

TO: PLANNING & REGULATORY COMMITTEE DATE: 23 May 2018
 BY: PLANNING DEVELOPMENT MANAGER
 DISTRICT(S) MOLE VALLEY DISTRICT COUNCIL ELECTORAL DIVISION(S):
 Dorking & The Holmwoods
 Mr Cooksey

PURPOSE: FOR DECISION GRID REF: 515798 148788

TITLE: SURREY COUNTY COUNCIL PROPOSAL MO/2018/0640

SUMMARY REPORT

The Priory School, West Bank, Dorking, Surrey RH4 3DG

Construction of a two storey science block together with a single storey extension to the existing school building to provide a DT classroom and the creation of 5 new car parking spaces.

It was requested by Councillor Stephen Cooksey that this application be considered by the Committee.

The Priory Church of England (VA) School is on the west side of West Bank Road on the western edge of the built up area of Dorking. The school currently offers 150 places per year, having 750 11-16 school places at present, coupled with additional provision for sixth form pupils.

The school's Governing Body decided to expand the school, so that it offers 180 places in 2017 and 2018, followed by 210 places for the 2019 admission year onwards. This expansion of capacity is fully supported and financially backed by Surrey County Council and reflects an increase in birth rate in the local area that has been accommodated in the primary sector and is now beginning to transition into the secondary sector.

Along with reorganisation and internal alterations to the existing buildings planning permission is sought for additional buildings for facilities to support the increase in pupil numbers. These comprise a two storey standalone 9 classroom science block and a single storey Design Technology classroom extension.

The application was publicised by the posting of two site notices and an advert was placed in the local newspaper. A total of 101 owner/occupiers of neighbouring properties were directly notified by letter. 16 letters of objection have been received on a number of detailed matters largely around highways and residential amenity which have been considered in detail and are summarised in the report. There have been no objections raised by any of the Consultees on the application – again these are set out in the report.

The school has put forward a strong case in respect of the educational need for this expansion and in accordance with advice in the NPPF this should be accorded great weight in the decision making. Against this Officers have assessed all of the other issues which are relevant including impact on residential dwellings, the design of the proposal and visual impact including impact on existing trees, playing fields, Area of Outstanding Natural Beauty and Area of Landscape Value, highways considerations and archaeology. Officers conclude that the proposal complies with the Development Plan though it is accepted that there will be some moderate adverse impact on residential amenity from traffic which is confined to very small parts of the day and does not amount to a severe impact. Having regard to government advice officers consider that the importance attached to meeting the need for school places clearly outweighs the harm in this case.

The recommendation is to PERMIT subject to conditions

APPLICATION DETAILS

Applicant

The Board of Governors of The Priory School and SCC

Date application valid

27 March 2018

Period for Determination

26 June 2018

Amending Documents

None at the time of writing this report but an update sheet will advise of submissions after this as required.

SUMMARY OF PLANNING ISSUES

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

| | Is this aspect of the proposal in accordance with the development plan? | Paragraphs in the report where this has been discussed |
|--|---|--|
| PRINCIPLE OF DEVELOPMENT AND EDUCATIONAL NEED | Yes | 18-32 |
| IMPACT ON RESIDENTIAL AMENITY | Yes | 33-34 |
| DESIGN AND VISUAL AMENITY | Yes | 35-44 |
| IMPACT ON TREES | Yes | 45-50 |

| | | |
|---|-----|-------|
| IMPACT ON PLAYING FIELDS | Yes | 51-54 |
| IMPACT ON LANDSCAPE CHARACTER AND AREA OF OUTSTANDING NATURAL BEAUTY | Yes | 55-58 |
| ARCHAEOLOGY | Yes | 59-63 |
| FLOOD RISK AND SUSTAINABLE DRAINAGE | Yes | 64-68 |
| SUSTAINABLE CONSTRUCTION | Yes | 69-71 |
| HIGHWAYS AND TRAFFIC | Yes | 72-89 |

ILLUSTRATIVE MATERIAL

Site Plan

Plan 1

Aerial Photographs

Aerial 1

Aerial 2

Aerial 3

Site Photographs

- Figure 1** Site of proposed science block looking south west
- Figure 2** Existing footpath to gate in southern boundary
- Figure 3** Existing school buildings looking north west from the site of the new science block
- Figure 4** Site of new Design and Technology Classroom extension
- Figure 5** Area of proposed new lay-by parking close to eastern boundary of the site

BACKGROUND

Site Description

1 The Priory Church of England (VA) School is on the west side of West Bank Road on the western edge of the built up area of Dorking. The school site is L-shaped and the school buildings themselves are located to the south of the site with playing fields further north bounded on their northern edge by the A25 Westcott Road. The school buildings themselves lie within the urban area whilst the school playing fields are within the Green Belt. There are changes in levels across the site with generally higher levels to the

south. The Powell Corduroy Primary School lies to the west of the site and there are residential dwellings to the east and south.

- 2 The existing school buildings vary in height between single storey and four storey and are a mixture of flat and pitched roofs. External walls are predominantly brick but there are also elements of external cladding including timber as well as purpose built structures such as a tennis dome.
- 3 The main vehicle and pedestrian access to the site is from West Bank Road to the East of the site. This leads into an area of staff and visitor parking. There is an additional dedicated school coach drop off point located at the end of Longfield Road and further pedestrian access from here via a footpath which runs along the school's southern boundary where there are two existing pedestrian entrances.
- 4 The school currently offers 150 places per year, having 750 11-16 school places at present, coupled with additional provision for sixth form pupils.

Planning History

- 5 There have been several previous planning applications at this school most of which have been determined by the District Council, the most notable of which are listed below:

MO/2014/1698 Variation of condition 1 of approved planning permission MO/2013/1463. Erection of detached single storey timber clad classroom building. Approved

MO/2013/1463 Erection of detached single storey timber clad classroom building. Approved

MO/2012/1504 Erection of single storey detached classroom block Approved

MO/2012/1450 Erection of electrical switch-room and substation enclosure Approved

MO/2012/0620 Erection of single storey detached classroom block Approved

MO/2012/0435 Erection of electrical transformer enclosure and separate detached switch room Approved

MO/2011/1260 Construction of new inflatable sports dome onto a ground level ring beam Approved

MO/2008/1431 Replacement windows on the entrance façade Approved

MO/2008/1351 Amendment to school access and widening of access gateway Approved

MO/2007/1992 Replacement windows to North elevation of four storey block Approved

MO/2007/1405 Erection of canopy to create covered play area Approved

MO/2007/0342 Part replacement of sub-standard windows with new curtain walling
Approved

MO/2004/1446 Create courtyard infill to provide additional space for new library, staff preparation rooms, office and teaching areas, with rooflights over. Approved

MO/2004/2033 Reserved matters for expressive arts block to provide drama, music etc.
Approved

MO/2003/1184 Construction of sports hall and performing arts centre

THE PROPOSAL

- 6 On the basis of a formal consultation conducted in 2015, the school's Governing Body decided to expand the school, so that it offers 180 places in 2017 and 2018, followed by 210 places for the 2019 admission year onwards. The school will grow incrementally year-on-year, meaning that it will reach its new capacity of 1,050 in September 2023. This expansion of capacity is fully supported and financially backed by Surrey County Council and reflects an increase in birth rate in the local area that has been accommodated in the primary sector and is now beginning to transition into the secondary sector.
- 7 Along with reorganisation and internal alterations to the existing buildings planning permission is sought for the following additional buildings for facilities to support the increase in pupil numbers:
- A two storey standalone 9 classroom science block. This has overall dimensions of 24m by 33m and would be two storey with a flat roof and an overall height of 8.6m. The external elevations would comprise facing brickwork on the ground floor level with render above. There would be windows in each of the four elevations serving the science labs on the ground and first floor. This building would be sited on an area of open grassed land south of the main school buildings and to the west of the existing swimming pool. It would be a minimum of 15m from the southern school boundary and 25m to the front wall of the nearest residential dwellings to the south (18 to 21 Nower Close West which are flats and 16 and 17 which are semi detached houses). There are a number of existing trees between the proposed building and the school boundary which are shown to be retained. A lighting report has been submitted which identifies the proposed external lighting on the building and which will comprise strategically positioned LED wall lights generally local to access doors and which would be switched off outside of school operational times.
 - A single storey Design Technology classroom extension. This would have overall dimensions of 9m by 12.6m and would be 4.3m in height having a flat roof. The external elevations would be brick. The extension would be on the northern side of the school building currently used as a parking area for school minibuses.
 - A new car parking area formed as a layby to the east of the school buildings on part of an existing grassed verge. This would provide five additional car parking spaces.

