leave the area immediately and supervise to make sure this happens. Furthermore, there is no evening or community usage of the site proposed, including evening rentals.
51. Officers recognise that Surrey has a requirement to provide 240 statutory AP places across its state maintained AP sites and RVC is required to provide 72 of those places. As set out above it is acknowledged that RVC's current accommodation is no longer

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<sup>3</sup> [Department for Education \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

suitable and within the short-term will become unusable and will impact the quality and availability of the statutory education provision for some of the most vulnerable children within the local community. The development of the Park Hall Road site to provide the required 72 places would align with SCC’s statutory responsibility and be in accordance with national and development plan policy which recognises the importance of community facilities. The site is also well located on a previously developed site, in a built-up area with access to existing services. Matters relating to impact on character, amenity, traffic and access are assessed further in the proceeding sections of this report.

## HIGHWAYS, TRAFFIC AND ACCESS

### Reigate and Banstead Local Plan: Core Strategy 2014

Policy CS10 – Sustainable Development

Policy CS17 – Travel options and sustainability

### Reigate and Banstead Local Plan: Development Management Plan 2019

Policy DES1 – Design of New Development

Policy DES8 – Construction Management

Policy TAP1 – Access, Parking and Servicing

- 52. Paragraph 114 of the NPPF (2023) seeks to ensure that applications for development provide appropriate opportunities to promote sustainable transport modes, in the context of the type of development and its location; that safe and suitable access to the site can be achieved for all users; the design of streets, parking areas, other transport elements and the content of associated standards reflects the current national guidance, including the National Design Guide and National Model Design Code; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, and be cost effectively mitigated to an acceptable degree.
- 53. Paragraph 115 of the NPPF (2023) states that *“that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”* Within this context, paragraph 116 of the NPPF (2023) sets out that development should give priority to pedestrian and cycle movements both within the scheme and neighbour areas, encourage the use of public transport within the layout of facilities, address the needs of people with disabilities and reduced mobility, create places that are safe, secure and attractive, which minimise the scope for conflict between pedestrians, cyclist and vehicles, allow for the efficient delivery of goods and access by service and emergency vehicles and be designed to enable the charging of plug-in and other ultra-low emission vehicles in convenient locations.
- 54. Policies CS10 and CS17 of the RBCS (2014) require that development is located such that it minimises the need to travel and that demand is managed to improve the efficiency of the transport network and to facilitate sustainable transport options. This includes requiring the provision of travel plans and transport assessments for proposals which are likely to generate significant amounts of movement.
- 55. Policy TAP1 of the RBDMP (2019) requires that all development types provide safe and convenient access for all road users, taking account of cumulative impacts in a way which would not unnecessarily impede the free flow of traffic on the public highway, or compromise pedestrian or any other transport modes, materially exacerbate traffic congestion on the existing highway network or increase the risk of accidents or endanger

the safety of road users. Development which has an unacceptable impact on highway safety and capacity will be resisted, taking into account proposed mitigation.

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56. Further Policy DES1 of the RBDMP (2019) requires new development to make adequate provision for access, servicing, circulation and turning space, and parking, taking account of the impact on local character and residential amenity, including the visual impact of parked vehicles.
  57. A Transport Assessment dated February 2024 (TA) has been submitted with the application. The TA considers the existing local highway conditions, the transport implications of the proposal, the ability of the site to manage short and long stay parking demand and identifies measures to mitigate the impact of vehicular traffic.
  58. The applicant has also submitted a Technical Note (Ref: TN01 dated July 2024), which seeks to address the key transportation objections received in response to the proposal and a further Technical Note (Ref: TN02 dated September 2024) responding to the recommended conditions of the County Highway Authority.
  59. The TA confirms that the proposed facility would accommodate 72 pupils of primary and secondary age, from the existing three RVC sites. Whilst the number of pupils at the site at any one time would fluctuate it is not proposed to increase, as such for the purposes of the TA it has been assumed that the School would accommodate all 72 pupils at once and that the staffing levels would remain as existing (a total of 36 staff of which 30 are typically present at one time on site). Two parking areas would be provided on the site. The visitor car park to the front of the site would provide a total of 14 spaces, of which nine are standard spaces, three are drop off spaces outside the entrance and two are accessible bays. The staff car park is to be located towards the southern edge of the site and would provide a total of 29 parking spaces for staff only. Electric charging points are also proposed, the specification and implementation of which would need to be secured by condition attached to any grant of permission. In addition, four Sheffield stands (providing eight cycle parking spaces) are proposed to be located at the front of the building within a secure area.
  60. In terms of access to the site, the existing vehicular and pedestrian access points off Park Hall Road would continue to serve the facility and a one-way system as explained in paragraph 7 would be operated at the site. In addition, it is proposed that the two access points are improved, through the widening of the existing crossovers and provision of a continuous footway (Copenhagen style crossing).
  61. A significant majority of public objections (82%) raise concern regarding the potential or perceived highway, traffic and access implications of the proposal, these are summarised at paragraph 32 above. The RH29 Community Group has also objected to the development raising highway concerns and has commissioned their own transport consultant (Motion) to review applicant's transport information, see paragraph 29 above for a summary of their comments. Reigate and Banstead Borough Council (RBBC), as set out at paragraph 10 above, also raise objection to the scheme based on the inappropriate location of the site with regard to highway, safety, traffic and parking. In particular RBBC are concerned that the access arrangements are unsuitable for large vehicles, which may have difficulty turning if cars are parked opposite the entrance on Park Hall Road, the level of parking provided is inadequate and the proposal would result in obstruction to the local highway (including Brokes Road, Brokes Crescent and Beech Road) at pick up and drop off times, inconveniencing the residents of the area.

*Impact of the proposal on local traffic congestion*

62. Given the nature of the School, travel demand by car is a key feature of the proposal and as currently takes place at the existing RVC sites, children are expected to travel to and from the site by taxi. The TA anticipates that based on the worst case scenario of 72 pupils attending the site each day by taxi at a rate of two pupils per vehicle for primary aged children, and three pupils per vehicle for secondary aged children ( $12/2=6$  and  $60/3=20$ ), 26 taxis would be required to drop off and pick up pupils. This would result in 104 movements per day associated with the pupils (26 in and 26 out AM/26 in and 26 out PM). A total of 29 staff vehicle trips are also anticipated to be generated<sup>4</sup> each day, resulting in 58 movements per day. The total traffic generated by the site (staff and pupils) would therefore equate to 162 vehicle movements per day. The visitor car park and spine road to the front of the site has been identified as a suitable location for the drop off and pick up activities to occur.
63. Congestion on local roads is a key concern for residents. As set out in the comments from representations, it is suggested that additional traffic in the area would increase rat running on the local roads to avoid the A217 Reigate Hill and would result in the queuing of traffic and taxis, on the residential roads, which are already considered to be constrained by the congestion from the A217 Reigate Hill, their width and existing on-street parking. Further, representations query whether the level of taxi sharing stated within the TA is realistic and the lack of space within the site to accommodate the necessary pick up and drop off facility.
64. In response to the concerns the applicant has further assessed the current travel patterns of the pupils at the existing three sites. It is noted that at present it is rare for one child to travel alone. In an average taxi there would be at least three children. It is further indicated that upon consolidation of the three sites, there would be more opportunity to share vehicles and they would expect to increase occupancy per vehicle, including the use of mini buses. Officers also recognise that it is difficult to define the level of attendance at the school at any one time, and that it is expected to fluctuate throughout the School year. Some children are also reported to attend remotely. On this basis the applicant has assessed the worst-case scenario of 72 pupils attending the site at any one time by taxi. In this regard, the submitted TA concludes that in addition to the 14 parking spaces provided within the visitor car park it is possible to queue 15 large cars within the internal spine road of the site. The proposal has therefore been designed to accommodate all traffic generated by the taxi movements within the site. On this basis any enlargement of the front entrance area of the site to accommodate more vehicles is not considered necessary, and it would reduce the space on the site for other activities.
65. A junction capacity assessment of the junction of Park Hall Road with Brokes Road and Brokes Road with the A217 Reigate Hill has also been undertaken by the applicant and presented in the submitted TA. The assessment identifies that some traffic associated with the School would result in movements outside of the network AM and PM peak periods. This includes School staff who are likely to arrive prior to the AM peak period (08.00 to 09.00) and the children who would depart the School before the PM peak period (16.30-17.30). In terms of the impact on the junctions, the TA identifies that for the junction of Brokes Road with Park Hall Road the additional traffic associated with the School would have a low impact on the operation of the junction, with limited increases to delays and queuing. Similarly, the junction of Brokes Road with Reigate Hill, would continue to operate within capacity for all scenario tests, with queues of up to 1 passenger car unit anticipated and limited delays (less than 20 seconds). Video surveys

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<sup>4</sup> Table 6.2 Anticipated Staff Mode Split of the submitted Transport Assessment details that two members of staff are expected to car share.



of the Brokes Road and Reigate Hill junction suggested that there was some queuing through this junction, which was related to downstream junctions/demand, however the queues tended to be rolling and relatively limited. Whilst this activity cannot be fully assessed through junction modelling, the anticipated travel demand associated with the School is low and the results suggest a slight/limited impact on the levels of queuing and delay at this junction.

66. In recognition of the concerns raised in representations, the applicant has indicated within the submitted Parking Management Plan dated January 2024, that staff would be present to manage the arrival and collection of pupils by taxi and the School would actively monitor the process and make adjustments to operational procedures where necessary. In this regard, if vehicle demand were to be greater than anticipated the School would commit to implementing a staggered arrangement, so that the children start and end the day at different times. This is a suggestion also put forward by Motion on behalf of the RH29 Community Group.
67. The County Highway Authority (CHA) was consulted on the proposal and overall raise no objection. In their response the CHA confirm that based on the evidence provided within the submitted TA, they concur with the applicant that there would be space on site to contain the taxis used to drop off pupils and therefore prevent major overspill onto the highway or private road network beyond the boundaries of the site. However, it is recognised that in this case it is important to manage the on-site parking arrangements to ensure the effective operation of the drop off and pick up, it is therefore recommended that an updated Parking Management Plan is secured by condition attached to any grant of permission. This should importantly include details of the applicant's commitment to monitor the situation at drop off and pick up, the management of pupil transport and the most appropriate type of vehicle in order to minimise the number of vehicle trips to and from the site.
68. Taking the above into account, the travel requirements and the number of pupils at the AP School are different to a typical School, and as such additional measures have been put in place to manage and monitor the arrival and departure situation at the site. Officers consider that subject to the Conditions and appropriate management as discussed above the proposal would not compromise the safety of road users or impede the free flow of traffic on the public highway, increase congestion or the risk of accidents in accordance with Policies TAP1 and DES1 of the RBDMP (2019).

#### *Implications for on-street parking provision*

69. As set out at paragraph 32 representations suggest that there would be inadequate parking provision on the site to accommodate the staff and avoid overspill onto the local roads.
70. The Surrey County Council Local Transport Plan (LTP4)<sup>5</sup> recognises that Surrey exhibits a wide range of social and economic circumstances that necessitate a flexible approach to identifying appropriate levels of car parking provision. In respect of Schools, LTP4 states that only operational requirements (broadly defined as staff and visitors) should be satisfied. Measures to discourage parking should be considered first and could include car sharing, staggered School days, parking restrictions and parking permits. A parking management plan should also be prepared as an integral part of any planning application.

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<sup>5</sup> [Vehicular, electric vehicle and cycle parking guidance for new developments - Surrey County Council](#)



71. Park Hall Road is a residential road that is subject to a 30 miles per hour (mph) speed limit. The road forms an uncontrolled T-junction with Brokes Road to the north before terminating at a residential cul-de-sac to the south. Park Hall Road includes a layby on its western side which remains unrestricted. Several dropped kerbs are provided along the length of the road which prohibit parking. The section of Brokes Road between A217 (Reigate Hill) and Park Hall Road falls within publicly maintainable highway. The road provides unrestricted on-street parking, except for double yellow lines 'no waiting at any time' restrictions at the bell mouth junction between Brokes Crescent and the A217 (Reigate Hill) to enforce no parking.
72. In support of the application the TA includes a parking beat survey of the publicly maintainable highway surrounding the site, to determine how much unrestricted parking is available in the surrounding area during the core school hours (07:45 to 09:45 and 13:00 to 15:15). The survey concluded that the area is subject to moderate levels of parking at present with a peak of 61% of unrestricted spaces found to be used between 13:15 to 13:30, leaving 55 spaces available.
73. As set out above, a Parking Management Plan (PMP) has been submitted with the application. The PMP discourages the use of on street parking and promotes the provision of sufficient space within the site to accommodate the estimated staff and visitor parking demand. Furthermore, staff would be incentivised to adopt more sustainable modes of transport, including cycling to work and proposed dedicated spaces for car sharers. It is also noted within the TA that should demand exceed the amount of staff parking spaces on the site, there is potential for a further five vehicles to be accommodated within the aisle of the staff car park. As such there is not expected to be any external parking demand from the School site.
74. The applicant is also seeking to fund the implementation of a scheme of yellow lines (including double yellow lines to protect the corners of junctions) on Park Hall Road, Brokes Road and Brokes Crescent. These markings would prevent vehicles from parking on street continuously during the school day and help alleviate commuter parking in the area. The CHA in response to the proposal, has indicated that the proposed parking restrictions would not necessarily reduce the potential for on-street parking during periods of pupil drop-off and collection, as such the PMP continues to be important and should be updated accordingly to confirm the on site parking arrangements and the process for allowing double parking for staff during periods of high demand.
75. Given the nature of the School, a school travel plan would not be appropriate for this site and Officers are satisfied that the pupil pick up and drop off would be appropriately managed within the Parking Management Plan details. However, in accordance with Policy CS17 of the RBCS (2014) Officers consider that given the accessible location of the site and proximity to transport links, a staff travel plan should be secured by condition attached to any grant of planning permission. This plan would allow formal implementation and monitoring of the proposed incentives as currently referred to in the PMP, to encourage staff to use more sustainable modes of transport to and from the site and help alleviate any external parking pressures on the surrounding roads. Further, Officers are satisfied that the applicant has made adequate provision for staff and visitor parking within the site in accordance with the LTP4 guidance and measures have been considered to continue to protect the public highway should demand fluctuate in accordance with Policy CS17 of the RBCS (2014) and Policy DES1 of the RBDMP (2019).