CONSULTATIONS AND PUBLICITY

Consultees (Statutory and Non-Statutory)

| | | |
|----|---|-------------------------------------|
| 8 | Mole Valley District Council | No objection |
| 9 | Archaeological Officer | No objection subject to condition |
| 10 | Arboriculturalist | No objections subject to conditions |
| 11 | SuDS & Consenting Team | No objection subject to conditions |
| 12 | Transportation Development Planning Reg 3 | No objection subject to conditions |
| 13 | Sport England | No objection |

Summary of publicity undertaken and key issues raised by public

- 14 The application was publicised by the posting of two site notices and an advert was placed in the local newspaper. A total of 101 owner/occupiers of neighbouring properties were directly notified by letter. As a result of this publicity, 16 letters have been received which raise the following objections/comments:
1. Concerns over the likely increase in traffic; are there any measures which will seek to alleviate this such as direct access onto the A25 from the school or only accepting pupils who can walk there (Officer comment: Direct access to the A25 would entail loss of playing fields and would be not be acceptable. It would not be reasonable to limit intake to only those pupils who could walk to school though the school is intending to change its admissions policy to seek to increase pupils from the local area within walking or cycling distance – see paragraph 27 below)
 2. Buses are also not the answer as they create more congestion because of their width
 3. Concerned regarding noise pollution from a two storey building so close to my home
 4. Concerns regarding loss of light
 5. The provision of 7 bays along Longfield Road for owners vehicles is insufficient to cater for residents vehicles there
 6. Access to The Priory School and Powell Corderoy School is already very tight with large volumes of traffic, how is the additional traffic going to be catered for
 7. The construction traffic access is via the coach park which will reduce parking available for coaches and increase congestion – construction traffic should be from The Priory's own entrance

8. The vast majority of students are not from the local area and the six form at The Priory is under subscribed as it is not the preferred school even for faith pupils therefore there does not seem to be a need
9. Large numbers of pupils access the school from West Bank where there is no right of way as it's a private road and cause nuisance to residents with litter and smoking (County Highways Authority comment: If a large number of pupils are accessing the school via the private section of West Bank, this is not a highways issue. Only one section of West Bank is private, and the private section is clearly signed and gated as such. Whilst this may cause amenity issues for residents living on the private section of West Bank, it is down to the owners to address with the school. It could however be a measure which could be included within the Travel Plan as it is taken forward)
10. The new building will have an impact on the AONB and the Landscape assessment which has been submitted does not properly address this as the site hasn't been viewed from the surrounding hills
11. The proposal is not a sustainable solution with large numbers of children travelling long distances to school
12. The additional parking spaces at the front of the school will affect trees where bats roost this has not been considered (officer comment the car parking spaces at the front do not have an impact on existing trees)
13. Building work will be noisy to residents (officer comment: this is not a valid reason to withhold planning permission)
14. The transportation issues have not been properly considered there is already congestion and this proposal would worsen that
15. Parents dropping off children have poor habits which affect local residents
16. The transportation information makes assumptions which have the effect of reducing the likely impact (officer comment: The County Highways Authority assesses the impact in respect of the *worse case scenario*)
17. The increase in staffing is suggested will be five teacher – this seems very low (Officer comment: In a secondary school the staff-to-pupil number ratio can vary as it will relate more to subject choices as opposed to class numbers)
18. The science block will give rise to a loss of view (officer comment: the loss of view is not a valid planning objection)
19. The proposed science block would give rise to unacceptable overlooking of neighbouring dwellings

PLANNING CONSIDERATIONS

Introduction

- 15 The guidance on the determination of planning applications contained in the Preamble/Agenda frontsheet is expressly incorporated into this report and must be read in conjunction with the following paragraphs.
- 16 In this case the statutory development plan for consideration of the application consists of the Mole Valley Local Plan 2000 and Mole Valley Local Development Framework Core Strategy 2009. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations.

- 17 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 as summarised in the table above.

PRINCIPLE OF DEVELOPMENT AND EDUCATIONAL NEED

Mole Valley Local Development Framework Core Strategy 2009

Policy CS1 Where Development will be Directed

- 18 Paragraph 72 of the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It continues by stating that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. It states that Local Planning Authorities should *inter alia* give great weight to the need to create, expand or alter schools. The site of the proposed development lies within an existing built up urban area; Policy CS1 states that new development will be directed towards previously developed land within the built up areas of towns including Dorking.

Educational Need

- 19 The Priory Church of England (VA) School offers 150 places per year, having 750 11-16 places in total, coupled with additional provision for VI Form pupils. On the basis of a formal consultation conducted in 2015, the school's Governing Body decided to expand the school, so that it offers 180 places in 2017 and 2018, followed by 210 places for the 2019 admission year onwards. The school will grow incrementally year-on-year, meaning that it will reach its new capacity of 1,050 in September 2023. This expansion of capacity is fully supported and financially backed by Surrey County Council and reflects an increase in birth rate in the local area that has been accommodated in the primary sector and is now beginning to transition into the secondary sector. The school is a vital part of the Council's education offer in the local area, in terms of the role it plays in supporting the County Council in delivering against its statutory duty to provide sufficient school places, relative to demand.

Supply/Demand Patterns

- 20 Mole Valley is experiencing a significant increase in the demand for school places, reflecting both a significant rise in birth rate and increased house building and migration within the area. Births in the Borough in 2013 were 6.4% higher than births in 2002. A significant number of primary school places have been provided reflective of this demand and this increased pupil cohort is now starting to make the transition into the secondary sector.
- 21 Within Dorking, there is presently provision for 390 places per year in Year 7, composed of the following:
- The Ashcombe School (offering 240 Year 7 places per annum); and
 - The Priory Church of England (VA) School (offering 150 Year 7 places per annum).

Forecast

22 Projections of future demand for school places are presented in the below table:

| Year | Y7 PAN | Y7 Projection | Deficit |
|---------|--------|---------------|---------|
| 2017/18 | 390 | 416 | 26 |
| 2018/19 | 390 | 406 | 16 |
| 2019/20 | 390 | 456 | 66 |
| 2020/21 | 390 | 435 | 45 |
| 2021/22 | 390 | 470 | 80 |
| 2022/23 | 390 | 461 | 71 |
| 2023/24 | 390 | 449 | 59 |
| 2024/25 | 390 | 445 | 55 |

Table 1: Projection of School Places

23 As can be seen from Table 1 above, there will be a sustained need for secondary places in the area. The proposed expansion of The Priory CofE VA School by two forms of entry would reduce all of the above projected deficits by 60 places and is required in order to supply sufficient school places to meet local demand.

Secondary Schools in the Dorking Area

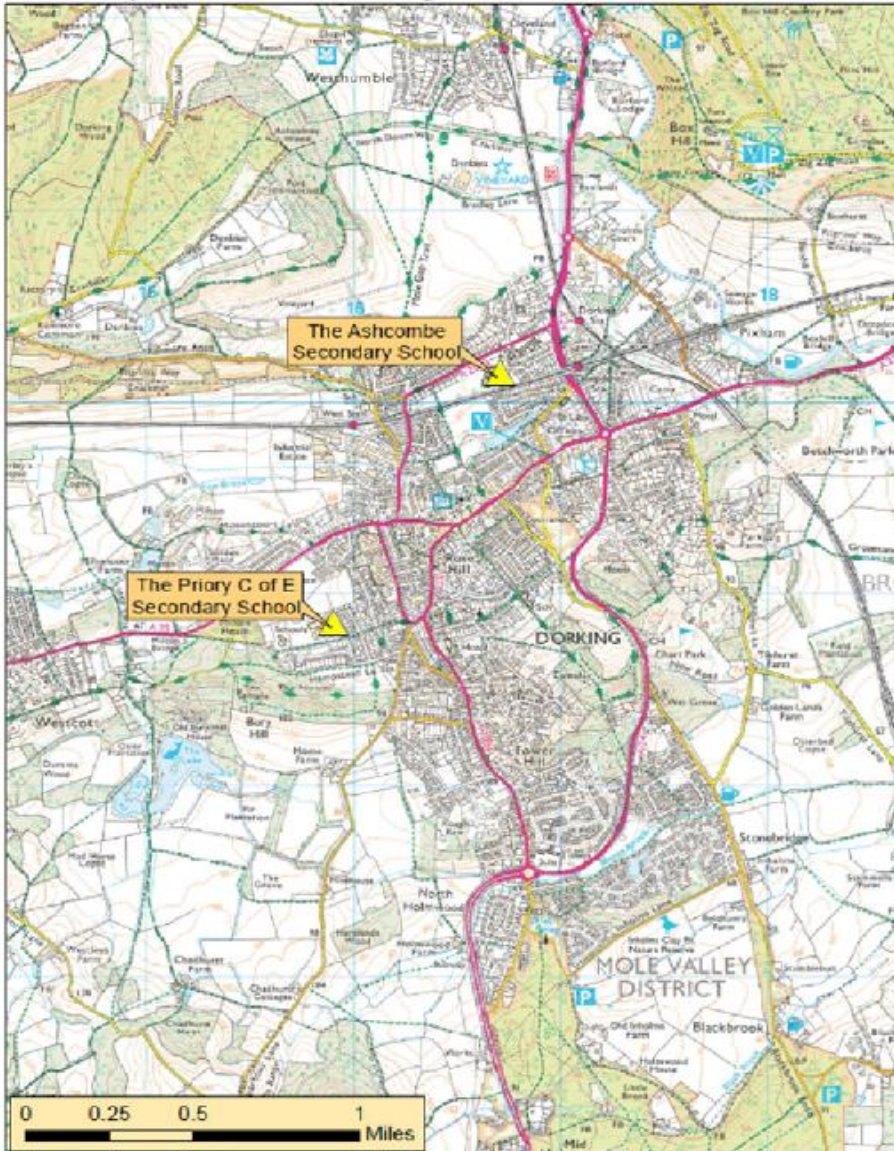
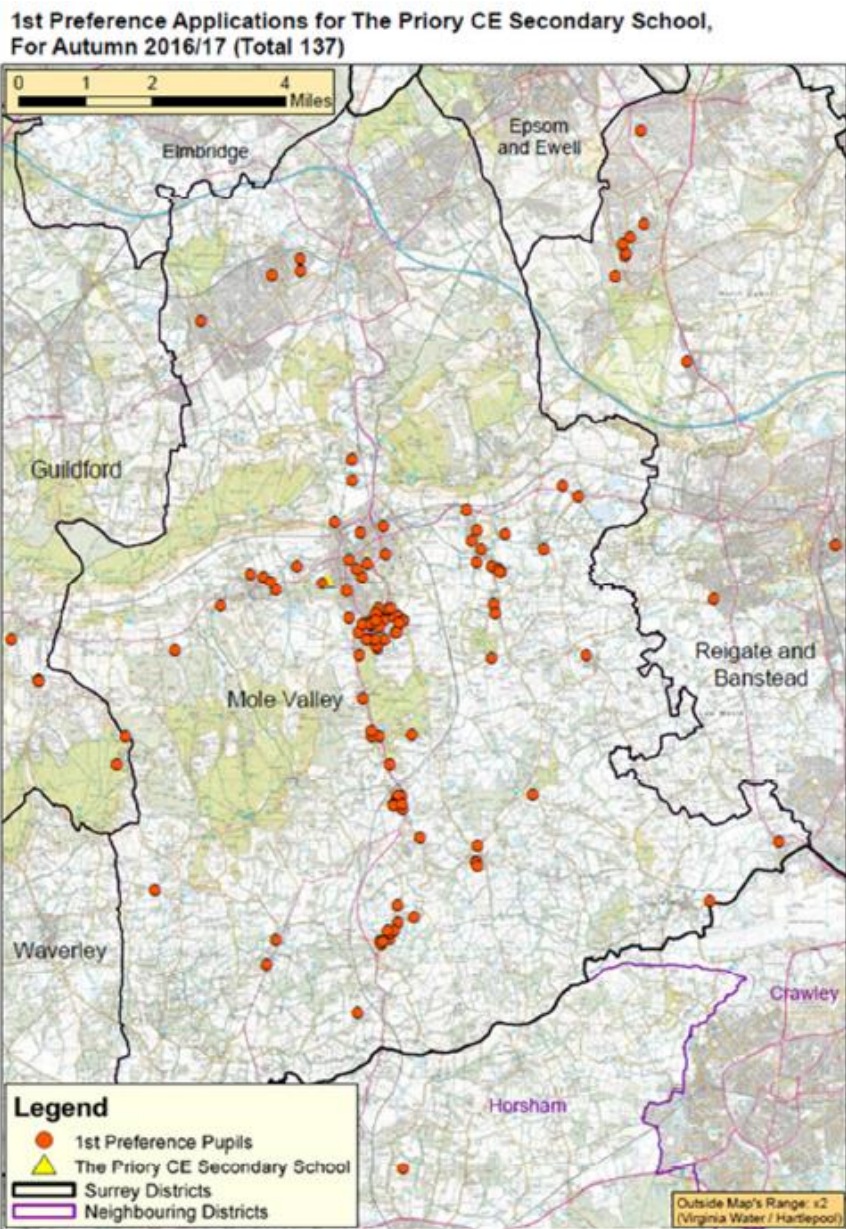


Figure 1: Dorking Area Secondary School Plan

Pupil Locations

- 24 The School does not operate a defined catchment area but recruits to admission criteria that give priority to siblings; those who regularly attend a Church of England Church; those who regularly attend another Christian church; those who regularly attend a place of another religious faith; and those with exceptional medical or social needs. Remaining applicants are then sorted on the basis of distance from home to school. A plan of the existing pattern of first preferences for admission at the school is presented below (Figure 2):



It is worth noting that the school are presently reviewing their admission arrangements in light of the expansion proposal, so as to ensure that they target a local intake.

Figure 2: Pupil Location Plan

Meeting Local Demand

25 Irrespective of a school’s Admission Policy, the location of a school (combined with the location of its neighbouring schools) is universally the most important factor in terms of defining its intake. As such, an increase in the number of places at any state school will automatically increase the supply of places to the local community and consequently meeting local demand. The standard determination of ‘local demand’ for a secondary school is defined as being 3 miles from the school itself, in line with the Home to School Transport Policy. In order to model the current situation for The Priory School, the map below has been provided, which shows the current (11-16) pupils on roll, together with a 3 mile radius from the school. As shown on the map, of the 697 pupils on roll, 293 are within the 3 mile radius and would therefore be determined to be ‘local demand’ by the standard definition.