*Suitability of Park Hall Road – access and manoeuvrability*

76. As stated above, Park Hall Road is a cul-de-sac, which serves residential properties and is therefore not a through route. Park Hall Road has a width of 4.7m for the length of the road, and it increases to 11.5m at the T Junction with Brokes Road.
77. In response to the application, a number of representations, RH29 Community Group and RBBC raised concern regarding the width of Park Hall Road and its ability to support a School use. The Motion report states that Park Hall Road fails to meet SCC's own requirements for roads serving schools, citing SCC's 'Design for Movement' from 2001 that sets out minimum carriageway width of 5.5m and footway widths of 3m.
78. In response to the concerns raised, the applicant has emphasised within the Technical Note (Ref: TN01) that Park Hall Road has historically served two-way traffic from the Care Home where refuse/servicing activity and staff vehicles all arrived and departed from the rear of the site. Further, the guidance referred to also states that there is no standard formula for designing layouts, and it depends on the local context. In the context of this application, Officers recognise that the characteristics of the School mean the demand for pedestrian footfall within the vicinity of the site is limited, however in line with LTP4 and Healthy Streets for Surrey Design Code (HSSDC), the proposals would introduce enhancements to pedestrian accessibility on Park Hall Road via the provision of continuous footways to the front of the site alongside the additional crossing points.
79. The applicant has further indicated within their Technical Note (Ref: TN02) with reference to the HSSDC, that Park Hall Road would fall under the description of a 'local' street, requiring a minimum carriage way width of 4.1m and a maximum of 4.8m for two lane carriageways, which it currently meets. It is also stressed that the current width encourages slower speeds and careful considerate driving. Whilst the CHA in response to the proposal has acknowledged that between the site egress and centrally located passing bay, space is limited, the Vehicle tracking drawings submitted under appendix A of the applicants Technical Note Ref TN01 dated July 2024, do show that two vehicles can pass each other.
80. The CHA initially raised concern regarding the manoeuvrability of large vehicles egressing the site from the southern access and in response the applicant provided vehicle swept path analysis for a common range of service vehicles. The most common service vehicle would be a 7.5 tonne box van, for which there would be limited passing room along Park Hall Road if a car was travelling in the opposing direction, in particular at the section between the site egress and passing bay. The swept path analysis drawings show that the service vehicles when exiting the site overswing the opposing kerb when leaving the site. In order to address this, the CHA recommended that the Park Hall Road was widened by approximately 500m along its length.
81. In response to this recommendation the applicant indicated that in terms of service demand, refuse is collected from the site once a week, recycling fortnightly and catering deliveries and general supplies are arranged for up to two times a week. All service deliveries occur during the School day after morning drop off and before afternoon collection, therefore not coinciding with peak times for either the School or the highway network. The applicant therefore considered that the level of traffic generated in terms of service vehicles does not warrant the carriageway widening as recommended. Officers also acknowledge that the widening of the full length of the road would be contrary to the HSSDC due to the resultant increase in vehicle speeds. Further, there is no material change in circumstance when compared with the former Care Home use which would have also attracted large service vehicle deliveries each week.

82. The applicant has therefore suggested as an alternative the introduction of a layby on Park Hall Road, to enable an inbound car to wait should a service vehicle egress the site at the same time. This is illustrated on Drawing No: RVC-VTP-ZZ-XXX-DR-H-0019 Rev P01, Proposed Passing Lay By, dated 03/09/24 and Drawing No: VC-VTP-ZZ-XXX-DR-H-0020 Rev P01 Swept Path Analysis Proposed Passing Lay-By, dated 03/09/24, found at Appendix A of the submitted Technical Note Ref: TN02 dated September 2024. The layby is proposed to be positioned on the eastern side of Park Hall Road towards the proposed site egress, and the footway diverted around the proposed layby. To avoid the passing bay becoming a parking space and restricting any visibility for drivers egressing the site, the same parking restrictions would apply as those proposed to be implemented on Park Hall Road limiting parking between 11.00am and 12.00pm. The CHA has confirmed that this is acceptable.
83. In terms of the overswing of a service vehicle egressing the site from the southern access, the CHA is satisfied that in the context of the existing use of the site and road, there would be no material detriment to highway safety as a result of the proposal and service delivery times could be appropriately managed to avoid conflict with peak hours. It is recommended that the implementation of the passing bay is secured by condition attached to any grant of permission for implementation prior to the first occupation of the development, in accordance with the submitted plans.
84. Overall officers are satisfied that the nature of the School means the footfall and associated traffic movements are not comparable to other non AP School sites. Based on the above assessment, the width of Park Hall Road and the surrounding footways are sufficient to serve the site in the context of the demand it would generate. Whilst the School would seek to manage external services and deliveries to avoid peak times to reduce vehicle conflict, the inclusion of a passing bay would assist further in improving the movement of vehicles to and from the site. Further the land used to accommodate the passing bay is adjacent to the School site and would not reduce the existing width of the footway or cause conflict with residential access or driveways. As such the proposal accords with Policies TAP1 and DES1 of the RBDMP (2019) in this regard.

### *Conclusion*

85. Officers recognise that there are specific transport needs associated with this proposal due to the nature of the School. The site has been designed to accommodate these needs and where necessary mitigation measures have been proposed to further reduce the impact on the local highway within the immediate vicinity of the site. Further the CHA has confirmed that subject to the conditions as discussed above, the application is acceptable on safety, capacity and policy grounds, and accords with relevant guidance (Surrey's Local Transport Plan 4, Healthy Streets guidance and Surrey Parking Standards).
86. Overall, Officers consider that the proposal would not result in a significant adverse impact on the public highway, parking or road safety and offers mitigation which would accord with the development plan policy in this regard, subject to the imposition of the recommended conditions and implementation of the mitigation measures.

## **DESIGN AND VISUAL IMPACT**

### **Reigate and Banstead Local Plan: Core Strategy 2014**

Policy CS4 – Valued townscapes and the historic environment

### **Reigate and Banstead Local Plan: Development Management Plan 2019**

DES1 – Design of New Development

87. Paragraphs 131-141 of the NPPF (2023) seek to promote the creation of well-designed places and highlight the importance of appropriate and effective landscaping as part of this wider objective. Paragraph 139 of the NPPF (2023) is clear that significant weight should be given to development which reflects local design policies and government guidance on design, taking into account any supplementary planning documents; and or is outstanding or innovative in design which promotes high levels of sustainability, so long as they fit in with the overall form and layout of their surroundings.
88. Accordingly, Policy CS4 of the RBCS (2014) requires development to respect, maintain and protect the character of valued townscapes in the borough, showing consideration for any detailed design guidance produced by the Council. Proposals should reflect high standards of sustainable construction in line with Policy CS11 of the RBCS (2014), be of high-quality design which takes direction from the existing character in the area and reflects local distinctiveness, be laid out and designed to make best use of the site and its physical characteristics whilst protecting surrounding properties and protecting and where appropriate enhancing existing areas of biodiversity value and the links between them.
89. Further, Policy CS10 of the RSCS (2014) requires that development makes efficient use of land and is at an appropriate density, taking account of and respecting the character of the local area and levels of accessibility and services. It also requires that development contributes to the creation of neighbourhoods which are supported by effective services, infrastructure and transport options and which are designed to be safe, secure and socially inclusive. Policy DES1 of the RBDMP (2019) promotes a number of design principles which development is expected to follow in order to make a positive contribution to the character and appearance of its surroundings. These include not only the visual contribution of the building and the landscaping within which it sits, but also safeguarding local amenity, minimising the risk of crime, enabling and promoting waste minimisation and contributing to climate change mitigation and adaptation.
90. RBBC's Local Character and Design Guide SPD (2021)<sup>6</sup> encourages new development to reflect local character and distinctiveness, including through form and layout, landscaping and boundary treatment the appropriate use of materials and design features. Development should also respect and reflect as appropriate the historic development of an area and its prevailing architectural style and character and its landscape context.
91. The application site is situated within an urban area, and as such is not located within or close to any national landscape designations and is not a defined landscape character area within the Surrey Landscape Character Assessment 2015. The submitted Design and Access Statement dated February 2024 (DAS), includes an analysis of the local character of the application site. It is indicated that the local context of the site has been gradually developed from the mid 19<sup>th</sup> to late 20<sup>th</sup> century. Low density, two storey detached residential buildings are most common in the surrounding area, with some apartments and townhouses up to four storeys in height being noted to the east and south of the site.
92. The proposal comprises the construction of a part single, part two storey building, which would be centrally located within the site, occupying the area of the former care home its demolition. The building measures 45m in length by 23m in width and would provide a

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<sup>6</sup> [Annex 1 Local Character Distinctiveness Design Guide SPD final \(3\).pdf](#)

total floorspace of approximately 1635m<sup>2</sup>. The building would measure 8.5m high, which the applicant indicates to be 1.6m higher than the existing ridge height of the former care home. The building would be positioned in an east west orientation, allowing a formal entrance area on the western elevation where the site would be accessed and to maintain a frontage with Park Hall Road.

93. The principal classroom and teaching spaces would face south, and benefit from solar gains. Plant and services are proposed to be located on the northern side of the building away from residential properties and teaching areas. The building would be constructed of a timber prefabricated panel system, which is sustainable in construction, reducing heat loss and decreasing energy consumption. The external appearance of the building would be of red/brown multi tonal brick which reflects the palette of the surrounding buildings and the former care home.
94. Hard and soft informal and social areas wrap around the south, east and north of the building. As set out in the application details, the variation in these spaces would provide for both group activities as well as withdrawal areas. A Multi-Use Games Area (MUGA) is proposed to be located in the north-eastern corner of the site and would be bordered by a 3.0m high weldmesh rebound fence, and an outer close boarded 2.4m high timber fence to provide acoustic properties.
95. In response to the application a number of representations (35%) raised concern that the scale and appearance of the building is overbearing and utilitarian and therefore out of keeping with the character of the area, which is considered the gateway to the Residential Area of Special Character at Beech Road and Pilgrims Way. The increase in the high secure fencing on the site is also considered by residents to be out of character with the area and gives a 'prison like' appearance to the facility. Further representations (29%) and the RH29 Community Group raised concern that the site is too small to accommodate the School and that it fails to meet the space standards as set out in the Department for Education - Area guidelines for SEND and Alternative Provision Building Bulletin 104 dated December 2015 (BB104)<sup>7</sup>, with regard to the size of the outdoor facilities and the classroom ceiling heights.

#### *Scale and Prominence*

96. The two-storey element of the building has been located on the northern side of the proposed building, the furthest point from residential properties. It is screened from viewpoints on Brokes Road and Reigate Hill by the steep topography of the northern boundary of the site and the existing dense boundary vegetation.
97. Whilst the proposal seeks to assimilate with the prevailing development of the area, in terms of its height, layout and use of sympathetic materials, Officers recognise that the building would be of a non-domestic appearance with a more modern flat roof to accommodate solar panels. As such when viewed from Park Hall Road it could be a prominent feature in the locality. In this regard, the positioning of the building has been carefully considered, and is set back from Park Hall Road, with proposals for a welcoming frontage using landscaping including wildflower meadow planting. It is considered that this would soften its appearance and reduce its prominence when approaching or passing the site. Furthermore, the retention of the northern steep embankment and existing vegetation cover would also limit any direct views of the building and into the site generally.
98. The County Landscape Architect (CLA) has commented on the proposal and notes that the proposed development is broadly compatible with existing character due to its sympathetic scale, massing, layout and facing materials and the retention of the majority

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<sup>7</sup> [Department for Education](#)



of existing boundary trees and vegetation. With regard to the proposed Planting Strategy Plan, no objection is raised to this and the CLA is satisfied with the applicant's planting proposals as specified on Drawing No: RVC-00B-31-000-DR-L-000001 Rev C24 Proposed Site Plan, dated 16/09/24. Furthermore, in response to the CLA's initial comments the proposal now seeks to retain the six Monterey Pine trees located to the south of the site, with mitigation proposed for the drainage construction within their root protection areas.

99. The CLA has recommended that a Landscape and Ecological Management Plan (LEMP) is secured via condition attached to any grant of permission, to include management of the landscaping elements for 30 years, including a more detailed maintenance schedule for the soft landscaping and details of the irrigation measures for trees in accordance with the relevant British Standard. It is also recommended that the proposed tarmac is not an ideal material for the large area of pedestrian surfaces surrounding the new building. A dark tarmac would absorb heat during the summer and contribute to an unfavourable microclimate. A light-coloured resin bond paving is considered to be a more suitable alternative and aesthetically preferable. It is therefore recommended that a condition requiring the further consideration of the hard landscaping details is attached to any grant of planning permission. This should also include revision to Drawing No: RVC-OOB-50-000-DR-L-000101 Rev P04, General Arrangement Hardworks, dated 03/05/24, following the review of the acoustic contours of the site and resulting revisions to the layout of the external spaces of the site.

#### *Impact on the Residential Area of Special Character*

100. The application site is located outside of areas within Reigate that are identified for their significant or special character. The Pilgrims Way and Beech Road Residential Area of Special Character (RASC) is located approximately 173m to the north-west of the application site and covers an area of approximately 27 ha. The Pilgrims Way and Beech Road RASC is characterised by large detached residential plots set back from the road with grass verges, containing dwellings with an identifiable character which relates to the local distinctiveness of that area. Policy DES3 of the RBDMP (2019) informs a specific design approach to proposals which fall within this local designation, which seek to retain, protect and enhance the character of these areas.
101. Given the context of the application site, including the relatively low-rise nature of the proposed building within a built-up area of Reigate, and the surrounding dense boundary treatment, Officers are satisfied that the intervisibility between the site and the RASC would either be non-existent or negligible.