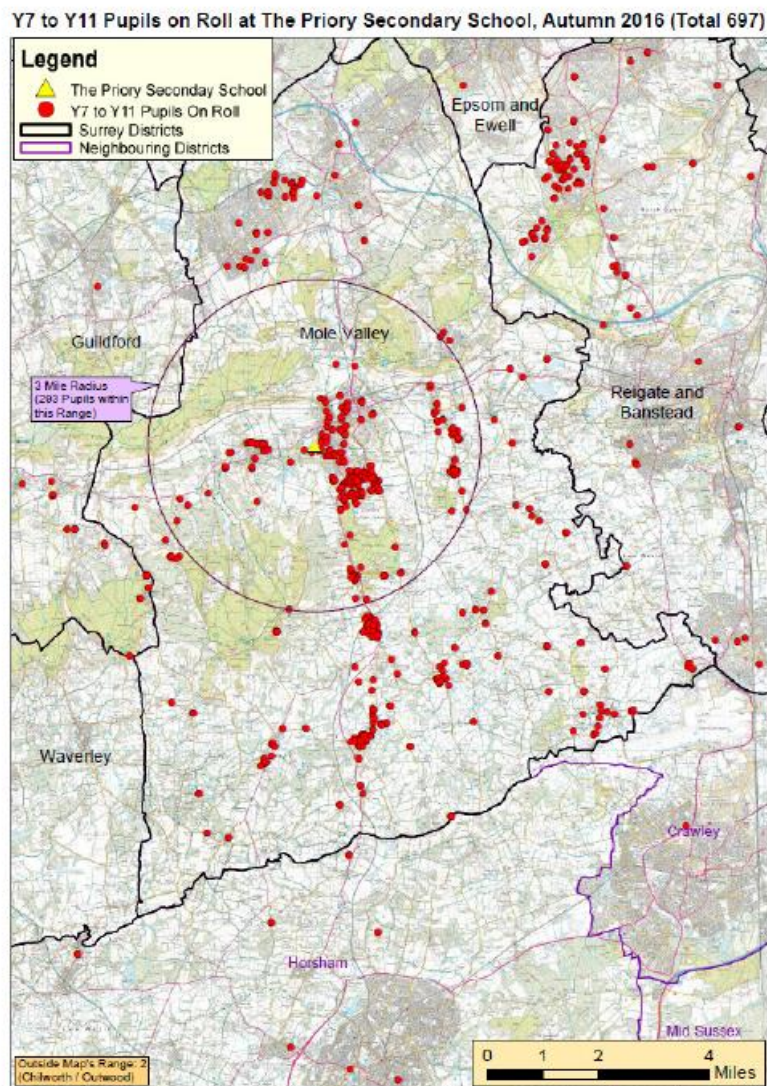


Figure 3: Yr7 to Yr11 on roll to The Priory Secondary School 2016

- 26 As such, it is clear that, even in the current situation, a significant proportion of the places supplied (c.42%) are provided to “local” pupils. However, the issue for reliance on the standard definition in a rural county such as Surrey is that it doesn’t take account of the fact that many rural communities do not have a “local” school so defined. This is the case for South Mole Valley and, as can be seen from the above map, a significant proportion of the “non-local” intake to The Priory is comprised of pupils from the South Mole Valley area. Indeed, the number of pupils on roll who reside in the Mole Valley area south of the Leatherhead / Fetcham area amounts to 531 pupils. As these pupils have no closer secondary schools within Mole Valley to attend than The Priory (assuming that Ashcombe School is an equivalent option in this respect), they could equally be defined as “local demand”, requiring places in Dorking to provide them with a feasible option with respect to secondary schooling. Defined in such a sense, c. 76% of The Priory’s places currently meet “local” demand and could be expected to do so in future and, indeed, the pupil place modelling provided for this planning statement assumes that a similar proportion of demand from the South Mole Valley area will continue to take up places at The Priory.

27 In addition to the above though, it is also important to bear in mind that The Priory School has amended its Admissions Policy for 2018 onwards, to focus it on prioritising the supply of places to the local community. The first three criteria of the 2018 Admission Policy now read:

1. Looked After and previously Looked After Children.
2. Students who will have a brother or sister attending the school at the time of application.
3. Students for whom The Priory is the nearest Church of England Secondary School.

28 As can be seen from the above, the admissions policy will now prioritise applications on the basis of proximity to the school site, irrespective of faith and, as such, this will secure the provision of the new places to meet local demand, as shown in the forecasts presented in the main Education Planning Statement.

Conclusion

29 In order to align supply with demand in respect of school places, it is proposed to expand secondary places in the Dorking area by two forms of entry. This strategy has been agreed between the Council and both secondary schools in the area. Where possible, the Council's strategy is to expand high quality provision that meets parental demand, whilst also ensuring that there is a diverse pattern of provision, so as to provide families with some element of choice. As an Ofsted-rated 'Good' school, The Priory meets these aspirations, with this being the key rationale underpinning the joint decision to take this expansion scheme forward.

30 To enable the school to accommodate the additional two forms of entry, additional buildings will be required, in line with the national guidelines specified in Building Bulletin 103. The expansion to the school has been designed in line with these requirements and will enable the school to function effectively at its proposed new capacity.

CONCLUSION ON NEED

31 Surrey County Council, as the Local Education Authority has a statutory duty to provide sufficient school places. The present and future demand indicates that one more form of entry in this area is required and this proposal would achieve this and would enable Surrey County Council to meet the known demand and also allow a small surplus capacity for late applicants, any additional small housing developments and in-year admissions.

32 In conclusion on this issue this application seeks to provide additional school places within the built up area of Dorking for which there is a defined need. Relevant national policy advice state that the need for school places should be accorded great weight. The proposal does therefore accord with that policy advice and there is therefore a strong presumption in favour of this development subject to compliance with other relevant policies in the development Plan as examined below.

DESIGN AND VISUAL AMENITY

Mole Valley Local Development Framework Core Strategy 2009

Policy CS14- Townscape, Urban Design and the Historic Environment

Mole Valley Local Plan 2000

Policy ENV22- General Development Control Criteria

Policy ENV23- Respect for Setting

Policy CF2- Provision of New Community Facilities

- 33 Core Strategy Policy CS14 resists development of a poor quality of design and requires all new development to respect and enhance local character. Local Plan Policy ENV22 requires the design and layout of development to satisfy several criteria including being appropriate to the site in terms of its scale, form and appearance and external building materials; and respecting the character and appearance of the locality. Respect for the setting of development is also expressed in Local Plan Policy ENV23, which requires that development proposals consider the scale, character, bulk, proportions and materials of the surrounding built environment. Local Plan Policy CF2 requires that proposals for community facilities should not detract from the character and appearance of the property and surrounding area.
- 34 There are numerous existing school buildings on this site most of which are brick built and the majority have flat roofs. The design of the proposed new extensions is similar to some of the existing buildings and the scale and bulk of the additions are appropriate to the site. Officers therefore consider that the proposed buildings are sympathetic to the existing buildings and will not detract from its character and appearance nor that of the surrounding area. As such the proposal accords with the provisions of the Development Plan and is acceptable in this regard.

IMPACT ON RESIDENTIAL AMENITY

Mole Valley Local Plan 2000

Policy ENV22 – General Development Control Criteria

Policy CF2 – Provision of New Community Facilities

- 35 NPPF paragraph 32 states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are *severe*. Local Plan Policy ENV22 requires development not to significantly harm the amenities of the occupiers of neighbouring properties by reason of overlooking or its overpowering effect, noise, traffic or other adverse environmental impact. Local Plan Policy CF2 requires that development for community facilities satisfies a number of criteria including not detracting from the character and appearance of the property and the surrounding area; it has no adverse impact on the amenities of the locality, especially those of neighbouring properties; and traffic generated by such development has no adverse effect on local residential amenity.
- 36 There is no impact arising from the extension to provide the Design and Technology classroom as this is on the northern side of the school and there are no residential dwellings in that location.
- 37 The proposed science block is on the southern part of the site and there are existing residential dwellings adjacent to the southern boundary and in close proximity to it.

There are a number of existing trees between the site of the new building and the residential dwellings in question. Clearly given the height of the new building it will be visible from the residential dwellings to the south. These dwellings currently look out onto the open grassed area. However a distance of at least 15m is maintained between the proposed building and the school boundary and there is a total of at least 25m wall to wall between the new building and the existing dwellings. Given that the building is two storey and lies to the north of the existing dwellings there will be no sustainable loss of light outlook to those dwellings which would render the proposal unacceptable in this regard. The general accepted acceptable distance between two storey buildings is 20m so here it is in excess of that.

- 38 Turning to overlooking. There are windows in both the ground floor and first floor of the proposed science block which serve classrooms (science labs) and are at a height that are capable of being seen through. There are four flats within the block which comprises 18 to 21 Nower Close West which have living room and kitchen windows which face onto the school site (both at ground and first floor) and the properties adjacent (16 and 17) which are semi detached houses also have both living room and bedroom windows facing onto the application site. Again given a distance of at least 25m between the two buildings, plus the existence of a number of trees in between officers do not consider that the proposal will give rise to any unacceptable overlooking.
- 39 The proposal includes the addition of some external wall mounted down lighters on the external walls of the proposed Science Block strategically placed around the building to light the entrance doors and access routes. A lighting report has been submitted which shows that the light spillage from these lights is very low. Officers are satisfied that this level of lighting is acceptable and will not have any adverse impact on the residential amenity of neighbouring dwellings provided that the lighting is switched off outside of the operating hours of the science block and a condition is proposed in this regard.
- 40 One of the letters of objection to the proposal raises concern over the impact from noise arising from the proposed science block which will provide science labs. These specialist classrooms will generally be used during normal school hours. Given the nature of the use and the distances involved it is not considered that there will be any unacceptable noise impact arising from this proposal.
- 41 Officers are therefore of the view that the proposed buildings themselves will not give rise to any adverse impact on adjacent residential dwellings.
- 42 Officers acknowledge that the proposed expansion to this school will give rise to an increase in traffic in the local area at drop off and pick up times and will therefore have some additional impact on nearby residents at those peak times. From survey information provided with the application a high proportion of pupils at this school travel there by private car (48% in the morning and 54% in the afternoon). This situation is already difficult for local residents as indicated in the letters of objection on this application (summarised above), giving rise to a loss of residential amenity by virtue of inconvenience of access, noise, and fumes.
- 43 This situation in respect of highways issues is one which occurs at most school sites. Officers are of the opinion that whilst there is an impact on amenity to local residents the increase in this case will be a moderate one having regard to that which already occurs

and the fact that it is confined to short periods during weekdays only. The proposal would not give rise to any severe impact as referred to in the NPPF paragraph 32 (see paragraph 35 above).

- 44 Officers are therefore satisfied that the proposal accords with the provisions of the Development Plan in this regard and is acceptable.

IMPACT ON TREES

Mole Valley Local Plan 2000

Policy ENV53- Trees in the Built-Up Areas

- 45 Local Plan Policy ENV53 requires the Council to continue to preserve and enhance existing tree cover in the built-up areas through the use of development control powers and the making of Tree Preservation Orders particularly where important trees are under threat.
- 46 There are a number of trees on this site including some in close proximity to the site of the proposed works. A full Arboricultural Assessment has been submitted with this application which shows that no trees will need to be removed to facilitate the development though pruning of some lower branches is required on two trees. Tree protection measures to ensure that the existing trees are not damaged during the course of the application are proposed.
- 47 There are two key groups of trees on this site which officers consider are of significance. The first group is on the eastern side of the site near the site boundary with West Bank and in the vicinity of the proposed new parking bays (T22 to T26). These trees are mature category B trees which significantly contribute to the character and appearance of the site and are visible in the surrounding area. The Council's Arboriculturist has confirmed that the tree protection measures are acceptable and the trees will not suffer any adverse impact from the installation of the proposed additional parking bays. This is subject to compliance with the recommendation in the applicants report that excavations of the final most southerly bay are undertaken by hand only to prevent root destruction (this is within the submitted arboricultural report).
- 48 The second key group of trees are those which exist near the southern boundary with residential dwellings to the south (T2 to T20). This group of trees acts as an existing screen between the residential dwellings and the school and given that the new science block will be sited directly adjacent to the north of these trees their retention is considered to be important. The trees lie outside of the building area and again measures are shown to protect them from damage during construction and the Arboricultural officer is satisfied with these.
- 49 Finally on trees there are two existing trees to the north of the school building and near the line of the construction access to the area of the new Design and Technology extension. Again the applicant has confirmed that these trees are to be retained and protected during development. The Arboriculturist has requested additional ground protection during the course of the development and confirmation of this is awaited and will be reported on an update sheet once received.

- 50 Subject to confirmation of the additional ground protection and to conditions to ensure that the recommendations in the arboricultural report are adhered to officers are of the view that the proposal will not have any adverse impact on the existing trees on this site and accords with the Development Plan in this regard.

IMPACT ON PLAYING FIELDS

Mole Valley Local Development Framework Core Strategy 2009

CS16 – Open Space, Sport and Recreation Facilities

- 51 Para 74 of the NPPF states that existing open space including playing fields should not be built on unless the land is surplus to requirements, the loss would be replaced elsewhere or the need for the development outweighs the loss. Policy CS16 states that open space, sports and recreation facilities will be safeguarded from development.
- 52 This proposal is for development in part on an existing open grassed area within the school. It does not have any official designation as open space. The grassed area is undulating in nature, contains a number of trees and is crossed by a footpath. It does not form part of the playing fields on this site which lie to the north.
- 53 At their request Sport England were consulted on the planning application and has raised no objection on grounds that the proposed science block is on land which is incapable of forming part of a playing pitch and it would not result in the loss of, or inability to make use of any playing pitch now or in the future.
- 54 Officers are of the opinion that as there is no official open space designation on this land and it is within the school site and not part of the playing fields the proposal does not conflict with the relevant national and local planning policy in this regard and is acceptable.

IMPACT ON LANDSCAPE CHARACTER AND AREA OF OUTSTANDING NATURAL BEAUTY

Mole Valley Local Development Framework Core Strategy 2009

Policy CS13 - Landscape Character

Mole Valley Local Plan 2000

Policy ENV 4 – Landscape Character

- 55 Policy CS13 of the Core Strategy requires that development respects areas of Landscape Character in which it is proposed. Policy ENV 4 of the Local Plan seeks to ensure that development proposals and forestry schemes in the countryside and rural settlements conserve and will not detract from the character of the local landscape and requires major proposals to be accompanied by a Landscape Appraisal.
- 56 The Priory School itself does not directly lie within an Area of Landscape Character (ALC) or an Area of Outstanding Natural Beauty (AONB) but there are areas with these designations close to the site to the west and east. The applicants have therefore submitted a Landscape and Visual Impact assessment with the application which examines the context of the proposal and concludes that there will be minimal impact on the surrounding areas.

- 57 The proposed design technology extension raises no issues as it is an extension of the existing building on its northern side which is on the opposite side to the AONB and ALC. The new standalone science block being two storey in height may be visible from the surrounding areas, particularly from higher viewpoints within the AONB. However as the proposed new building lies within the school site and between the main school building (which is higher) and residential dwellings to the south and west it is not considered that in this context it would have any adverse impact such that it would detract from these areas.
- 58 Officers therefore considers that the proposal is not contrary to development plan policies in this regard and is acceptable.

ARCHAEOLOGICAL IMPLICATIONS

Mole Valley Local Development Framework Core Strategy 2009

Policy CS14 – Townscape, Urban Design and the Historic Environment

Mole Valley Local Plan 2000

Policy ENV 49 – Sites of Historical or Archaeological Importance

Policy ENV 50 – Unidentified Archaeological Sites

Policy ENV 51 – Archaeological Discoveries During Development

- 59 The National Planning Policy Framework requires applicants on planning applications to describe the significance of any heritage assets affected by proposals and include proportional measures to deal with any impact. Core Strategy Policy ENV 49 states that areas and sites of historic or architectural importance will be protected and, where appropriate enhanced in accordance with the legislation, national and regional guidance. Policy ENV 50 of the Local Plan requires that desk based assessments of any likely archaeological implications be submitted with proposals on sites of over 0.4 acres. Policy ENV51 states that where archaeological remains are discovered on unidentified archaeological sites and development has already commenced, the co-operation of the developer will be sought to permit access to an investigation of the area.
- 60 The site has a high archaeological potential given its proximity to other heritage assets and the size of the site exceeds 0.4ha. Therefore in accordance with Local Plan Policy ENV 50 further archaeological investigation is required. The applicants have submitted an archaeological desktop assessment with this application. This was based on examination of existing sources of archaeological information given that the proposals would affect a very small part of the site, together with a walkover survey.
- 61 No new heritage assets were identified as part of this assessment and the Heritage Statement concludes that the area has perhaps a high archaeological potential for the discovery of buried archaeological evidence. The recommendation is that a trial trench evaluation be undertaken across the site of the new science block which should be set out in a Written Scheme of Investigation and draft outline of this has been provided with the application.
- 62 The County Archaeologist has confirmed that he agrees with the conclusions of the applicants advisors in this respect and that the draft Written Scheme of Investigation does provide appropriate methodology for carrying out the further works required. He

has advised that these works must be carried out prior to the commencement of development and this can be secured by a condition on the planning permission.

- 63 Officers consider that subject to a condition requiring the further assessment prior to the commencement of development the requirements of the various policy documents have been complied with and the proposal is acceptable in this regard.

FLOOD RISK AND SUSTAINABLE DRAINAGE (SuDS)
Mole Valley Local Development Framework Core Strategy 2009
 Policy CS 20- Flood Risk Assessment

- 64 House of Commons: Written Statement (HCWS161) “Sustainable drainage systems” requires local planning policies and decisions on planning applications relating to major development- (as set out in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010) - to ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate. Under these arrangements, in considering planning applications, local planning authorities should consult the relevant lead local flood authority on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The sustainable drainage system should be designed to ensure that the maintenance and operations requirements are economically proportionate.
- 65 Policy CS 20 states the Council will expect to see the use of appropriate sustainable drainage systems (SUDS) as part of any development proposals. A Flood Risk Assessment will be required for sites within or adjacent to areas at risk of surface water flooding as identified in the SFRA.
- 66 The site lies within Flood Zone 1 and is not at risk of flooding from external sources. A Flood Risk Assessment was not therefore required. The applicants have submitted details of a drainage strategy which includes elements of Sustainable Drainage where appropriate to:
- (i) manage runoff at or close to its source;
 - (ii) manage runoff at the surface;
 - (iii) be integrated with public open space areas and contribute towards meeting the objectives of the urban plan;
 - (iv) be cost-effective to operate and maintain.
- 67 The Lead Local Flood Authority has assessed the details submitted and are satisfied that it meets the requirements subject to conditions to ensure the scheme is properly implemented.
- 68 Officers are of the view that subject to appropriate conditions the provisions of the Development Plan and other guidance have been complied with in this regard.