#### *Boundary Treatment*

102. In accordance with Policies CS4 and CS10 of the RBCS (2014) the site has been designed to retain the existing boundary tree planting and timber boundary fencing where possible and the location of internal fencing has been carefully considered to create a School that can be easily managed both during and outside School hours. This includes a new 2.4m and 1.8m safety fence between the School playground and car parks to increase safeguarding. All weldmesh fencing would be specified in dark colours which would reduce its prominence.
103. The scheme includes the erection of a timber close boarded 2.4m high acoustic fence, which is proposed to be erected along part of the eastern and southern perimeter of the School playground. The fence would be positioned well within the School grounds behind the retained boundary fencing and vegetation and therefore not visible from the A217 Reigate Hill. Furthermore, the fence would not conflict with the canopies or root



protection areas of any retained trees on the site. The purpose of the fence is discussed further within this report and is to reduce the impact of external noise sources on the enjoyment and use of their outdoor spaces of the School. The benefit of this fence is that it would also prevent views into and out of the site from the play areas towards adjoining properties to the south of the site.

104. Officers recognise that in order to safeguard pupils fencing is required, the applicant has indicated that this would be dark in colour in to order to reduce its prominence. The consideration of planting to soften the appearance of fencing is recommended to be considered as part of the above suggested hard landscaping condition and attached to any grant of planning permission.

#### *AP School space standards*

105. As set out within the submitted DAS, the proposal comprises a purpose-built facility that seeks to suit the specific requirements of the Inclusive Education Trust and the existing RVC campuses. In this regard, the guidance as set out in the BB104 has been utilised in designing the spaces of the School, however this has been balanced against the desire to maximise hard surfaced informal and social learning spaces within the site and tree retention. As such the applicant has indicated within the DAS, that the MUGA adopts a non-standard size and play markings to form a suitable hard surfaced PE provision, including proportionally reduced five a side football court and basketball court. This allows the trees in the north-eastern corner of the site to be retained and protected.
106. With respect to ceiling heights the classroom geometry is discussed within the submitted DAS. BB104 recommends areas for teaching spaces and support areas within Schools. In accordance with the BB104 guidance primary AP classrooms are recommended to be between 28-42 square metres (m<sup>2</sup>) and secondary AP classrooms between 37-42m<sup>2</sup>. The classrooms proposed at the site align with these recommendations. Further, the ceiling heights for Schools can be guided by the Department for Education Output Specification (OS) document<sup>8</sup>, albeit, as this project is fully funded by Surrey County Council, this document remains guidance rather than mandatory. The OS recommends a ceiling height of 2.4m for therapy and SEN spaces, which create a more intimate and unthreatening environment for pupils. The proposal has adopted this approach, with ceilings ranging from 2.4m to 2.55m in height, aligned with the need of individuals and small group working practices.

#### *Conclusion*

107. The immediate and wider context of the application site is characterised by low density residential development of predominately two storeys in height. The proposal would replace the existing now dilapidated building, which is surrounded by unmaintained hard and soft landscaping and no longer positively contributes to the character of the area. Officers consider that on balance, whilst the proposed building would have more prominence on the site than the former care home, this needs to be balanced against its positioning, the retention of well established boundary trees that provide an effective screen of the site from views to the north and east and the provision of soft landscaping. In this regard the proposal is unlikely to have a significant visual impact on the character of the area in terms of its scale and appearance and the County Landscape Architect raises no concern in this regard. With regard to the space requirements of the site the applicant has demonstrated that the proposal meets the recommendations where necessary and has been designed to accommodate the needs of the Trust.
108. Officers are satisfied that subject to the imposition of the conditions as discussed above, with regard to the LEMP and improvements to the hard landscaping at the site, the

<sup>8</sup> [Employer's requirements part B: generic design brief - GOV.UK](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/61222/employer_requirements_part_b_generic_design_brief.pdf)

proposal would not conflict with the aim and objectives of the development plan policies, alongside the NPPF and the Local Character and Design Guide SPD, in this regard.

## **RESIDENTIAL AMENITY**

### **Reigate and Banstead Core Strategy 2014 (RBCS)**

Policy CS10 – Sustainable Development

### **Reigate and Banstead Development Management Plan 2019 (RBDMP)**

Policy DES1 – Design of New Development

Policy DES8 – Construction Management

Policy DES9 – Pollution and Contaminated Land

109. Paragraph 191 of the NPPF (2023) sets out that planning policies and decisions should aim to mitigate and reduce to a minimum potential adverse impacts resulting from noise from new developments and avoid noise giving rise to significant adverse impacts on health and quality of life. Furthermore, the development should ensure to limit the impact of light pollution from artificial light on local amenity.
110. Policy CS10 of the RBCS (2014) requires that development is designed to minimise pollution, including air, noise and light. In this regard, Policy DES1 of the RBDMP (2019) requires that development does not adversely impact on the amenity of occupants of nearby buildings including through any overbearing, obtrusive, overshadowing effect, loss of privacy or overlooking. Regard should also be had to the impact of access, circulation, turning space and parking provision on residential amenity (to include the visual impact of parked cars).
111. Further, Policy DES9 of the RBDMP (2019) states that development will only be permitted where it can be demonstrated that it will not result in a significant adverse impact on the natural or built environment; amenity; or health and safety (due to fumes, smoke, steam, dust, noise, vibration, smell, light or other forms of pollution). It is also stated that development will not normally be permitted where existing forms of pollution are such that any unacceptable impact cannot be adequately mitigated. In accordance with Policy DES8 of the RBDMP (2019) development will be expected to be carried out in a safe and considerate manner, and that Construction Management Statements should be submitted for certain types of development to ensure that potential impacts are identified and mitigated as necessary.
112. The RH29 Community Group and representations received in response to the proposal consider that the building would be overbearing on the properties in Park Hall Road when compared to the former care home, resulting in overlooking, the loss of privacy and light. Concern is also raised regarding the increase in vehicle traffic and footfall in the area, which could result in increased air pollution, targeted crime, light pollution and noise and disturbance.

#### *Impact on the amenity of neighbouring occupiers*

113. The closest residential properties to the application site are those located on Park Hall Road to the west of the site and those within the cul-de-sac area to the south of the site. Park Hall Road contains in total 16 two storey detached residential properties along its length, which benefit from private driveways and gardens, which set them back from the road.
114. The properties located to the west of the application site on Park Hall Road face towards the western boundary and entrance area of the site. These properties have habitable

windows on the first and second floors which look towards the site. Due to the topography of the area, the application site occupies an elevated position when compared to the level of the houses on Park Hall Road, with the land falling by approximately 4m from north to south. The proposed building would be set back from the front of the site, behind the proposed visitor parking area and vegetation, providing a separation distance from Park Hall Road of approximately 25m. The proposed building has been designed to minimise fenestration on the western elevation of the building to avoid overlooking, and the windows that are located on this elevation would be serving rooms which are for staff use only including on level 1, a staff room and workroom and on the ground level, a general office.

115. It is considered that given the topography, the windows of the properties and on the proposed School building would not align and there would be a minimum separation distance of approximately 37m between the windows of the east facing properties on Park Hall Lane and the front entrance point of the proposed building. It is considered that this separation distance is sufficient to ensure that there would be no adverse impact on residential amenity including overbearing, overlooking or loss of privacy.
116. In addition, the submitted DAS includes a shadow study to determine the impact of the proposed building's location and massing on the surrounding residential properties. The analysis demonstrates that the proposal would not result in shadowing of any properties outside of the application site. Where a shadow does occur is during the winter months, and it extends slightly on to the Brokes Road to the north of the site and does not impact any properties.
117. Four of the 11 properties within the cul-de-sac to the south of the site, would share their rear garden boundary with the southern boundary of the site. The applicant has proposed to retain the existing boundary treatment to the south of the site, which comprises a 1.5 to 1.8m close boarded timber fence. The southern part of the site would retain the existing vehicular access point and car parking area, which has been extended to the east to provide more car parking spaces for staff.
118. The proposed School building would be located approximately 35m from the rear elevation of the properties to the south and the two-storey element is inset further into the site resulting in a distance of approximately 42m from the rear elevation of the properties. The southern elevation of the proposed building does contain windows along its length which serve a mix of School spaces including general teaching rooms. The building is surrounded by outdoor social and teaching spaces that due to safeguarding and noise limiting requirements would be surrounded by landscaping and perimeter fencing. As such these would serve to limit any direct views from within the site towards the southern boundary. It is therefore considered that given the separation distance of the proposed building from the properties to the south of Park Hall Road and the intervening land uses, including a 2.4m high acoustic close boarded fence, there would be no adverse impact on residential amenity as a result of overbearing, loss of privacy or overlooking.
119. The proposal also includes the creation of a MUGA, located in the eastern corner of the site. The nearest residential property is located in Brokes Road approximately 35m to the north and separated from the facility by the intervening boundary vegetation and the Brokes Road. There are also no proposals to allow use of the MUGA outside of normal School hours. Furthermore, the facility is of a reduced size proportionate the level of use required by the pupils attending the School. As such, there would be no adverse impact on residential amenity as a result of the location or use of the MUGA.

## Impact from Noise

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120. Paragraph 191 of the NPPF (2023) refers to the Noise Policy Statement for England (NPSE) which is intended to apply to all forms of noise, including environmental noise, neighbour noise and neighbourhood noise. The thresholds defined in the NPSE, to assist in the consideration of whether noise is likely to have a 'significant adverse' or 'adverse' effect on health and quality of life are; No Observed Effect Level (NOEL), Lowest Observed Adverse Effect Level (LOAEL), Significant Observed Adverse Effect (SOAEL)<sup>9</sup>. Regarding the numerical definition of these levels, it is not possible to have a single objective noise-based measure that defines SOAEL that is applicable to all sources of noise in all situations. Consequently, the SOAEL is likely to be different for different noise sources, receptors and at different times.
  121. The National Planning Practice Guidance on Noise (NPPG) sets out that noise needs to be considered when development may create additional noise, or would be sensitive to the prevailing acoustic environment. Plan-making and decision making need to take account of the acoustic environment and in doing so consider: whether or not a significant adverse effect is occurring or likely to occur; whether or not an adverse effect is occurring or likely to occur; and whether or not a good standard of amenity can be achieved.
  122. The application is accompanied by an Acoustic Strategy Report (ASR) dated November 2023 and a Noise Impact Assessment (NIA) dated September 2024. These documents consider the likely significant environmental effects from the noise of the proposed development on the existing receptors in the vicinity, and the suitability of the site in terms of impact from external noise sources.
  123. The submitted NIA assesses noise emissions from the proposed development, the main sources of which are expected to be mechanical services located to the north of the proposed building, the new MUGA to the east of the site and the car park and taxi drop off activities to the west and south of the site. The NIA identifies the nearby noise sensitive receptors as including the residential properties on Park Hall Road (south and west), Brokes Road (north), Oakfield Drive, Arlington Court, Conifer Close (to the east, opposite side of A217) and Holmesdale Community Infant School (east) and determines the typical background noise levels for these properties.
  124. The NIA concludes that the noise from the proposed plant would be less than +5 dB above the existing representative background sound level, and therefore the fixed plant is expected to have a 'low' impact on receptors. In terms of the MUGA facility the noise levels in the locality is not predicted to exceed 50dBA at any nearby noise sensitive receptors, and its impact is therefore also expected to be 'low'. It is recommended in the report that ball impact sound should be mitigated by ensuring that the weldmesh fencing is securely clamped with resilient fixing to avoid vibrations and soft vinyl signs are used, this would need to be secured by condition.
  125. In terms of the traffic generated in the area as a result of the proposal, these movements are focused between 07:00 – 10:00 and 14:00-17:00. The predicted noise level associated with the car park activity is 48 dB  $L_{Aeq, 1Hr}$  for both morning and evening periods compared to the existing ambient (road traffic) noise levels of 49-54 dB  $L_{Aeq, T}$  respectively at the receptors. The respective change of less than +3 dB is considered to

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<sup>9</sup> NOEL – This is the level below which no effect can be detected. LOAEL – This is the level above which adverse effects on health and quality of life can be detected. SOAEL – This is the level above which significant adverse effects on health and quality of life occur.

be of 'low' impact, being below the NOEL. In terms of taxi movements, these were predicted to be 44 dB  $L_{Aeq, 1Hr}$ , which is also below the existing ambient road traffic noise levels at the nearest receptors. Disturbance from vehicle movements to and from the site, is therefore considered to be low and below the NOEL.

126. The NIA and ACR also assess the predicted noise levels in the internal and external areas of the School to ensure the proposed development meets the industry guidance and is suitable for the proposed use. The main source of noise impact on the site is from road traffic noise. The County Noise Consultant (CNC) has on review of the information raised concern regarding the elevated noise levels presented across the external spaces at the site. The CNC recommends that based on best practice and industry guidance, 60dB  $L_{Aeq, 30mins}$ , should be regarded as an upper limit for external noise in unoccupied playgrounds, playing fields and other outdoor areas, and there should be at least one area which can be used for outdoor teaching where the noise level is below 55 dB  $L_{Aeq, 30mins}$ .
127. In response to the comments of the CNC, the applicant proposed to address road traffic noise in external teaching areas through the introduction of an acoustic screen, comprising a 2.4m high close boarded timber fence on part of the eastern and southern perimeter of the outdoor hard surfaced play areas. This screen provided a reduction in noise levels in external areas across the site by 4dB. However, noise in some outdoor teaching spaces remained high, and potentially unsuitable to be used as teaching spaces. The applicant has therefore proposed a further adjustment to the acoustic screen by extending it along the full length of the southern car parking area and has revised the layout of the external spaces, to move the more sensitive uses to noise into the less noisy areas of the site. As a result, the predicted noise levels within the external teaching areas of the site are now shown to be below 60dBA.
128. The CNC is satisfied that acceptable internal and external noise levels can be achieved at the site, subject to the School being constructed in accordance with the details submitted in the NIA. It is also recommended that conditions are attached to any grant planning permission to secure the operational noise limits and that any gates and openings within the acoustic screen should maintain the same noise reduction properties. A further noise assessment is also recommended to ensure compliance with the operational noise limits.
129. The construction phase of the development would also have implications for noise disturbance, but this can be mitigated with conditions as recommended by the CNC restricting hours of construction and construction noise limits.

#### *Traffic generation and parking*

130. It is acknowledged that the proposed expansion of the School would give rise to an increase in traffic movements in the local area, likely to be most noticeable during drop off and pick up times. The highway matters relating to this proposal are discussed further in the relevant section of this report, however it has been demonstrated that the site has sufficient parking to accommodate the proposed requirements and that the proposal would not exacerbate congestion or parking on the surrounding road network, that would be detrimental to the residential amenity of the area.
131. Measures are also sought to further minimise the impact of the increased traffic through the use of a car park management plan, off-site works including increased parking restrictions and a passing bay and a staff travel plan, to encourage more active modes of travel to and from the site. As such there would be no unacceptable loss of amenity to



neighbouring properties due to noise or other disturbance resulting from vehicle movements. Matters relating to an increased impact of air quality on the local areas as a result of additional vehicle movements are discussed further in the relevant section of this report.