SUSTAINABLE CONSTRUCTION

Mole Valley Local Development Framework Core Strategy 2009

Policy CS19 Sustainable Construction, Renewable Energy and Energy Conservation

- 69 Policy CS19 of the Core Strategy requires applicants for development to submit evidence to demonstrate that the proposal meets BREEAM (Building Research Establishment Environmental Assessment Method) ‘*very good*’ development standards.
- 70 The applicants have submitted a full BREEAM pre-assessment with this application which examines all aspects of the environmental impact of the project from the initial build through to the ongoing operation of the building. It aims to ensure that best environmental practice is incorporated in the planning, design, construction and operation of the buildings and scores the proposed methods in this project against rating benchmarks. This assessment predicts and demonstrates that the project can achieve a rating of 58.61% which falls within the ‘Very Good’ category. The information that has been submitted with the application satisfies part of the requirement of Policy CS19 since it demonstrates that a score of ‘very good’ for this development *is* achievable. Officers are of the view that to fully satisfy the policy a condition will be need to be added requiring the submission of evidence that the ‘very good’ score has been achieved following completion of the development.
- 71 Officers are therefore of the view that subject to an appropriate condition the proposal accords with the Development Plan policy in this regard and is acceptable.

HIGHWAYS CONSIDERATIONS

Mole Valley Local Plan 2000

Policy MOV2 – The Movement Implications of Development

Policy MOV5 – Parking Standards

Policy CF2 – Provision of New Community Facilities

- 72 Local Plan Policy MOV2 states that development will only be permitted where it can be made compatible with the transport infrastructure and the environmental character in the area and where appropriate developers will be required to contribute to transportation initiatives and highways improvements. Policy MOV5 applies the County Council’s parking standards as maxima, having regard to the developer’s own requirements and subject to road safety or traffic management implications. The specific criteria applied to development of community facilities under Policy CF2 include that parking and access requirements can be satisfactorily accommodated and that the amount of traffic generated would not adversely affect highway safety or the residential amenities of occupiers of dwellings in the locality.
- 73 The County Highways Authority has assessed the application and makes the following observations and conclusions. The Priory C of E School is an established five form entry secondary school with a total capacity for 880 pupils (750 secondary school pupils plus 130 sixth form pupils). It has 55 full-time and 38 part-time members of staff. The development proposals will facilitate the expansion of the existing school to increase capacity by an additional 300 pupils, over a five year period from 2018 to 2023. This will take the total pupil allocation to 1180 pupils, creating a seven form of entry school. To cater for this increase, an additional 5 members of staff will be employed by the end of the expansion period. The school car park currently has 79 spaces, 75 of which will be

retained while 4 will be lost to provide space for the new DT classroom. However, 5 new car parking spaces will be provided, creating a total of 80 car parking spaces to provide for the additional staff to be employed by the school. There are currently 20 covered cycle parking spaces for pupils and 10 uncovered cycle spaces for staff. A further 20 covered cycle parking spaces will be provided as part of the proposals, to encourage more pupils and staff to cycle to and from school.

Existing Trip Generation

- 74 A number of surveys have been undertaken to establish existing travel patterns associated with the school, including an ATC traffic survey, manual pedestrian counts, vehicular pick-up / drop off surveys, parking beat surveys, and a pupil and staff travel survey. The results of these surveys show a considerable peak during the morning between 08:00 – 09:00 as school children and staff are arriving, and a further peak in the afternoon between 15:00 – 16:00. The afternoon peak is slightly less pronounced as pupil and staff departures tend to be slightly more spread out, due to the availability of after school clubs and staff leaving at different times. The main school car park, which is accessed via West Bank, is shown to be the most popular location for drop-off and pick-up, particularly for drop-off in the morning peak. The parking beat surveys indicate that there is capacity for further on street parking to take place on Longfield Road, West Bank and Hampstead Lane. The travel survey results show that the majority of pupils already arrive / depart from school by sustainable modes of transport, namely via public bus or dedicated school bus services (53.8% in the AM, 60.2% in the PM), or by walking (21.2% in the AM, 26.7% in the PM), rather than by car/car share (19% in the AM, 6.2% in the PM). By comparison, the majority of staff travel to and from the school by car / car share (77.4%).

Proposed Trip Generation

- 75 In the applicants Transportation Assessment the current mode shares for existing pupils and staff have been applied to the total number of pupils and staff proposed for the next 5 years, assuming additional intake of 60 children and 1 staff member per year. The results show that by the end of the expansion period, there will be 88 and 87 additional children arriving and departing by school bus in the AM and PM respectively; 51 and 19 additional staff and pupils travelling by car in the AM and PM respectively, and 10 and 4 additional staff and pupils car sharing in the AM and PM respectively. However, the school's admissions policy is set to be revised to include children living closest to the school from September 2018. This change in catchment will encourage more local families to apply, hence there is significant scope for new pupils to have a different mode share than present.
- 76 Using local national statistics, the applicant has estimated that there are approximately 540 potential Priory School pupils living in the Dorking area, within 2km walking distance of the school. The applicant has therefore calculated revised mode shares, based on an assumption that the mode shares for walking, cycling and scooting will double, while the remaining mode shares (public bus, school bus, park & stride, train, car share, and car) will reduce in proportion to the equivalent existing mode shares. Given the proposed changes to the school's admissions policy, the likely increase in the number of pupils who will live locally and within acceptable travel distances, and the promotion of sustainable modes through the School Travel Plan, the County Highway Authority agrees that modes such as walking, cycling and scooting are likely to become more

prominent, while single occupancy car travel could potentially decrease. Nevertheless, the CHA has assessed the proposed development using the more robust current mode shares in order to account for a *worst-case scenario*.

The Impact of the Development

- 77 The Transportation Assessment (TA) assesses the impact of the development on the capacity of the school buses, the operation of the school car park, road safety, and the local highway network. The dedicated school bus services currently serve areas to the south of the school. By the end of the expansion period, there could potentially be an additional 88 children arriving at the school by these buses, hence an additional one or two buses may be required as there are currently limited spare seats. There are four marked coach bays located within the car park located off Longfield Road, and the results of the ATC surveys show that no more than four coaches arrive or depart along Longfield Road at any time. It is envisaged that the morning coach arrivals and departures will continue to be staggered allowing for an additional coach to be slotted into the current arrangements.
- 78 The school car park located off West Bank operates as an informal drop-off and pick-up facility. The applicant has submitted drawings that demonstrate that there is a sufficient number of informal locations within the car park where parents can pull over to drop off and pick up their children whilst still allowing through movement of cars, e.g. along the aisles. The Longfield Road car park is closer to capacity and is also used by Powell Corderoy Primary School, therefore the applicant has carried out an assessment whereby the Longfield Road drop-offs are relocated to the main school car park. At present, approximately 56 pupils are dropped off in the school car park in the mornings, and it is predicted that there would be an additional 32 pupils arriving by car in the car park. Current drop-offs are staggered over the hourly period 08:00 - 09:00. The highest number of drop-offs take place between 08:45 and 09:00, which equates to 1.6 cars per minute currently. By the end of the expansion period, this will increase to 2.5 cars per minute during the same 15 minute period. However, the applicant has adequately demonstrated that the layout of the car park will be able to accommodate the existing drop off demand, the displaced vehicles from the Longfield Road car park, and the increase in vehicles generated by the proposals, without leading to any queuing on the adjacent public highway (i.e. West Bank).
- 79 SCC's accident records show that there have been no personal injury accidents on the roads surrounding the school during the last five years. It is therefore considered unlikely that the estimated increase in vehicular and pedestrian movements will have an adverse impact on the safety of the local highway network. Based on the current mode shares, it is estimated that 61 additional staff and pupils will be travelling by car and car share in the morning, and 23 additional staff and pupils by car and car share in the afternoon. As the school car park is the most popular location for drop-offs and pick-ups, the resultant increase in vehicular trips will have the greatest impact on West Bank. However, the increase in trip generation equates to just over 1 vehicle every minute in both directions during the morning drop-off, and less than 1 vehicle per minute in both directions during the afternoon peak. Furthermore, this increase will only occur over a very short period and will quickly dissipate outside of school peak hours. West Bank has low traffic flows, so although the additional traffic may be perceived as having an impact

by local residents, in reality the overall number of vehicle movements on the road will remain low.

Proposed Parking Restrictions

- 80 On-street parking by residents and parents of school children often impedes the two way movement of vehicles on Longfield Road and Hampstead Lane, causing delays during school start and finish times, particularly for school coaches. However, such delays are what are typically experienced outside schools during drop off and pick up times, and occur over a very short time period. There are existing parking restrictions at the eastern end of Longfield Road, and the applicant is proposing to extend these along the whole length of Longfield Road and also along Hampstead Lane, to improve through flow for school coaches and reduce delays. Parking restriction times will remain the same as the existing restrictions, i.e. 08:00 – 09:30 and 15:00 – 16:30.
- 81 The Transport Addendum assesses the impact of the proposed parking restrictions upon residents' and school-related parking. The applicant reports that most of the properties along Longfield Road and Hampstead Lane have their own driveways, which are not always used during school times, therefore it would appear that the majority of residents have an alternative place to park off street. Nevertheless, the applicant is proposing to provide three dedicated parking bays on Hampstead Lane, and seven on Longfield Road, two of which will be located near a bungalow that has no driveway. It is expected that any school related drop-offs and pick-ups that currently take place on Longfield Road or Hampstead Lane will be displaced into the main school car park, which has been shown to operate efficiently and has further capacity, or onto local roads that have no parking restrictions such as the northern section of West Bank (West), the southern section of West Bank (East), and Nower Road. The results of the parking beat surveys show that there is sufficient capacity on each of these roads for displacement parking, particularly on West Bank (West), without causing any queuing or safety issues. The Powel Corderoy Primary School day starts earlier than the Priory School (at 08:45), so parents with children at the primary school tend to arrive earlier and therefore get a space in the Longfield car park. Any drop-offs and pick-ups associated with the primary school that currently take place on Longfield Road could also be incorporated within The Nower and Milton Heath car park located off Westcott Road, where many parents of the primary school children already park.

Travel Plan

- 82 The Priory School have produced their travel plan using the Modeshift STARS online system. They previously achieved Bronze level, but unfortunately this has now lapsed and the travel plan needs to be updated. The new version on STARS is more up to date than the version that has been submitted with the planning application. SCC's Travel Plan Officer has reviewed the submitted version of the travel plan and has provided the following comments:
- "Written description of the locality of the school" - Details of where pupils travel from is required. Also, it looks like some wording has been inadvertently included. This has been addressed in the current STARS version.
 - "Working group"- The information needs to be updated, as the LA Officer referred to has since left SCC.

- “Travel & Transport Infrastructure – Facilities”- This states there are 20 covered Sheffield stands, with a total of 30 pupil cycle parking spaces. Usually, a Sheffield stand accommodates 2 bikes, so should this say 40 pupils spaces? Also, under “Details of coach parking facilities”, a description of the facilities is required. The coach parking details have been included in the current STARS version.
- STARS Routes to School Audit – It has been completed, but the date and time should be included as well.
- Pupil and staff surveys, undertaken during this academic year, are also required.
- A minimum of 2 new targets are required. An update of whether the previous targets have been met is also required. Following on from comments made by local residents in respect of access to the school on foot (point 9 under paragraph 14 above) a target to improve this situation could be included
- Travel and transport issues should be included. They are included in the current STARS version, but should be looked at to make sure they are still relevant.
- There are enough completed actions for the school to qualify for Bronze level accreditation again. However, in order to ensure that the travel plan is up to date for planning reasons, more completed/planned actions should be included.
- Two consultation actions are now required, namely the SMT & Governor + Local Authority consultations (they weren’t when the original TP was produced, so this is a new feature.)

83 The submitted travel plan will therefore need to be amended and updated to take account of the above comments, prior to occupation of the proposed development.

Construction Transport Management Plan

84 The Construction Transport Management Plan indicates construction access from the car/coach parking area in Longfield Road. It states that no deliveries or construction vehicular access will be permitted during school start and finish times. This will prevent congestion from taking place within the Longfield Road car park at times when parents and coaches are arriving or departing. Also, construction vehicles will *only* use the Longfield Road car park to access the site compound. Temporary yellow crosshatch road markings will be used to define the access route through the car park. Therefore, construction vehicles will not actually park in the car park, so the coach parking spaces will remain available for coaches.

85 It is recommended that a condition is attached that prohibits construction vehicle movements to and from the site between the hours of 08:00 and 09:15am and 14:45 and 16:00pm. These times differ slightly from the times currently quoted in the CTMP (paragraph 2.1 of the CTMP states 08:30 to 09:15am and 14:30 to 16:00pm). This needs to be amended (an amended document has been requested from the applicant and its receipt will be confirmed on an update sheet).

Cycle parking

86 Surrey County Council parking guidance states that secondary schools should have a minimum of 1 cycle space per 10 staff, in addition to 1 cycle space per 10 pupils. The proposed development will result in a total of 98 members of staff, therefore the existing 10 cycle spaces for staff is sufficient. The development will also result in an additional 300 pupils at the school, for whom 30 cycle spaces are required. The existing 20 cycle

spaces plus the proposed 20 cycle spaces would therefore be sufficient for the proposed number of pupils. However, there are currently 750 pupils at the school, for whom 75 cycle spaces should be provided. Therefore, the overall cycle parking provision is significantly below standard. Given the proposed changes to the school's admissions policy, it is envisaged that more pupils will cycle to and from the school, therefore the cycle parking provision for pupils should ideally be increased so that it is more in line with our guidance, to encourage more pupils to cycle rather than travel by car.

- 87 The applicants have been requested to accommodate the shortfall or justify why they cannot do this and their reply is awaited and this will be reported on an update sheet prior to the committee.

Conclusion from County Highways Authority

- 88 Taking all of the above into consideration, it is concluded that the impact of the proposed development could be accommodated within the existing highway infrastructure, without causing any safety or capacity issues. Hence, subject to confirmation of the on-site cycle parking there is no objection to the proposals on highway grounds. It is therefore recommended that planning permission is granted subject to conditions

Officer's conclusion on highways impact

- 89 In conclusion on this issue officers consider that the proposal does not give rise to any impact in respect of highway safety but traffic conditions do have an impact on residential amenity (considered under that section in the report above). The impact in respect of residential amenity can be mitigated to some degree by the school changing its admission policy to attract more local pupils, together with measures which will encourage pupils to come to school by modes other than the car. Such measures will be taken forward in the updated Travel Plan, and the additional provision for cycle parking within the site will be required by a condition on the planning permission. In addition the impact itself is confined to small parts of the day at peak arrival and departure time and must be weighed against the other factors in this application in particular the need for the development. Having regard to this officers consider that subject to appropriate conditions the application is acceptable and accords with Development Plan Policy.

HUMAN RIGHTS IMPLICATIONS

- 90 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.
- 91 In this case, the Officer's view is that while impacts on amenity caused by traffic are acknowledged, the scale of such impacts is not considered sufficient to engage Article 8 or Article 1 of Protocol 1. Their impact can be mitigated by conditions. As such, this proposal is not considered to interfere with any Convention right.

CONCLUSION

- 92 The site lies within the Urban Area where development is acceptable in principle and there is a strong educational need for the expansion and therefore a presumption in favour of approval.
- 93 Officers consider that the development would be in keeping with the design and visual amenity of the existing site and surrounding area. The design of the proposed extensions would integrate with the main school buildings. The location and scale of the building would ensure that the development would not adversely impact upon residential amenity, nor have any adverse impact on the nearby Area of Outstanding Natural Beauty or Area of Landscape Value. Subject to conditions requiring tree protection measures the proposal will not have any impact on existing trees within the site, and any archaeological interest will also be protected by virtue of a condition which requires the submission of a programme of archaeological work prior to commencement of the development. Sustainable drainage and construction measures have also been submitted and will be controlled by condition and these also accord with development plan policy. The proposal is acceptable on highway grounds. Whilst it is acknowledged that there will be an increase in traffic to and from the school, this increase will not have any severe impact on residential amenity such that the proposal is unacceptable in this regard and also having regard to the need for the proposed development.

RECOMMENDATION

- 94 That pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, that application be **MO2018/0640** PERMITTED subject to the following conditions:

Conditions:

IMPORTANT - CONDITION NO(S) 3 AND 9 MUST BE DISCHARGED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT.