#### *Other residential amenity matters*

132. Officers recognise that concern has been expressed in relation to the proposed use of the site for an AP school, and the impact that may have on local residents. In response to this it should be emphasised that children attending the School have a range of additional needs which means that they are unable at the time of referral to be educated in mainstream schools. These additional needs do not necessarily equate to behaviours which could impact on local residents. Furthermore, as set out previously, it is also the case that for their own welfare and safeguarding, there would be a number of security arrangements in place to ensure that pupils did not leave the site unattended and are heavily supervised throughout the School day. As such, whilst activity would increase in the area as set out previously in this report, this should not include the independent movement of children to and from the school due to the measures that would be in place for their own safeguarding.
133. With respect to lighting at the site, the applicant is yet to provide full details of the proposed lighting scheme. The existing lighting which supported the care home facility, is not compliant with the requirements of bat conservation guidance and will need to be replaced. Any lighting installed on the site as part of the scheme will need to consider residential amenity and ecological constraints. The submission of these details would be required by condition.

#### *Conclusion*

134. To conclude in relation to neighbour amenity, whilst the development would result in some impact on neighbouring properties, as set out above, it is considered that the building is appropriately located to avoid harm to residential amenity. In this regard, sufficient distance is maintained between windows and private amenity spaces. The applicant has also demonstrated that operational noise from the proposal would be adequately controlled, and noise limits have been set which are considered acceptable by the County Noise Consultant. These would therefore be secured by condition attached to any grant of planning permission along with a mechanism to monitor in the event of a complaint. No other significant harm to residential amenity has been identified. As set out further within this report, conditions are recommended with respect to noise, the improvement and maintenance of landscaping, to control/mitigate disturbance during construction, including dust and noise impacts and to secure full details of the proposed lighting scheme.
135. Subject to the conditions as set out in the above Officers are satisfied that the proposed development would not have an unacceptable impact on residential amenity and therefore the proposal accords with the Development Plan Policy in this regard.

#### **AIR QUALITY**

##### **Reigate and Banstead Local Plan: Core Strategy 2014**

Policy CS4 – Valued townscapes and the historic environment

Policy CS10 – Sustainable Development

##### **Reigate and Banstead Local Plan: Development Management Plan 2019**

Policy DES9 – Pollution and Contaminated Land



## Policy DES8 – Construction Management

136. Paragraph 191 of the NPPF (2023) sets out that planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site to the wider area to impacts that could arise from the development.
137. Paragraph 192 of the NPPF (2023) confirms that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMAs) and Clean Air Zones, and the cumulative impact from individual sites in local areas. Opportunities to improve air quality or to mitigate impacts should be identified, such as through traffic and travel management, green infrastructure provision and enhancement. Planning decisions should ensure that any new development in AQMAs and Clean Air Zones is consistent with the local air quality action plan.
138. The UK Air Quality Strategy sets out the Air Quality Standard concentrations for a number of key pollutants that are to be achieved at sensitive receptor locations across the UK by corresponding air quality objective dates. Where an objective concentration has been predicted to be exceeded, obligations under the Environment Act 1995 require local authorities to declare an AQMA.
139. Air Quality is managed locally by Reigate and Banstead Borough Council (RBBC), who currently operate nine AQMAs across the borough. The eastern boundary of the application site is partially located within AQMA no.11. This AQMA encompasses Reigate Hill and many of the properties adjacent to Reigate Hill, between the level crossing at Reigate Railway Station to the south and the M25 junction 8 to the north. This area is designated as an AQMA for the pollutant nitrogen dioxide (NO<sup>2</sup>). In setting an AQMA, the local authority must formulate an Air Quality Action Plan (AQAP) to seek to reduce pollution concentrations to values below the objective levels. An AQAP is yet to be produced for the Reigate Hill AQMA (no.11).
140. Policy CS10 of the RBCS (2014) requires development to be designed to minimise pollution, including air, noise and light and to safeguard water quality. Policy DES9 of the RBDMP (2019), sets out that development will only be permitted where it can be demonstrated that (on its own or cumulatively) it will not result in a significant adverse or unacceptable impact on the natural or built environment; amenity; or health and safety due to air, land or soil pollution. This includes pollution from construction and pollution predicted to arise during the life of the development. Measures to reduce air pollution are encouraged alongside adequate mitigation. In accordance with Policy DES8 of the RBDMP (2019) it is expected that all development is to be managed in a safe and considerate manner, and the securing of construction management statements via condition is encouraged.
141. The National Planning Practice Guidance (NPPG) provides guidance on the assessment of air quality and dust in planning decisions. Paragraph 006 of the NPPG (Reference ID: 32-006-20191101) sets out that considerations that may be relevant to determining a planning application include whether the development would: lead to changes in vehicle related emissions in the vicinity of the proposals; introduce a new point source of air pollution; expose people to harmful concentrations of air pollutants including dust; give rise to potentially unacceptable impacts (such as dust) during construction for nearby sensitive locations; and have a potential adverse effect on biodiversity. The Air Quality

Standards relevant to the assessment of this application are nitrogen dioxide (NO<sup>2</sup>), particulate matter (PM<sup>10</sup> and PM<sup>2.5</sup>).

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142. An Air Quality Assessment (AQA) dated 25 January 2024 has been submitted in support of the application. The AQA details that the main source of air pollution in the vicinity of the site is motor vehicles travelling on the local road network, particularly the adjacent A217 Reigate Hill, which extends north to join with the M25 at Junction 8. The submitted AQA assess the suitability of the site in air quality terms for the proposed educational use and the impact of the traffic generated by the proposal on local air quality. The assessment also considers the impact of emissions including dust during the construction of the proposed development and recommends mitigation to minimise the risk of such impacts occurring.
  143. The RH29 Community group and representations (36%) received in response to the proposal, as summarised at paragraph 29 above, have raised concerns regarding the existing poor air quality within the area and the increase in pollution as a result of the proposed development.

### *Construction Phase*

144. The submitted AQA includes a construction dust assessment using the Institute of Air Quality Management (IAQM) guidance on the assessment of dust from demolition and construction. The construction activities that are likely to generate dust are defined as demolition, earthworks, construction and track out. The dust emissions arising from these activities are considered 'small', however when considered against the sensitivity of the application site and proximity to sensitive receptors, the proposed development is considered to be of 'medium' risk for nuisance dust soiling effects and 'negligible' for both PM<sub>10</sub> health effects and ecological impacts, in the absence of any mitigation. As such a number of mitigation measures are set out at paragraph 5.27 and Appendix D of the submitted AQA which could be adopted to reduce the significance of each phase of the construction programme to a negligible impact.
145. With specific reference to the construction phase of the development representations have raised concerns that there are several highly sensitive receptors within proximity to the development site, and although mitigation measures are identified there is no commitment to these within the application. Further, the type of machinery and plant that would be used on site during construction has not been discussed and its impacts have therefore not been considered.
146. The County Air Quality Consultant (CAQC) was consulted on the application and agrees with the assessment of the overall risk from the site being medium during construction and the applicant has listed appropriate measures within Appendix D of the AQA to manage and mitigate the dust impact from the site. In the interest of the sensitivity of the area and the comments of the Reigate and Banstead Environmental Health Officer, it is recommended that a Dust Management Plan is secured by condition, and should include the details of the specific dust mitigation to be employed on the site and any monitoring proposed by the applicant to ensure the continued protection of the locality during construction from dust.
147. Further, the applicant anticipates that there would be no more than five pieces of heavy machinery working at any one time on the site. The Local Air Quality Management Technical Guidance (TG22) dated August 22<sup>10</sup>, states '*experience of assessing the*

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<sup>10</sup> [LAQM-TG22-August-22-v1.0.pdf](#)

*exhaust emissions from on-site plant (non-road mobile machinery) and site traffic suggests that, with suitable controls and site management, they are unlikely to make a significant impact on local air quality. In the vast majority of cases they will not need to be quantitatively assessed'. The applicant has submitted an Environmental Management Plan (EMP), dated October 2023, which provides details of the onsite management of plant. The EMP states that where feasible, electric plant will be used in preference to diesel- or petrol-powered units, no plant will be allowed to idle when not in use and plant will be routinely inspected and maintained to avoid leaks and drops. The implementation of the EMP and the measures set out would be secured by condition attached to any grant of planning permission.*

- 148. Overall, Officers consider that the air quality impacts arising during the construction phase of the proposed development can be appropriately mitigated and managed as discussed above and suitable conditions would be attached to any grant of planning permission to secure these. Furthermore, the CAQC raises no objection in this regard.

### Operational Phase

- 149. The submitted AQA has considered the air quality impact of vehicle emissions on the surrounding area. Five traffic scenarios are presented, and this includes the modelling of 70% of the predicted traffic travelling both north and south of the site. The CAQC is satisfied with this approach. Detailed pollutant dispersion modelling was carried out to predict concentrations of NO<sup>2</sup>, PM<sup>10</sup> and PM<sup>2.5</sup> at the application site and at existing sensitive receptors. The results show that minor increases in NO<sup>2</sup>, PM<sup>10</sup> and PM<sup>2.5</sup> concentrations are predicted as a result of the traffic generated by the proposal, however all impacts on local air quality at existing sensitive receptor locations are considered to be negligible.
- 150. With specific reference to the operational phase of the development representations received have raised concern that the location of the site is unsuitable due to the existing AQMA and indicate that no local monitoring data has been collected to assess the baseline condition of the area. Further, concern is raised that the assessment undertaken fails to take into account slow moving traffic which is experienced in the area, and it is not based on a worst-case scenario of one child per taxi arriving and departing from the School, resulting in an uplift in traffic figures. Further concern is raised that the World Health Organisation (WHO) guidelines are being met or exceeded at the site.
- 151. In response, the CAQC is satisfied that suitable and representative background monitoring data has been used within the assessment. In this regard, the submitted AQA has applied both predicted and measured background pollution data, with the nearest urban background monitoring being located 0.9km away from the site. A model verification procedure has also been used which takes into consideration local roadside monitoring data, collected along Reigate Hill. The AQA also adequately accounts for reduced speeds which were applied in areas of heavy congestion and at major junctions, as such when coupled with the roadside monitoring data, the local situation has been satisfactorily considered.
- 152. Further, the submitted AQA also considers the suitability of the application site to accommodate a new sensitive development (i.e School). The assessment of air quality across the site utilised a gridded approach to create contour plots displaying concentrations of NO<sup>2</sup>, PM<sup>10</sup> and PM<sup>2.5</sup> for 2025 when the development, subject to planning permission would estimate to be occupied. The AQA concludes that the NO<sup>2</sup> concentrations across the site were predicted to range between 18 µg.m<sup>3</sup> and 22 µg.m<sup>3</sup> (below the 40µg.m<sup>3</sup> AQS by between 55% and 45%). Similarly, the PM<sup>10</sup> contour plot indicates that concentrations across the application site were predicted to range from

between 14  $\mu\text{g.m}^3$  and 16  $\mu\text{g.m}^3$  across the site (below the 40  $\mu\text{g.m}^3$  annual mean AQS) and the  $\text{PM}^{2.5}$  contour plot indicates that concentrations across the site were predicted to range between 10 $\mu\text{g.m}^3$  and 11 $\mu\text{g.m}^3$  (below the 20  $\mu\text{g.m}^3$  annual mean AQS). In this regard, Officers are satisfied that site is suitable for the proposed use and would not be adversely affected by air pollution.

153. In terms of the WHO interim target levels as specified within the representations, these are air pollutant levels that are higher than the air quality guideline levels, which authorities in highly polluted areas can use to develop pollution reduction policies. In this regard, the interim targets should be regarded as steps towards ultimately achieving air quality guideline levels, rather than as end targets. It should be noted that the WHO guidance levels have not been, to date, formally adopted by national government as part of the Air Quality Standards Regulations and the requirement to meet the current WHO guidance levels could be considered overly onerous on this basis. Officers are therefore satisfied that the proposal has been adequately assessed in this regard.

### *Conclusion*

154. Overall, the impact of the proposed development on local air quality is not considered to be significant. The site suitability has been assessed and it is demonstrated that the site is suitable for its proposed use. The impact of the proposed development on existing receptors in proximity to the site has also been considered and the predicted concentrations are below the relevant standards for all pollutants. Whilst the construction phase of the development could give rise to dust emissions, Officers are satisfied that suitable mitigation measures to reduce the impact on the locality to a negligible impact can be secured by condition attached to any grant of planning permission.
155. Officers are therefore satisfied that subject to the imposition of the conditions as discussed above, the proposal would not conflict with the aim and objectives of the development plan policies, alongside the national guidance, in this regard.

## **TREES, ECOLOGY AND BIODIVERSITY**

### **Reigate and Banstead Local Plan: Core Strategy 2014**

Policy CS2 – Valued Landscapes and the Natural Environment

Policy CS10 – Sustainable Development

### **Reigate and Banstead Local Plan: Development Management Plan 2019**

Policy DES1- Design of New Development

Policy NHE3 – Protecting Trees, Woodland Areas and Natural Habitats

156. Paragraph 136 of the NPPF (2023), states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.
157. Paragraphs 180-188 of the NPPF (2023) seek to ensure that planning policies and decisions contribute to and enhance the local and natural environment. In particular, they should seek to minimise impacts on and provide net gains for biodiversity, ensuring that any harm to biodiversity is adequately mitigated. If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused (Paragraph 186 (a)).

158. Policies CS2 and CS10 of the RBCS (2014) seek to protect and enhance the Borough's green fabric, including (f) urban green spaces, green corridors and site specific features which make a positive contribution to the green fabric and/or coherent green infrastructure. In this regard it is required that development is designed such that it avoids adverse effects on wildlife, and reflects the need to adapt to climate change, including in relation to ecology.

### *Trees*

159. Policy NHE3 of the RBDMP (2019) seeks to protect trees, woodland areas and natural habitats, resisting the loss of protected trees (TPOs) and higher quality trees (category A and B), unless the need for and benefits of the development in that location clearly outweigh the loss. Replacement tree and hedge planting, where required, should be of appropriate species and planted such that trees can reach optimum size. Policy DES1 of the RBDMP (2019) seek to support development which provides street furniture/trees and public art where it visually enhances the public realm and/or reinforces a sense of place. Development should also incorporate appropriate landscaping to mitigate its impact and complement its design.
160. Further to the above, Reigate and Banstead BC's Local Character and Design Guide SPD (2021) encourages new development to reflect local character and distinctiveness, including through the retention of trees and landscape features, and the introduction of new features. It also contains an appendix setting out appropriate nature tree and shrub species for the different geological areas of the Borough.
161. A Tree Survey and Tree Constraints Plan dated 8 January 2024, Arboricultural Implications Assessment (AIA) dated 24 September 2024 and Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) dated 24 September 2024, have been submitted with the application. These documents provide an understanding of the quality of the existing trees and the potential impact of the proposed works.
162. There is a Tree Preservation Order (TPO) for seven trees within the site boundary (Ref. RE415). These are predominantly located on the northern boundary of the site adjoining Brokes Road, and there are two TPO trees which are identified under the same reference (Ref: RE415) but located just outside of the south-eastern corner of the site on Reigate Hill (A217). The Root Protection Areas (RPAs) of the TPOs located outside of the site are shown on the submitted plans, and have been considered in the siting of any hard surfacing. No TPO trees are proposed to be removed or impacted as a result of the proposal.
163. The proposal would result in the removal of seven individual trees, two tree groups and the partial removal of one tree group. All trees to be removed are of low value 'C' Category trees. Following revision to the proposal to include a passing bay on Park Hall Road, a further three young trees are proposed to be removed.
164. Representations received in response to the proposal have raised concern regarding the general loss of trees on the site, which are important for habitats, foraging bats and screening. The loss of trees to the front of the site to accommodate the passing bay on Park Hall Road is also resisted on the basis that it would result in greater visibility into the site. Further, Reigate and Banstead Borough Council (RBBC) also initially raised concern about the potential impact of the proposal on the root protection areas of the TPO trees to the north of the site. RBBC's Tree Officer considers that the RPAs of these trees has not been suitably considered within the submitted arboricultural documents nor the shallow surface rooting characteristics of the Pine (Ref: T11).



165. In response the applicant reviewed the impact of the proposed hard landscaping to the north of the site on the RPAs of the northern tree line. This has resulted in a proposed reduction of the hard surfacing to provide greater soft landscaping within the curtilage of the trees and protection of the RPAs. The submitted AIA has been updated to reflect these changes. As a result of this change, RBBC are satisfied that the concerns of the Tree Officer have been addressed and that the existing trees would be adequately protected during both demolition and construction. Whilst RBBC are no longer raising objection to this aspect of the proposal, the Tree Officer remains of the view that the existing tree planting proposals are inadequate in terms of tree numbers, the species and their values. A number of recommendations are therefore put forward with regard to the landscaping and aftercare, including further consideration of the proposed tree planting to increase the tree cover along the northern, eastern and western boundary with new forest type trees and a revised watering schedule. The submission of these details would be required by condition.
166. The County Arboricultural Officer was consulted on the proposal and is satisfied that the updated documentation, clearly shows the likely root spread of the protected trees to the north of the site, and that these would be adequately protected. Further the CAC is in agreement with the recommendations of the RBBC Tree Officer.
167. Officers recognise that the proposal has been designed to retain and protect the existing trees within the site. Whilst the proposal would result in the loss of 18 trees<sup>11</sup> these are not considered to be of high importance to the character of the area. It is considered that both the proposed removal of trees and the proposed landscape strategy are acceptable for the site, subject to the further consideration of additional tree planting and maintenance as recommended and strikes an appropriate balance between tree retention and the benefit it provides from screening the site and providing an appropriate environment for future occupiers of the site, in accordance with Policies NHE3 and Policy DES1 of the RBDMP (2019).

#### *Ecology and Biodiversity Net Gain*

168. Policies NHE2 and NHE4 of the RBDMP (2019) seek to protect and enhance biodiversity and promote the provision of (and access to) green and blue infrastructure. In particular, Policy NHE2 states that internationally designated sites including the Mole Gap to Reigate Escarpment Special Area of Conservation (SAC) will be provided the highest level of protection, and that development proposals which are likely to have a significant effect on these sites, either individually or in combination with other development, must be accompanied by an Appropriate Assessment and will only be permitted where the proposed development will not have an adverse effect on the integrity of the site. Proposals for major developments should also have regard to the possibility of Bechstein's Bat using the site. Further development likely to have an adverse effect on the special interest features of Sites of Special Scientific Interest (SSSI), will only be permitted where it is demonstrated that the benefits of the development in that location clearly outweigh the impacts on the special interest feature and any impacts will be suitably mitigated.
169. A Preliminary Ecological Assessment (PEA) dated February 2014, has been submitted with the application. This sets out the ecological constraints of the site, whether any mitigation measures are likely to be required, any additional surveys that may be required, and opportunities for ecological enhancement.

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<sup>11</sup> This comprises 7 individual trees (T1, T4, T5, T13, T20, T29 and T30), two groups of trees (G6a-6c and G22a-c), part of a group (G3a-3c) and 3 trees located to the front of the site impacted by the proposed passing bay.

170. The PEA identifies that the nationally designated Mole Gap to Reigate Escarpment SAC and SSSI is located within two kilometres (km). There are also four locally designated protected sites within proximity to the site, with the closest being Earlswood Common Local Nature Reserve (LNR) (0.31km).
171. The PEA states that the site falls within the Impact Risk Zone (IRZ) for the Mole Gap to Reigate Escarpment SSSI. IRZ highlight the potential for effects on an SSSI if certain types of development are planned within a specific radius. The PEA screens the development for impacts on the SSSI and the proposal does not meet any of the risk parameters identified for this IRZ. The PEA also screens the site for impacts on the SAC and concludes for both the SAC and SSSI, that given the small scale of the proposal and distance, and the barriers between the site and statutory designated sites, no direct or indirect impacts are anticipated and an Appropriate Assessment under the Habitats Regulations as set out in Policy NHE2 of the RBDMP (2019) is therefore not required.
172. It is set out within the PEA that the habitats on site are relatively common and widespread. The habitat of relative greatest ecological value is the hedgerows, scrub and trees, and mitigation is recommended to protect retained trees. The remainder of the site comprises modified grassland, which is of low intrinsic ecological value and there are no notable habitats or flora within the site. As such the loss of these habitats is unlikely to have a significant negative impact on the ecological value of the site.
173. Two buildings were initially identified as having suitability for roosting, although no bat species were identified at the time. Updated survey work as recommended in the PEA, was carried out and a Bat Emergence and Re-Entry Survey dated 24 July 2024 was submitted with the application. No bats were seen to emerge from or re-enter the building at any point during the surveys. In addition, no evidence of roosting bats was identified during the loft inspection. Intermittent commuting and foraging activity was identified during the survey, between the treeline and building to the north of the site. As such there is still a low risk for bats to be present on site during the works. It is therefore recommended that a pre-commencement loft inspection is carried out by a suitably qualified ecologist prior to commencement and a low impact lighting strategy is adopted for the site during and post development. In addition, it is recommended that two integrated bat boxes suitable for crevice dwelling bat species are installed on the new building. The submission of these details would be required by condition.
174. As set out above, Policy NHE2 of the RBDMP (2019) expects development to be designed where possible, to achieve a net gain in biodiversity. Although the submission of this application predates the introduction of mandatory Biodiversity Net Gain (BNG) in February 2024 as enacted by Schedule 14 of the Environment Act 2021 (which inserted Section 90A into the Town and Country Planning Act 1990), weight is given to this provision which seeks all new development to achieve a net gain of 10%.
175. A Biodiversity Net Gain Report, dated April 2024, has been submitted with the application. The report details the ecological surveys undertaken to establish a baseline position, and what the anticipated impacts are. The majority of trees on site are to be retained as part of the proposal, allowing for retained connectivity with the wider area. All other remaining ecologically valuable habitats present on the site would be lost. The proposed landscaping scheme mitigates for these losses. Habitats to be provided post development include scattered trees (0.26ha), other neutral grassland (0.19ha), modified grassland (0.07ha), scrub and vegetated garden (0.0097ha), mixed scrub (0.0027ha) and native hedgerow (110m).
176. Applying the BNG metric 4.0, a habitat based approach used to assess an areas value to wildlife, it is calculated that the development would result in a net change of 13.27%, which equates to 1.32 Biodiversity Units (BU) for area based habitats and a net gain of

187.18%, which equates to 0.32BU of linear habitats. In order to secure the implementation and appropriate management of each habitat in accordance with the Metric condition criteria, it is recommended by the County Ecologist that a Landscape and Ecological Management Plan (LEMP) is secured by condition and should include prescriptions for 30 years as per the BNG requirement.

177. The County Ecologist has confirmed that the application is acceptable including in relation to BNG, subject to the imposition of conditions.

#### *Conclusion*

178. Taking the above into account, the proposal has been designed to retain and protect the existing trees and subject to the further consideration of tree planting on the northern, western and eastern boundaries of the site the landscape proposals are considered acceptable. There is no evidence of protected species or notable flora or fauna on the site, however there is potential for bat roosting. The County Ecologist has raised no objection to the proposal subject to the provision of conditions to protect the bats pre and post the works and to secure the appropriate management and maintenance of the BNG provision. Officers are satisfied that subject to the recommended conditions, as discussed above the proposal accords with the development plan policy in this regard.

## **FLOOD RISK AND SURFACE WATER DRAINAGE**

### **Reigate and Banstead Local Plan: Core Strategy 2014**

Policy CS10 – Sustainable Development

### **Reigate and Banstead Local Plan: Development Management Plan 2019**

Policy CCF2 – Flood Risk

Policy DES9 – Pollution and Contamination Land

### **Reigate and Banstead Borough Council Climate Change and Sustainable Construction SPD 2021**

179. Paragraphs 165-175 of the National Planning Policy Framework (2023) set out the role the planning system is expected to play in minimising the risk of flooding and mitigating its effects. Development should be directed away from areas at highest risk, and in determining applications LPAs should ensure that flood risk is not increased elsewhere.
180. In order to minimise flood risk, including surface water flooding, Paragraph 175 states that *‘Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:*
- (a) take account of advice from the lead local flood authority;*
  - (b) have appropriate proposed minimum operational standards;*
  - (c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and*
  - (d) where possible, provide multifunctional benefits.’*
181. In this regard, Policy CS10 of the RBCS (2014) requires that development is located such that it minimises flood risk, including through the incorporation of SuDS and compensatory measures where development takes place on floodplain. Policy CCF2 of the RBDMP (2019) seeks to minimise flood risk, including surface water flooding for which sustainable drainage provision should be made as part of development. Further, Policy DES9 of the RBDMP (2019) requires that where a site is known to be contaminated, or where there is a reasonable possibility of contamination, appropriate investigation, and where necessary mitigation and/or remediation will be required.

182. The application site is under 1ha in size and is located in Flood Zone 1, which has lowest probability of fluvial flooding. It is also not identified as in an area with critical drainage issues. As such a full Flood Risk Assessment is not required to support the application. Given that the proposed floor area of the development would exceed 1000m<sup>2</sup> it is classed as 'major' and is therefore required to incorporate sustainable drainage measures, this is also required in accordance with Policy CCF2 (RBDMP 2019). A Drainage Strategy and Maintenance Statement (DSMS) dated January 2024, has therefore been submitted with the application.
183. The DSMS details that the proposed surface water strategy consists of discharging the surface water into Thames Water's nearby sewers along Park Hall Road. The SuDs features which have been proposed for the site include a dry detention basin, permeable paving and an attenuation tank.
184. With respect to Policy DES9 of the RBDMP (2019) the application is not identified as potentially contaminated land by the District Council, however the use of the proposed SuDs on site would treat suspended solids and metals before discharge into Thames Water's sewers. The detention basin would also provide biodiversity and amenity improvements.
185. The Lead Local Flood Authority were consulted on the proposal and is satisfied with the proposed drainage scheme subject to conditions to ensure that the approved scheme is properly implemented and maintained throughout the lifetime of the development.
186. Representations received in response to the proposal have raised concern regarding the historic backing up of the sewer system, which they consider was due to overcapacity when the former Care Home was in use.
187. The DSMS details that it is expected that the foul water from the development would be disposed of into the existing Thames Water foul sewer network, which routes through the site. Thames Water were consulted on the proposal, and raise no objection with regard to the capacity of the waste water network or sewage treatment works based on the information provided. They recommend that petrol/oil inceptors are fitting in all car parking facilities on the site, which would need to be secured by condition. In addition, informatives would be attached to any grant of permission signposting the applicant to the relevant approvals required with the water company prior to the discharge of any water into the public sewer system. On this basis, Officers are satisfied that the use of the foul sewer network is appropriate in this case and consent would be managed as to avoid any impact on the residential properties in the vicinity.
188. Officers consider that subject to appropriate conditions, the proposal accords with the Development Plan Policies in this regard.