1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.
2. The development hereby approved shall be carried out in all respects in accordance with the following plans/drawings:

195/2016/03 Elevation 1 dated Sept 2016

195/2016/04 Elevation 3 dated Sept 2016

195/2016/05 Elevation 2 & 3 dated Sept 2016

2016/195/01 Site Survey dated Sept 2016

2016/195/16 Utility GPR Survey dated Oct 2016

2016/195/17 Utility GPR Survey dated Oct 2016

B2280100/A/050.001 Rev 2 Existing Site Analysis Plan dated 18/04/17

B2280100/A/050.003 Rev 2 Block plan dated 09/06/17

B2280100/A/100.001 Rev 1 New Science Block Ground Floor and First Floor Plans dated 25/01/17

B2280100/A/100.002 Rev 1 New Science Block Roof Plan dated 07/01/17

B2280100/A/100.003 Rev 2 Internal Adaptations Ground Floor Plans dated 13/01/17
 B2280100/A/100.004 Rev 1 Internal Adaptations Upper Floor Plans dated 16/12/16
 B2280100/A/100.005 Proposed Ground Floor Plan dated 16/11/16
 B2280100/A/100.010 Phasing Drawing dated 04/02/17
 B2280100/A/100.015 Existing Ground Floor Plans dated 09/01/17
 B2280100/A/120.001 Rev 2 Proposed Site Sections dated 30/01/17
 B2280100/A/120.002 Rev 1 New Science Block Sections dated 07/02/17
 B2280100/A/140.001 Rev 2 Science Block Elevations dated 07/02/17
 B2280100/A/140.002 Rev 1 New DT Classroom Elevations Section and Roof Plan dated 02/03/17
 B2280100/A/140.003 Rev 2 Science Block Elevations Coloured dated 30/01/17
 B2280100/A/140.004 Rev 2 DT Classroom Elevations Coloured dated 30/01/17
 B2280100/A/900.001 Rev 4 Proposed Site Plan dated 09/06/17
 B2280100/A/900.002 Rev 2 External Works dated 09/06/17
 B2280100/A/900.051 Rev 1 Contractors Constraints dated 04/01/17
 B2280100/A/050.002 Rev 1 Location Plan dated 9.6.2017
 B2280100/A/100.090 Rev 2 New Science Block DT Block
 JNY9055-06 Rev B Proposed Parking Layout
 JNY9055-07 Rev B Proposed Parking Layout
 JNY9055-08 Rev B Proposed Parking Layout
 JNY9055-01 Rev 1 Site Location dated Dec 2016
 JNY9055-04 Preliminary Parking Plan
 JNY9055-05 Bus Swept Path
 JNY9055-02 Rev 1 Cycling Provision (Officer note: to be amended)
 JNY9055-04 Rev 1 School Bus Service
 B2280100/A/FS001 Rev F1 Tree Survey
 B2280100/A/900.051 Rev 1 Contractors Constraints
 B2280100/A/900.051 Rev 1 Tree Protection
 B2280100/A/FS001 Rev F1 Site Analysis Plan
 B2280100/FS100 Rev F1 Proposed Site Plan
 B2280100-C-DWG-100 Proposed Surface Water Drainage
 B2280100-C-DWG-300 Drainage Details Sheet 1

3. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the 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) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
 - b) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+30%) allowance for climate change storm events during all stages of the development (Pre, Post and during) including an extended catchment taking in to consideration the steep embankment along the south and west of the proposed development.
 - c) Detailed drawings to include: a finalised drainage layout detailing the location of SuDS elements, pipe diameters, levels, details of how SuDS elements will be protected from root damage and long and cross sections of each SuDS element including details of any flow restrictions and how they will be protected from blockage.

- d) Details of how the runoff (including any pollutants) from the development site will be managed during construction.
 - e) Details of Management and Maintenance regimes and responsibilities for the drainage system.
 - f) A plan showing exceedance flows and how property on and off site will be protected. Especially within steep Greenfield areas directing surface water flow towards the proposed development.
4. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the County Planning Authority to demonstrate that the Drainage System has been constructed as per the agreed scheme.
 5. Prior to the occupation of the development hereby permitted an updated School Travel Plan shall be submitted to and approved in writing by the County Planning Authority. The submitted Travel Plan shall include details of measures to promote sustainable modes of transport and provisions for the maintenance, monitoring and review of the impact of the Plan and its further development. The development shall thereafter be carried in all respects in accordance with the approved details.
 6. Subject to Condition 7 below, the development shall be implemented in accordance with the 'Contractor Transport Management Plan' dated 22/03/2018 submitted with the application (officer note: an amended document is awaited and will be reported on an update sheet)
 7. In carrying out the development hereby permitted, no HGV movements to or from the site shall take place between the hours of 08.00am and 09.15am and 14.30pm and 16.00pm nor shall there be any HGVs associated with the development at the site laid up, waiting, in roads of West Bank, Longfield Road and Hampstead Lane during these times.
 8. (a) Before any equipment, machinery or materials are brought onto the site for the purposes of carrying out the development hereby permitted, protective fencing in accordance with the details contained the Development Tree Survey and Arboricultural Report dated 10 July 2017 and on the Tree Protection Plan drawing B2280100/A/900.051 revision 1 submitted with the application shall be installed and shall thereafter be maintained until all equipment, machinery and surplus materials have been removed from the site. For the duration of works on the site no materials, plant or equipment shall be placed or stored within the protected area.

(b) The development shall be carried out in all respects in full accordance with all other measures to protect trees during construction as set out in the Development Tree Survey and Arboricultural Report.
 9. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted to and approved by the County Planning Authority.
 10. No later than 6 months after the first occupation of the buildings hereby permitted, an assessment shall be carried out by an accredited person confirming that the development has achieved a standard of sustainable construction that would achieve a

BREEAM (Building Research Establishment Environmental Assessment Method) rating of 'very good' and the assessment shall be deposited with the County Planning Authority.

11. The external lighting on the science block shall not be illuminated when the building is not in use.
12. The development hereby permitted shall not be occupied unless and until space has been laid out within the site in accordance with the approved plans for an additional 5 vehicles to be parked. Thereafter the parking spaces shall be retained and maintained for their designated purposes.
13. The development hereby permitted shall not be occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the County Planning Authority to provide secure and covered cycle parking for an additional (number to be confirmed on an update sheet) bicycles, and thereafter the cycle parking shall be retained and maintained for their designated purpose.
14. The development hereby permitted shall not be occupied unless and until the proposed parking restrictions on Longfield Road and Hampstead Lane have been designed and implemented in accordance with a scheme to be submitted to and approved in writing by the County Planning Authority.

Reasons:

1. To comply with Section 91 (1)(a) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt and in the interests of proper planning.
3. 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.
4. To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.
5. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and/or are required in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012. These conditions are required to meet the objectives of the NPPF (2012), and to satisfy policies MOV2, MOV5 and CF2 of the Mole Valley Local Plan 2000
6. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and/or are required in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012. These conditions are required to meet the objectives of the NPPF (2012), and to satisfy policies MOV2, MOV5 and CF2 of the Mole Valley Local Plan 2000
7. In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and/or are required in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012.

These conditions are required to meet the objectives of the NPPF (2012), and to satisfy policies MOV2, MOV5 and CF2 of the Mole Valley Local Plan 2000

8. To ensure the retention of trees on the site in accordance with Policy ENV53 of the Mole Valley Local Plan 2000
9. To meet the requirements of Policy CS14 of the Mole Valley Local Development Framework Core Strategy 2009 and policies ENV 49, ENV 50 and ENV 51 of the Mole Valley Local Plan 2000
10. To ensure the development achieves an appropriate standard of sustainable construction in accordance with Policy CS19 of the Mole Valley Core Strategy.
11. In the interest of the residential amenity of neighbouring dwellings in accordance with Policies ENV22 and CF2 of the Mole Valley Local Plan 2000
12. In the interests of highways safety and mitigating the impacts of the development in accordance with Policies MOV2, MOV5 and CF2 of the Mole Valley Local Plan 2000
13. In the interests of highways safety and mitigating the impacts of the development in accordance with Policies MOV2, MOV5 and CF2 of the Mole Valley Local Plan 2000
14. In the interests of highways safety and mitigating the impacts of the development in accordance with Policies MOV2, MOV5 and CF2 of the Mole Valley Local Plan 2000

Informatives:

1. In determining this application the County Planning Authority has worked positively and proactively with the applicant by: entering into pre-application discussions; scoping of the application; assessing the proposals against relevant Development Plan policies and the National Planning Policy Framework 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 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 paragraphs 186-187 of the National Planning Policy Framework 2012.
2. This approval relates only to the provisions of the Town and Country Planning Act 1990 and must not be taken to imply or be construed as an approval under the Building Regulations 2000 or for the purposes of any other statutory provision whatsoever.
3. The attention of the applicant is drawn to the requirements of Sections 7 and 8 of the Chronically Sick and Disabled Persons Act 1970 and to Building Bulletin 102 'Designing for disabled children and children with Special Educational Needs' published in 2008 on behalf of the Secretary of State for Children, Schools and Families, or any prescribed document replacing that note.

4. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.

If there are any further queries please contact the Sustainable Drainage and Consenting team via SUDS@surreycc.gov.uk. Please use our reference number in any future correspondence.

CONTACT

Dawn Horton-Baker

TEL. NO.

020 8541 9435

BACKGROUND PAPERS

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

Government Guidance

[National Planning Policy Framework 2012](#)

The Development Plan

Mole Valley Local Development Framework Core Strategy 2009

Mole Valley Local Plan 2000

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