## **SUSTAINABLE CONSTRUCTION**

### **Surrey Waste Local Plan – Part 1 Policies 2020**

Policy 4 – Sustainable Construction and Waste Management in New Development

### **Reigate and Banstead Local Plan: Core Strategy 2014**

Policy CS11 – Sustainable Construction

### **Reigate and Banstead Local Plan: Development Management Plan 2019**

Policy DES1 – Design of New Development

Policy DES8- Construction Management

Policy CCF1 – Climate Change Mitigation

189. Paragraphs 158-164 of the National Planning Policy Framework (2023) sets out the role the planning system is expected to play in supporting the transition to a low carbon future in a changing climate. As part of this, it states in Paragraph 162 that: *'In determining planning applications, local planning authorities should expect new development to:*
- (a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
  - (b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.*
190. Policy 4 of the SWLP (2019) seeks to minimise waste generated during the construction, demolition and excavation phase of development, maximise opportunities for re-use and for the recycling of such waste, encourage the provision of on-site facilities to manage the waste arising during the operation of the development and storage facilities to facilitate the reuse and recycling of waste.
191. Policy CS10 of the RBCS (2014) requires development to minimise the use of natural resources and contribute to a reduction in carbon emissions by re-using existing resources, maximising energy efficiency, minimising water use, and reducing the production of waste. In this regard, Policy CCF1 of the RBDMP (2014) states that the design of buildings should maximise opportunities for energy saving and encourages the use of sustainable construction methods and materials. Further Policy DES8 of the RBDMP (2019) expects developments to be managed in a safe and considerate manner. Updated Construction Management Plan recommended by Condition.
192. A Sustainable Design and Construction Statement has been submitted with the application. This states that the design proposal, and ambition for Reigate Valley College, has been developed to align with the policy and ambition of Reigate and Banstead Borough Council, and wider Surrey County Council policies in relation to climate change, transport use, renewable energy, energy conservation and sustainable construction.
193. It goes on to state (in relation to Policy CCF1 of the RBDMP (2019)) that the principal source for heating and hot water within the new building, would be externally mounted air source heat pumps, which will provide a sustainable means for hot water generation without reliance on fossil fuels. The building would also be provided with photovoltaic panels, which would be located on the roof. It states that as the project would align with the Department for Education's updated Output Specification 2021 in relation to energy use, the building is being designed to meet Net Zero Carbon in Operation (NZCiO) standards. This approach has dictated the design and specification of the building, with the target to meet an overall energy use intensity EUI (Energy Use Intensity), of below 65 KWh/m<sup>2</sup>.pa. The target EUI aligns with recognised energy conservation targets as set by the UK (United Kingdom) Green Building Council (UKGBC), LETI (Low, Energy Transformation Initiative) and RIBA (Royal Institute of British Architects) 2030 Climate Initiative.
194. It is also stated that the building incorporates design features which would minimise energy demand, both in terms of the configuration of internal spaces and how they would be heated and ventilated, and through insulation beyond the minimum levels required under the Building Regulations.
195. In terms of sustainable construction, it is stated that the project is intended to be constructed using a highly sustainable structural solution, that principally comprises



sustainably grown timber, for wall, intermediate floor, and roof construction. It is stated that the use of timber framing would provide a significant reduction in expected embodied carbon use, in comparison to a steel framed or concrete structural solution. The windows would be triple glazed to preserve heat, and chosen as a composite arrangement, with timber internal framing (further reducing embodied carbon use), and PPC aluminium exterior face for longevity and robustness. Although the building would be faced in brick (which is energy intensive in production), this would result in a 'robust external finish' to reflect the local context and architecture. Internally products would be chosen that adhere to sustainable principles, with Energy Performance Declarations being sought for all products to ensure responsible, sustainable, and ethical specification choices are being made. Timber internal doors and screens, alongside recycled floor materials and wall coverings would be used, to further reduce the environmental impact of the development.

196. Sustainable travel is also referenced in this document; this has been addressed above in relation to highways and transportation.
197. In addition to the incorporation of the construction techniques and materials as set out above, it is recommended that a Resource Management Plan (RMP) is developed, which would set out key objectives for achieving efficient use of material resources and to reduce the amount of waste produced through construction activities on site, in line with the Surrey Waste Local Plan 2020. In accordance with the principles set out in Policy S4 of the SWLP, and in response to the relevant regulatory, policy and guidance context, it is stated that the RMP should set out several strategies to reuse, recycle or recover at least 90% of construction and demolition waste. The submission of these details would be required by condition.
198. It is considered that subject to the implementation of the range of measures set out above, the proposal meets national and local policy objectives in relation to sustainable construction.

## HERITAGE ASSETS

### **Reigate and Banstead Local Plan: Core Strategy 2014**

Policy CS4 – Valued townscapes and the historic environment

### **Reigate and Banstead Local Plan: Development Management Plan 2019**

Policy NHE9 – Heritage Assets

199. Paragraph 200 of the National Planning Policy Framework (2023) states that: *'In determining applications, Local Planning Authorities (LPAs) should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. 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.'*
200. It goes on to advise that in determining applications, LPAs should identify and assess the particular significance of any heritage asset that may be affected by the development, taking account of any available evidence and any necessary expertise.

201. Policy CS4 of the RBCS (2014) requires that development is sensitively designed to respect, conserve and enhance the historic environment, including heritage assets and their settings.
202. Policy NHE8 of the RBDMP (2019) requires development to protect, preserve and, where possible, enhance the Borough's designated and non-designated heritage assets and sets out a number of criteria accordingly. Proposals affecting Conservation Areas must pay particular attention to those elements that make a positive contribution to the character, and setting, and special architectural or historic interest of the area. For sites over 0.4ha, an archaeological assessment, and where appropriate a field evaluation, will be required to inform the determination of a planning application.
203. There are no designated heritage assets close to the application site; a Grade II listed milestone is located approximately 200m to the north-east of the site, on the west side of the A217 and; the Somers Road Conservation Area is located approximately 200m to the south. As advised by the County Council's Historic Buildings Officer, there is no intervisibility between the application site and either asset and neither would be impacted by the proposed development. There are a number of non-designated heritage assets (locally listed buildings) on Pilgrims Way to the west of the application site (over 300m), but again there is no intervisibility in this regard, and these assets would not be impacted by the development. As such, the proposal accords with RBCS Policy CS4 and RBCLP Policy NHE8, taking into account national planning policy guidance.
204. In line with the policy requirement set out in RBDMP Policy NHE8, an Archaeological Desk Based Assessment has been carried out. The report concludes that the proposals would not impact upon any known heritage assets and that the site has a seemingly low archaeological potential. The report does however note that the findspot of a Roman coin is recorded within the site boundary and that although this may be a casual loss, the possibility that it is evidence of Roman settlement cannot be discounted.
205. The County Council's Archaeological Officer has reviewed the report and advises that previous disturbance of the site through the construction of the care home has reduced its archaeological potential to a point where it would not be reasonable or proportionate to require any further archaeological work to be carried out, particularly as the evidence for Roman occupation is based on the discovery of a single coin. On that basis, there is no need for any archaeological condition to be imposed requiring further work to be undertaken, and the requirements of RBCLP Policy NHE8 have been met.

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### **Human Rights and Equalities Implications**

206. 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.
207. In this case, it is the Officer's view that the scale of such impact is not considered sufficient to engage Article 6 or Article A of Protocol 1 and any impacts can be mitigated by conditions, taking into account representations made in relation to the impact of the development on their residential amenities. The proposal is not considered to interfere with any Convention rights.
208. The Council is required by Section 149 of the Equality Act 2010 to have due regard to the need to eliminate conduct prohibited by the act, advance equality of opportunity and foster good relations between protected characteristics and people who do not. The level of 'due regard' considered sufficient in any particular context depends on the facts.

209. In this instance, the Council has considered its duty under the Equality Act 2010 and has concluded that this application does not give rise to any equality considerations, including in relation to the loss of the former care home building.

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## Conclusion

210. Planning permission is sought for the demolition of the former Care Home and the redevelopment of the site to provide a purpose-built Alternative Provision (AP) School. The AP School is proposed to accommodate demand for 72 pupils in accordance with Surrey County Council's statutory responsibility and to allow the consolidation of the existing Reigate Valley College (RVC) sites currently dispersed across three locations.
211. The proposed building and associated facilities would largely occupy the footprint of the existing building on the site and maintain sufficient distance to the boundaries with no specific harm to residential amenity identified. Officers consider that on balance, whilst the proposed building would have more prominence on the site than the former Care Home, this needs to be considered against the removal of the now dilapidated building, the sympathetic positioning and design of the proposed building and the retention of the majority of the trees on the site that provide an effective screen of the site from views to the north and east. In this regard, no significant visual impact has been identified on the character of the area in terms of its scale and appearance and the applicant has demonstrated the proposed building and associated outdoor teaching and recreational spaces meet the needs of the Trust and the occupiers of the site.
212. Given the reasonable separation distances and established boundary screening, Officers are of the opinion that there would be no significant adverse impact from noise or, light, or any other adverse effect in terms of visual amenity as a result of the development. Further there would be minimal impact on the existing trees on site which are sought to be retained as much as possible.
213. Comments raised in representations, including those raised by the RH29 Community Group and Reigate and Banstead Borough Council, are acknowledged within the report and have been afforded due weight.
214. It is acknowledged that there are specific transport needs associated with the proposed development due to the nature of the School. As such the proposal is likely to give rise to an increase in traffic movements in the local area at drop off and pick up times, however Officers are satisfied that the submitted transport information demonstrates that there is sufficient parking to accommodate the proposed requirements, and that the proposal would not exacerbate congestion or parking on the surrounding road network. Further the applicant has worked with the CHA to provide a package of measures that would further minimise the impact of the increased traffic in the local area. Officers consider these are acceptable and a proportionate response to the potential traffic impacts identified. The County Highway Authority is also satisfied in this regard.
215. The impact of the proposed development on local air quality is not considered to be significant and the predicted concentrations are below the relevant standards for all pollutants. Whilst the construction phase of the development could give rise to dust emissions, Officers are satisfied that suitable mitigation measures to reduce the impact on the locality to a negligible impact, can be secured by condition. The site suitability has also been assessed and it is demonstrated that the site is suitable for its proposed use in terms of air quality.

216. The ecological, arboricultural, heritage and surface water drainage impacts of the proposal have also been assessed and it is concluded that these would not give rise to a significant adverse impact on the locality, subject to appropriate conditions.
217. Weighing in its favour the proposal is considered to have an appropriate balance between tree retention, protection of residential amenity and an appropriate environment for the future occupiers of the site. It is acknowledged that the RVC's current accommodation is no longer suitable and within the short-term will impact on the quality and availability of the statutory education provision in the Reigate/Redhill area. The development of the Park Hall Road site to provide the required places is therefore considered to be in accordance with national and development plan policy which recognise the importance of delivering a range of community facilities such as this proposal.
218. In conclusion, Officers consider that the proposal, subject to appropriate conditions, is acceptable and accords with the Development Plan and national planning policy and guidance in this regard. Planning permission should therefore be granted in this case subject to suitable planning conditions.

### **Recommendation**

**The recommendation is to PERMIT application RE24/00533/CON subject to the following conditions:**

#### **Conditions:**

IMPORTANT - CONDITION NO(S) 5, 16, 18, 27, 30, 32 and 33 MUST BE DISCHARGED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT.

#### **Commencement**

1. The development hereby permitted shall be begun no later than the expiration of three years beginning with the date of this permission.

#### **Approved Plans**

2. The development hereby approved shall be carried out in all respects in accordance with the following plans/drawings:

Drawing No: RVC-OOB-31-000-DR-L-000000 Rev P03 Site Location Plan dated 19/01/24

Drawing No: RVC-OOB-31-E00-DR-L-000005 Rev P03 Existing Site Plan dated 19/01/24

Drawing No: RVC-OOB-50-000-DR-L-000050 Rev P02 Proposed Site Sections dated 11/01/24

Drawing No: RVC-VTP-ZZ-XXX-DR-H-0001 Rev P01 General Arrangement Proposed Amendments dated 24/01/24

Drawing No: RVC-HML-90-100-DR-A-10900 Rev P03 Access Strategy – Level 00 dated 11/01/24

Drawing No: RVC-HML-90-101-DR-A-10910 Rev P03 Access Strategy – Level 01 dated 11/01/24

Drawing No: RVC-HML-90-1RF-DR-A-10990 Rev P03 Access Strategy – Level RF dated 11/01/24

Drawing No: RVC-HML-ZZ-ZZZ-DR-A-10610 Rev P02 Area Plans (GIFA) dated 05/12/23

Drawing No: RVC-OOB-50-000-DR-L-000030 Rev P03 Circulation Strategy dated 19/01/24

Drawing No: RVC-OOB-50-000-DR-L-000040 Rev P04 Planting Strategy dated 06/02/24

Drawing No: RVC-OOB-50-000-DR-L-000010 Rev P06 Existing & Proposed Indicative Contours with Existing Trees dated 19/01/24

Drawing No: RVC-WFC-31-XXX-SU-O-231003 Rev P01 Tree Constraints Plan dated 10/01/24  
Drawing No: RVC-WTP-ZZ-XXX-DR-H-0005 Rev P01 Swept Path Analysis Mini Bus dated 24/01/24  
Drawing No: RVC-WTP-ZZ-XXX-DR-H-0002 Rev P01 Car Park Layout Design Checks & Swept Path Analysis Large Car dated 24/01/24  
Drawing No: RVC-VTP-ZZ-XXX-DR-H-0003 Rev P01 Swept Path Analysis Fire Appliance dated 24/01/24  
Drawing No: RVC-VTP-ZZ-XX-DR-H-0004 Rev P01 Swept Path Analysis Light Goods Vehicle dated 24/01/24  
Drawing No: RVC-VTP-ZZ-XXX-DR-H-0011 Rev P01 Car Park Layout Design Checks & Swept Path Analysis Large Car dated 24/01/24  
Drawing No: RVC-WTP-ZZ-XXX-DR-H-0012 Rev P01 Construction Traffic Swept Path Analysis 10m Rigid Truck dated 24/01/24  
Drawing No: RVC-VTP-ZZ-XXX-DR-H-0016 Rev P01 Staff Car Stacking dated 24/01/24  
Drawing No: RVC-VTP-ZZ-XXX-DR-H-0017 Rev P01 Proposed Parking Restrictions dated 24/01/4  
Drawing No: RVC-VTP-ZZ-XXX-DR-H-0006 Rev P01 Swept Path Analysis Refuse Collection Vehicle dated 24/01/24  
Drawing No: RVC-VTP-ZZ-XXX-DR-H-0007 Rev P01 Construction Traffic Swept Path Analysis 16.5m Articulated Vehicle dated 24/01/24  
Drawing No: RVC-VTP-ZZ-XXX-DR-H-0008 Rev P01 Construction Traffic Swept Path Analysis 16.5m Articulated Vehicle dated 24/01/24  
Drawing No: RVC-VTP-ZZ-XXX-DR-H-0009 Rev P01 Construction Traffic Swept Path Analysis 16.5m Articulated Vehicle dated 24/01/24  
Drawing No: RVC-VTP-ZZ-XXX-DR-H-0010 Rev P01 Stacking Arrangement Swept Path Analysis Large Car dated 24/01/24  
Drawing No: RVC-HML-11-E00-DR-A-10005 Rev P01 Existing - Ground Floor Layout dated 19/01/24  
Drawing No: RVC-HML-11-ZZZ-DR-A-10009 Rev P01 Existing - Sections dated 19/01/24  
Drawing No: RVC-HML-11-ZZZ-DR-A-10008 Rev P01 Existing - External Elevations dated 19/01/24  
Drawing No: RVC-HML-43-ZZZ-DR-A-33600 Rev P02 External Signage dated 11/01/24  
Drawing No: RVC-HML-35-ZZZ-DR-A-10200 Rev P04 General Arrangement Sections dated 11/01/24  
Drawing No: RVC-HML-34-ZZZ-DR-A-10300 Rev P07 General Arrangement Elevations dated 05/03/24  
Drawing No: RVC-HML-33-101-DR-A-10110 Rev P06 General Arrangement Plan - Level 01 dated 11/01/24  
Drawing No: RVC-HML-33-100-DR-A-10100 Rev P06 General Arrangement Plan - Level 00 dated 05/03/24  
Drawing No: RVC-HML-33-1RF-DR-A-10190 Rev P04 General Arrangement Plan - Level RF dated 11/01/24  
Drawing No: RVC-HML-XX-XXX-DR-A-49000 Rev P04 Concept Render - Main Entrance dated 11/01/24  
Drawing No: RVC-HML-XX-XXX-DR-A-49001 Rev P04 Concept Render - Playground dated 11/01/24  
Drawing No: RVC-WFC-31-XXX-DR-O-2310003/1 Rev C Tree Protection Plan\_Phase 1 Demolition dated 24/09/24  
Drawing No: RVC-WFC-31-XXX-DR-O-2310003/2 Rev C Tree Protection Plan\_Phase 2 Construction dated 24/09/24  
Drawing No: RVC-OOB-31-000-DR-L-000001 Rev C24 Proposed Site Plan dated 16/09/24  
Drawing No: RVC-OOB-50-000-DR-L-000020 Rev C17 Boundary Treatment Strategy dated 16/09/24  
Drawing No: RVC-OOB-50-000-DR-L-000080 Rev C11 External Areas Provisions BB104 dated 16/09/24



Drawing No: RVC-OOB-50-000-DR-L-000401 Rev C05 Detailed Planting Plant dated 16/09/24

Drawing No: RVC-OOB-50-000-DR-L-000511 Rev C03 Landscape Softworks Details dated 16/09/24

Drawing No: RVC- OOB- 50- 000- DR- L- 000301 Indicative Detailed Levels & Falls with Existing Trees dated 11/09/24

### Limitations

3. Notwithstanding the details approved under Condition 5, in carrying out the development hereby permitted, no demolition or construction activities, including any deliveries, works of demolition or site preparation in advance of building operations and use of mechanised plant or power tools, shall take place except between the hours of 08.00 to 18.00 Monday to Friday and 09.00 to 13.00 on Saturdays. There shall be no working on Sundays, Bank, National or Public Holidays.
4. The development hereby permitted shall be carried out in strict accordance with the Environmental Management Plan dated October 2023 as submitted with the application.

### Highways, Traffic and Access

5. Prior to the commencement of the development hereby permitted, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the County Planning Authority. The CTMP shall include details of:
  - a) Parking for vehicles of site personnel, operatives and visitors
  - b) Loading and unloading of plant and materials
  - c) Storage of plant and materials
  - d) Programme of works (including measures for traffic management)
  - e) Provision of boundary hoarding behind any visibility zones
  - f) HGV deliveries and hours of operation
  - g) Vehicle routing
  - h) Measures to prevent the deposit of materials on the highway
  - i) Before and after construction condition surveys of the highway and a commitment to fund the repair of any damaged caused
  - j) On-site turning for construction vehicles.

The approved Construction Traffic Management Plan shall thereafter be adhered to and implemented throughout the construction period in accordance with the approved details.
6. The development hereby permitted shall not be first occupied unless and until the proposed vehicular accesses to Park Hall Road have been constructed in accordance with the approved Drawing No: RVC-VTP-ZZ-XXX-DR-H-0001 Rev P01, General arrangement proposed amendments, dated 24/01/24, as submitted with the application at Appendix F of the Transport Assessment Ref: RVC-VTP-XX-XX-RP-G-0001, Version P02, dated February 2024. Thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.
7. The development hereby permitted shall not be first occupied unless and until space has been laid out within the site in accordance with approved Drawing No: RVC-VTP-ZZ-XXX-DR-H-0001 Rev P01, General arrangement proposed amendments, dated 24/01/24, as submitted with the application at Appendix F of the Transport Assessment Ref: RVC-VTP-XX-XX-RP-G-0001, Version P02, dated February 2024, for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading and turning areas shall be retained and maintained for their designated purpose.
8. The development hereby permitted shall not be first occupied unless and until waiting restrictions have been provided within Park Hall Road, Brokes Road, and Brokes

Crescent in accordance with the approved Drawing No: RVC-VTP-ZZ-XXX-DR-H-0017, Rev P01 Proposed Parking Restrictions, dated 24/01/24 as submitted with the application at Appendix H Transport Assessment Ref: RVC-VTP-XX-XX-RP-G-0001, Version P02, dated February 2024. The final details of waiting restrictions, including the full extent and use of single or double yellow lines, shall be subject to the Traffic Regulation Order (TRO) public consultation process and detailed design review by the County Highway Authority. The final details of waiting restrictions, including the full extent and use of single or double yellow lines, shall be subject to the Traffic Regulation Order (TRO) public consultation process and detailed design review by the County Highway Authority.

- 9. The development hereby permitted shall not be first occupied unless and until a new passing space has been provided on Park Hall Road, along with the necessary pavement alterations and parking restrictions, in accordance with approved Drawing No: RVC-VTP-ZZ-DR-H-0019 Rev P01, Proposed Passing Lay-by, dated 03/09/24 and Drawing No: RVC-VTP-ZZ-XXX-DR-H-0020 Rev P01 dated 03/09/24, as submitted with the application at Appendix A to the Technical Note – Response to Transport Conditions Ref: TN02 dated September 2024.
- 10. The development hereby approved shall not be first occupied unless and until an updated Car Parking Management Plan, has been submitted to and approved in writing by the County Planning Authority. The Car Parking Management Plan shall include details of:
  - a) The types of service vehicles to be used and hours of their operation
  - b) The design of delivery areas within the development site
  - c) The dimensions and layout of lorry parking area and turning space
  - d) The management of on-site parking arrangements including the policing of each dedicated parking use and the process for allowing the double parking of staff vehicles during periods of high demand
  - e) The management of pupil transport to/from the school including the uses of the most appropriate type of vehicle in order to minimise the overall number of vehicle trips to/ from the school.

The approved Car Parking Management Plan shall thereafter be implemented and adhered to in accordance with the approved details.

- 11. The development hereby permitted shall not be first occupied unless and until details of the facilities for the secure, lit and covered parking of no less than eight bicycles, have been submitted to and approved in writing by the County Planning Authority. The details shall demonstrate a minimum of 1.2metre spacing between stands and provision of a charging point with timer for e-bikes. Thereafter the approved details shall be implemented, retained and maintained and kept free of obstruction and permanently available for the parking of cycles only.
- 12. The development hereby permitted shall not be first occupied unless and until at least 20% of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector – 230 v AC 32 amp single phase dedicated supply) and a further 20% of available spaces are provided with cable routes with a feeder supply, in accordance with a scheme to be first submitted to and approved in writing by the County Planning Authority. Thereafter the approved details shall be implemented, retained and maintained in accordance with the approved details.
- 13. The development hereby permitted shall not be first occupied unless and until a Staff Travel Plan has been submitted to and approved in writing by the County Planning Authority. The submitted details shall include details of measures to promote sustainable modes of transport for staff and provision for the maintenance, monitoring and review of

the impact of the Plan and its further development. Thereafter the approved Travel Plan shall be implemented and adhered to in accordance with the approved details.

## Noise

14. Noise levels from demolition and construction works during standard construction hours as specified in Condition 3 shall not exceed 70 dB(A) LAeq,1h at 1 metre from the facade of any noise sensitive receptors (residential or noise sensitive building) within the vicinity of the site.
15. The Rating Level, LAr,Tr, of the noise emitted from all permanent plant, equipment and machinery, associated with the application site shall be less than 5 dB above the existing representative LA90 background sound level at any time at the nearest noise sensitive receptors (residential or noise sensitive building). The assessment shall be carried out in accordance with the current version of British Standard (BS) 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound' The existing representative LA90 background sound level shall be determined by measurement that shall be sufficient to characterise the environment. The representative level shall be justified following guidance contained within the current version of BS 4142:2014:A1+2019 and agreed with the County Planning Authority.
16. Prior to the commencement of the development hereby permitted, a noise assessment to cover permanent plant, equipment and machinery shall be submitted to and approved in writing by the County Planning Authority. The noise assessment shall be carried out in accordance with BS 4142:2014:A1+2019 to demonstrate that noise limits in Condition 15 can be achieved.
17. The development shall not be first occupied unless and until the acoustic fence has been erected as shown on Drawing No: RVC-OOB-31-000-DR-L-000001 Rev C24 Proposed Site Plan dated 16/09/24, and that any gates and openings within the acoustic fence maintain the same noise reduction properties. Thereafter the acoustic fence shall be retained and maintained for its designated purpose.

## Air Quality

18. Prior to the commencement of the development hereby permitted, a Dust Management Plan for the management of dust during the construction of the development shall be submitted to and approved in writing by the County Planning Authority. The submitted details shall include the specific dust mitigation measures to be employed on the site and monitoring, in accordance with the recommendations set out within paragraph 5.27 and Appendix D of the approved Air Quality Assessment dated 25 January 2024, as submitted with the application. Thereafter the approved Dust Management Plan shall be implemented and adhered to in accordance with the approved details.

## Trees

19. The development hereby permitted shall be carried out in accordance with the approved Arboricultural Implications Assessment dated 24 September 2024 and Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) dated 24 September 2024, as submitted with the application.
20. The development hereby approved shall not be first occupied unless and until full details of all proposed tree planting have been submitted to and approved by the County Planning Authority. The submitted details shall include additional tree planting along the northern, eastern and western boundary and maintenance specifications (including watering specifications for a period of five years), cross section drawings, use of guards or other protective measures and confirmation of location, numbers, species, nursery

stock type/size, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times.

21. In accordance with the details approved under Condition 20, any trees that are found to be dead, dying or severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced by specimens of similar size and species in the first suitable planting season. A watering schedule of reasonable watering/maintenance visits for any replacement trees for a period of five years must be submitted to the County Planning Authority for approval in writing within 14 days of any replacement trees being planted.
22. Before any equipment, machinery or materials are brought on to the site for the purposes of carrying out the development hereby permitted, the tree protective fencing shall be erected in accordance with the approved Drawing No: RVC-WFC-31-XXX-DR-O-2310003/1 Rev C, Tree Protection Plan Phase 1 – Demolition dated 24/09/24 and Drawing No: RVC-WFC-31-XXX-DR-O-2310003/2 Rev C, Tree Protection Plan Phase 2 – Construction, dated 24/09/24, submitted with the application. The tree protective fencing shall remain in situ as shown on the above plans for the demolition phase and construction phase of the development hereby permitted. For the duration of the works on site, no materials, plant or equipment shall be placed or stored within the protected areas.
23. No retained trees as shown on approved Drawing No: RVC-WFC-31-XXX-DR-O-2310003/1 Rev C, Tree Protection Plan Phase 1 – Demolition dated 24/09/24 and Drawing No: RVC-WFC-31-XXX-DR-O-2310003/2 Rev C, Tree Protection Plan Phase 2 – Construction, dated 24/09/24, submitted with the application, shall be cut down, uprooted, destroyed, pruned, cut or damaged in any manner during the development phase and thereafter within five years from the date of the completion of the construction of the development hereby permitted.

### **Landscape and Ecology**

24. The development hereby permitted shall not be first occupied unless and until a Landscape and Ecology Management Plan (LEMP) for the site has been submitted to and approved in writing by the County Planning Authority. The submitted details shall cover a minimum period of 30 years and detail how the soft landscaping, habitat enhancement and creation measures stipulated on the approved Drawing No: RVC-OOB-50-000-DR-L-000401 Rev C05 Detailed Planting Plant dated 16/09/24 and Biodiversity Gain Report, Ref: RVC-TEP-12-XXX-SU-YS-0003 Version 5.0, dated April 2024, as submitted with the application, will be delivered, managed and monitored. The LEMP shall include an Ecological Enhancement Plan including the locations of enhancements such as bird and bat boxes, bee bricks, insect hotels and log piles. Thereafter the approved LEMP shall be implemented and adhered to in accordance with the approved details.
25. The development hereby permitted shall not be first occupied unless and until, full details of the hard landscaping including the specification and location of any fencing, walls and paving to be installed as part of the proposal, have been submitted to and approved in writing by the County Planning Authority. Thereafter the scheme be implemented and retained in accordance with the approved details.
26. The development hereby permitted shall be carried out in accordance with the Mitigation and Enhancement recommendations as set out at paragraph 5.1 to 5.20 of the approved Preliminary Ecological Assessment, Ref: RVC-TEP-12-XXX-SU-YS-0001 Version 3.0, dated January 2024, as submitted with the application.

27. Prior to the commencement of any of the development hereby permitted including demolition, a loft inspection should be undertaken by a suitably qualified ecologist and the results submitted to the County Planning Authority.

### Lighting

28. Prior to the use and/or installation of any external lighting as part of the development hereby permitted, a detailed scheme of external lighting shall be submitted to and approved in writing by the County Planning Authority. The submitted scheme shall be prepared by a lighting engineer with input from a suitably qualified Ecologist. The scheme shall be in accordance with the recommendations as set out in the Preliminary Ecological Assessment, Ref: RVC-TEP-12-XXX-SU-YS-0001 Version 3.0, dated January 2024 and the Bat Emergence and Re-Entry Surveys (BERS) dated 24/07/24, submitted with the application, with respect to the operational phase of the development and include the following:
- a) details and specifications of the proposed luminaries and their locations including how they adhere to the specifications stated in the Bat Conservation Trust and Institute of Lighting Guidance Note 08/23 'Bats and artificial lighting at night'.
  - b) the height of installation on site and intensity specified in LUX levels.
  - c) measures to control and minimise light spill
  - d) drawing detailing lux contours and fitting locations confirming no increase in illumination levels on the tree line surrounding the site and retained trees with suitability for roosting bats.
  - e) measures for reviewing any unforeseen impacts.

The lighting scheme shall thereafter be implemented as specified within the approved details. No floodlighting or any form of external lighting, including security lighting other than that explicitly approved under this condition, shall be installed at the site, unless in accordance with the approved details.

### Flood Risk and Surface Water Drainage

29. The development hereby permitted shall be carried out in accordance with the approved Drainage Strategy and Maintenance Statement Ref: 14097 Revision P02 dated January 2024, as submitted with the application.
30. Prior to the commencement of the development hereby permitted, including demolition, details of the design of the surface water drainage scheme shall have been submitted to and approved in writing by the County Planning Authority. The design must satisfy the SuDs Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDs, NPPF and Ministerial Statement on SuDs. The required drainage details shall include:
- a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 2.5 l/s.
  - b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, oil filters, inspection chambers etc.).
  - c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
  - d) Finalised details of drainage management responsibilities and maintenance regimes for the drainage system.



e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

- 31. Prior to the first occupation of the development hereby permitted, a verification report carried out by a qualified drainage engineer shall be submitted to and approved in writing by the County Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

**Sustainable Construction**

- 32. Prior to the commencement of the development hereby permitted, including demolition, a Resource Management Plan (RMP)/details of measures to demonstrate the following shall be submitted to and approved in writing by the County Planning Authority:
  - a) That waste generated during the demolition and construction of development is limited to the minimum quantity necessary.
  - b) Opportunities for re-use and for the recycling of demolition and construction residues and waste on site are maximised.
  - c) On-site facilities to manage the waste arising during the operation of the development of an appropriate type and scale have been considered as part of the development.
  - d) Integrated storage to facilitate reuse and recycling of waste is incorporated in the development.

The development shall be implemented in accordance with the approved details.

**Contamination**

- 33. Prior to the commencement of the development hereby permitted, including demolition, an Asbestos Survey of the former Care Home building is required to be undertaken by a suitably qualified specialist and shall be submitted to and approved in writing by the County Planning Authority. In the event that any asbestos is found, the submitted details shall include a remediation strategy prepared by a qualified specialist. Thereafter the development shall be implemented in accordance with the approved details.
- 34. If, during the construction of the development hereby permitted, contamination not previously identified is found to be present at the site then no further development on the affected part of the application site shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by the County Planning Authority. The remediation strategy shall be prepared by a competent person and include:
  - a) A survey of the extent, scale and nature of the contamination
  - b) An assessment of the potential risks to previously identified receptors; and
  - c) Details of remedial and mitigation options and the proposed remediation strategy in accordance with the then current version of Land contamination risk management (LCRM) – gov.uk ([www.gov.uk](http://www.gov.uk))
  - d) The scope of works to be undertaken, timetable of works, objectives, site management procedures, remediation criteria and a verification plan.

Thereafter the remediation strategy shall be implemented in accordance with the approved details.

## 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 avoidance of doubt and in the interests of proper planning.
3. In the interests of the residential amenities of neighbouring dwellings, in accordance with Policy DES1 of the Reigate and Banstead Development Management Plan 2019.
4. To safeguard the amenity of the locality during the construction phase of the development in accordance with Policies DES1 and DES8 of the Reigate and Banstead Development Management Plan 2019.
5. In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2023 paragraphs 108, 114, 115, 116 and 194; Policy CS17 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and TAP1 of the Reigate and Banstead Development Management Plan 2019. This Condition is required prior to the commencement of the development as it relates to information required during the construction phase of the development.
6. In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2023 paragraphs 108, 114, 115, 116 and 194; Policy CS17 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and TAP1 of the Reigate and Banstead Development Management Plan 2019.
7. In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2023 paragraphs 108, 114, 115, 116 and 194; Policy CS17 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and TAP1 of the Reigate and Banstead Development Management Plan 2019.
8. In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2023 paragraphs 108, 114, 115, 116 and 194; Policy CS17 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and TAP1 of the Reigate and Banstead Development Management Plan 2019.
9. In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2023 paragraphs 108, 114, 115, 116 and 194; Policy CS17 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and TAP1 of the Reigate and Banstead Development Management Plan 2019.
10. In order that the development does not prejudice highway safety, nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework 2023 paragraphs 108, 114, 115, 116 and 194; Policy CS17 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and TAP1 of the Reigate and Banstead Development Management Plan 2019.
11. In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2023 to accord with the National Planning Policy Framework 2023 and Policy CS17 Reigate and Banstead Core Strategy 2014 and guidance in the Cycle Infrastructure Design (LTN 1/20) and to ensure pupils and visitors have an attractive choice to cycle to the site.

12. In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2023 to accord with the National Planning Policy Framework 2023 and Policy CS17 Reigate and Banstead Core Strategy 2014.
13. In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2023 to accord with the National Planning Policy Framework 2023 and Policy CS17 Reigate and Banstead Core Strategy 2014.
14. In the interests of the residential amenities of neighbouring dwellings, in accordance with Policy DES1 of the Reigate and Banstead Development Management Plan 2019.
15. In the interests of the residential amenities of neighbouring dwellings, in accordance with Policy DES1 of the Reigate and Banstead Development Management Plan 2019.
16. In the interests of the residential amenity of neighbouring dwellings and future occupiers of the site, to ensure that the proposed development accords with Policies DES1 and DES8 of the Reigate and Banstead Development Management Plan 2019. The submission of these details for approval prior to commencement is required as noise mitigation measures may need to be incorporated into the design of the development.
17. In the interests of the future occupiers of the site and to ensure that the proposed development accords with Policies DES1 and DES8 of the Reigate and Banstead Development Management Plan 2019.
18. Compliance with this Condition is required prior to the commencement of the development hereby permitted as the potential impact from dust arises during the construction of the development. In the interests of the residential amenity of neighbouring dwellings, suitable dust management measures need to be in place at that time to ensure that the proposed development accords with Policies DES1 and DES8 of the Reigate and Banstead Development Management Plan 2019.
19. To safeguard existing trees and landscape features and to ensure their contribution to the character of development and the character of the local area in accordance with Policy CS2 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and NHE3 of the Reigate and Banstead Development Management Plan 2019.
20. To safeguard existing trees and landscape features and to ensure their contribution to the character of development and the character of the local area in accordance with Policy CS2 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and NHE3 of the Reigate and Banstead Development Management Plan 2019.
21. To safeguard the proposed trees and to ensure their contribution to the character of development and the character of the local area in accordance with Policy CS2 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and NHE3 of the Reigate and Banstead Development Management Plan 2019.
22. To safeguard existing trees and landscape features and to ensure their contribution to the character of development and the character of the local area in accordance with Policy CS2 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and NHE3 of the Reigate and Banstead Development Management Plan 2019.
23. To safeguard existing trees and landscape features and to ensure their contribution to the character of development and the character of the local area in accordance with Policy CS2 of the Reigate and Banstead Core Strategy 2014 and Policies DES1 and NHE3 of the Reigate and Banstead Development Management Plan 2019.
24. To enhance and protect habitats and biodiversity and in accordance with the National Planning Framework, Policy CS10 of the Reigate and Banstead Core Strategy 2014 and Policy NHE2 of the Reigate and Banstead Development Management Plan 2019.

25. To maintain landscape character and biodiversity and secure appropriate mitigation pursuant to Policies CS4 and CS10 of the Reigate and Banstead Core Strategy 2014 and Policy DES1 of the Reigate and Banstead Development Management Plan 2019.
26. To maintain landscape character and biodiversity and secure appropriate mitigation pursuant to Policies CS4 and CS10 of the Reigate and Banstead Core Strategy 2014 and Policy DES1 of the Reigate and Banstead Development Management Plan 2019.
27. To enhance and protect habitats and biodiversity and in accordance with the National Planning Framework, Policy CS10 of the Reigate and Banstead Core Strategy 2014 and Policy NHE2 of the Reigate and Banstead Development Management Plan 2019. This Condition is required prior to the commencement of the development as it relates to information required during the construction phase of the development.
28. To protect habitats and biodiversity and in accordance with the National Planning Framework, Policy CS10 of the Reigate and Banstead Core Strategy 2014 and Policy NHE2 of the Reigate and Banstead Development Management Plan 2019 and to safeguard the amenity of the locality in accordance with Policies DES1 and DES8 of the Reigate and Banstead Development Management Plan 2019.
29. To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS, and in accordance with National Planning Policy Framework 2023 paragraphs 173, 175 and 180; Policy CS10 of the Reigate and Banstead Core Strategy 2014 and Policy CCF2 of the Reigate and Banstead Development Management Plan 2019.
30. Compliance with this Condition is required prior to the commencement of the development hereby permitted to ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site in accordance with National Planning Policy Framework 2023 paragraphs 173, 175 and 180; Policy CS10 of the Reigate and Banstead Core Strategy 2014 and Policy CCF2 of the Reigate and Banstead Development Management Plan 2019.
31. To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS, and in accordance with National Planning Policy Framework 2023 paragraphs 173, 175 and 180; Policy CS10 of the Reigate and Banstead Core Strategy 2014 and Policy CCF2 of the Reigate and Banstead Development Management Plan 2019.
32. To ensure the minimisation of waste and maximisation of recycling in accordance with Policy 4 of the Surrey Waste Local Plan 2019. This Condition is required prior to the commencement of the development as it relates to information required during the construction phase of the development.
33. To ensure that any risks from contamination to the future users of the land and neighbouring land are minimised in accordance with Paragraphs 190 and 191 of the National Planning Policy Framework 2023, and Policy DES9 of the Reigate and Banstead Development Management Plan 2019. This Condition is required prior to the commencement of the development as it relates to information required during the construction phase of the development.
34. To ensure that any risks from contamination are suitably dealt with and minimised in accordance with Paragraphs 190 and 191 of the National Planning Policy Framework 2023, and Policy DES9 of the Reigate and Banstead Development Management Plan 2019.

## Informatives:

1. 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.
2. 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.
3. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (Section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or is being built. Planning consent for a development does not provide a defence against prosecution under this Act. Trees and scrub are present on the application site and are assumed to contain nesting birds between 1 March and 31 August, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity during this period and shown it is absolutely certain that nesting birds are not present.
4. 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).
5. The developer is advised that a standard fee may be charged for input to, and future monitoring of, any Travel Plan.
6. Condition 10 has been recommended because Surrey County Council's Electric Vehicle charging requirements for the development proposed, exceeds those as defined within Building Regulations. The County Highway consider it is necessary for the condition to be imposed on any consent granted, in accordance with the requirements of the NPPF (2023) at paragraph 116 (e) and Surrey County Council's LTP4 policy on improving emissions intensity and energy efficiency of vehicles and operational efficiency of roads through technology improvements.
7. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2023. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
8. It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in [a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises / in non-domestic buildings the premises should have detection, and



an official e-bike charger should be used. Guidance on detection can be found in BS 5839-1 of the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.

9. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
10. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway 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 (including Stats connections/diversions required by the development itself or the associated highway 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/permits-and-licences/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).

11. The applicant is reminded of safe digging practices in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all relevant people (direct labour or contractors) working for you on or near gas pipes.
12. Biosecurity is very important to minimise the risks of pests and diseases being imported into the UK and introduced into the environment. It is recommended that all trees grown abroad, but purchased for transplanting, shall spend at least one full growing season on a UK nursery and be subjected to a pest and disease control programme. Evidence of this control programme, together with an audit trail of when imported trees entered the UK, their origin and the length of time they have been in the nursery should be requested before the commencement of any tree planting. If this information is not available, alternative trees sources should be used. You are advised to consult the relevant UK Government agencies such as the Animal and Plant Health Agency (APHA) and the Forestry Commission for current guidance, Plant Passport requirements and plant movement restrictions. Quality Assurance Schemes followed by nurseries should also be investigated when researching suppliers. For larger planting schemes, you may wish to consider engaging a suitably qualified professional to oversee tree / plant specification and planting.
13. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be

completed online via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

14. In determining this application the County Planning Authority has worked positively and proactively with the applicant by: entering into pre-application discussions; assessing the proposals against relevant Development Plan policies and the National Planning Policy Framework including its associated planning practice guidance, providing feedback to the applicant where appropriate. Further, the County Planning Authority has: identified all material considerations; forwarded consultation responses to the applicant; considered representations from interested parties; liaised with consultees and the applicant to resolve identified issues and determined the application within the timeframe agreed with the applicant. Issues of concern have been raised with the applicant including noise, traffic and access implications and trees, and addressed through negotiation and acceptable amendments to the proposals. The applicant has also been given advance sight of the draft planning conditions. This approach has been in accordance with the requirements of paragraph 38 of the National Planning Policy Framework 2023.

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### Contact Katie Rayner

Tel. no. 07816 063202

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### Background papers

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

For this application, the deposited application documents and plans, are available to view on our [online register](#). The representations received are publicly available to view on the district/borough planning register.

The Reigate & Banstead Borough Council planning register entry for this application can be found under application reference RE24/00533/CON.

### Other documents

The following were also referred to in the preparation of this report:

#### Government Guidance

[National Planning Policy Framework](#)  
[Planning Practice Guidance](#)

#### The Development Plan

[Surrey Waste Local Plan 2019-2033](#)

Reigate and Banstead Local Plan: Core Strategy 2014

Reigate and Banstead Local Plan: Development Management Plan 2019

#### Other Documents

Local Character and Distinctiveness Design Guide SPD 2021

Climate Change and Sustainable Construction SPD 2021

Surrey County Council – Alternative Provision (AP): Alternative Curriculum Pathways and Reintegration Support.

Department for Education – Area Guidelines for SEND and Alternative Provision – Building Bulletin 104, dated December 2015

Surrey County Council - Vehicular, electric vehicle and cycle parking guidance for new developments.

Department for Education - Employer's requirements part B: generic design brief, dated 18 December 2023

Noise Policy Statement for England

Institute of Air Quality Management (IAQM) - Guidance on the assessment of dust from demolition and construction, Version 2.2, dated January 2024.

Department for Environment Food & Rural Affairs - Local Air Quality Management Technical Guidance (TG22), dated August 2022.