

TO: PLANNING & REGULATORY COMMITTEE **DATE:** 6 February 2020
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

New stand-alone 2 storey science block, and DT classroom extension to existing building, addition of 5no. new parking spaces to front of school site and the alterations to on-site parking and access with removal (retrospectively) of drop-off facility.

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's Governing Body decided to expand the school in 2017 and since that time the school has expanded its roll within its existing building and offered 180 places in 2017 and 2018 (6 forms of entry), followed by 210 places for the 2019 admission year onwards (7 forms of entry) to 2023. This expansion of capacity was fully supported and is 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 therefore already offers 210 places per year.

Along with reorganisation and internal alterations to the existing buildings planning permission is sought in this application for additional buildings to provide facilities to upgrade the academic offer at the school and accommodate the expansion and continued increase in pupil numbers to 2023. The additional buildings proposed in this application comprise a two storey standalone 9 classroom science block and a single storey Design Technology classroom extension.

The application was on the agenda of a previous Planning and Regulatory Committee on the 28th May 2018 with a recommendation that it be approved. However at the Members site visit prior to the consideration of the application officers noticed that the internal drop off area indicated on the plans had very recently been fenced off so the situation regarding vehicle movements to the site did not accord with what was shown on the submitted plans nor what was included in the submitted Traffic Impact Assessment. Officers therefore suggested that consideration of the application be deferred to enable the applicant to update the plans and Transportation Assessment to reflect the new arrangements. The applicant had to undertake supplementary traffic and parking surveys and these were only submitted in October 2019 and new consultations had to then be undertaken.

The application was originally 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. A total of 30 letters of objection were received on the original plans with a number of detailed matters raised largely around highways and residential amenity. When the new information was submitted in October 2019 owner occupiers of neighbouring properties were again notified of these directly by letter. A further 16 letters have been received again raising issues largely relating to highways. The comments made have been considered in detail by officers and are summarised in the report. Mole Valley District Council raised no objections on the originally submitted proposal but raises objections on the amended proposals and to the loss of the on-site drop off facility and this issue and their comments are considered in the report.

The school has put forward a strong case in respect of the educational need for this expansion and as this proposal is for facilities to support the expansion 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.

Also for information and relevant to this school and future planning applications on 14 January 2020 Mole Valley District Council published its draft Local Plan and on that plan a parcel of land to the north of the Priory School (SA30: Sondes Place Farm, Westcott Road, Dorking) is allocated for residential development. One of the development requirements states:

The development of the site should enable opportunities for new-and-improved access to The Priory Church of England School incorporating a coach and student drop-off area and extension of the staff car park within the proposed development, and a pedestrian link directly into the school site.

The implications of this proposed policy change in respect of this current planning application is discussed in the report.

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

14th February 2020 (extension of time agreed with the applicant)

Amending Documents

Amended Contractor Transport Management Plan Version 3 dated 14th May 2018 received on 18th May 2018)

20/09/19 New Transport Assessment with Appendices

21/10/19 Revised Application Form (proposed description of development amended to reflect changes to on site drop off)

21/10/19 Drawing 82280100-A-900.001 Rev 6 Proposed Site Plan dated 16 October 2019

21/10/19 Drawing 82280100-A-900.002 Rev 2 External Works dated 9 June 2017

21/10/19 82280100-A-900.003 Rev 0 External Works sheet 2 of 2 dated 7 June 2018

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
DESIGN AND VISUAL AMENITY	Yes	33-34
IMPACT ON RESIDENTIAL 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
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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 areas of staff and visitor parking most of which is accessed via a secure gate. 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 210 places per year coupled with additional provision for six 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. Permitted

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

MO/2012/1504 Erection of single storey detached classroom block. Permitted

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

MO/2012/0620 Erection of single storey detached classroom block. Permitted

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

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

MO/2008/1431 Replacement windows on the entrance façade. Permitted

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

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

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

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

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

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

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

THE PROPOSAL

- 6 On the basis of a formal consultation conducted in 2015, the school's Governing Body decided to expand this school, so that it offered 180 places in 2017 and 2018, followed

by 210 places for the 2019 admission year onwards. The school has therefore grown incrementally year-on-year since 2017, meaning that it will reach its new capacity of 1,050 pupils in September 2023. To date the expansion has been accommodated within the existing buildings. 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 now sought for the following additional buildings for facilities to improve the academic offer and support the agreed 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.
- 8 In May 2018, electronic security gates and fences were installed within the school site near the school entrance off West Bank. These were installed to improve on the school's safety and security. Staff who wish to drive to school now have security passes to access the staff car park which is within the newly fenced area. There is a small area for visitor parking at the front of the school building which can be accessed from the non-secure side of the school. As these changes occurred before the determination of this planning application amended plans and Transportation Information was requested (and has now been submitted) in order to consider the implications of these amended drop off arrangements as part of the transportation assessment of this proposal.

CONSULTATIONS AND PUBLICITY

Consultees (Statutory and Non-Statutory)

8	Mole Valley District Council originally	No objection to plans Submitted. Objection raised to amended plans showing the removal of the on-site drop off facility on grounds of the impact on the quality of life of local residents (Officer comment: see paragraphs 75-77 below).
9	Archaeological Officer	No objection subject to a Planning condition
10	Arboriculturalist	No objections subject to conditions
11	Local Lead Flood Authority (SuDS & Consenting Team)	No objection subject to conditions
12	County Highways Authority (Transportation Development Planning)	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 when originally submitted 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. In October 2019 following the receipt of amended information relating to the school drop off facility a further letter was sent out to those originally notified advising them of the receipt of the amended information. As a result of the two rounds of publicity 43 letters have been received which have been taken into account in the consideration of this application. A summary of the objections/comments raised is provided below:

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 (see *Impact on Residential Amenity* section below)

20. The calculations for the demand for future pupil places do not seem correct as they do not reflect the numbers of children in primary school and The Priory is currently not fully subscribed. Why is Surrey County Council spending on expanding a school which has spare capacity? (Officer comment: the additional pupils can largely be accommodated within the existing buildings but this proposal will specifically provide improved science and technology facilities for pupils which is an area which was identified as needing improvement in the school's Ofsted report)

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 this application consists of the Mole Valley Local Plan 2000 and Mole Valley Local Development Framework Core Strategy 2009. Mole Valley District Council has started work on its next Local Plan 'Future Mole Valley' and a draft copy of the Plan was published on the 14th January 2020. Public consultation on the draft Future Mole Valley Local Plan is due to take place between 3 February and 16 March 2020 so the plan is in its very early stages of preparation and therefore at the present time will carry very little weight in the determination of planning applications. Of relevance to this current planning application a parcel of land to the north of the Priory School (SA30: Sondes Place Farm, Westcott Road, Dorking) is allocated for residential development. One of the development requirements states: *The development of the site should enable opportunities for new-and-improved access to The Priory Church of England School incorporating a coach and student drop-off area and extension of the staff car park within the proposed development, and a pedestrian link directly into the school site.* If this provision is carried through into the adopted plan for this area then it will offer scope to improve access arrangements for The Priory School in the future. However this current application has to be determined on its own merits against the existing planning policies and this proposed future provision is not a material consideration at this time.
- 17 In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations. It will be necessary to determine whether the proposed measures for mitigating any environmental impact of the development are satisfactory. 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 94 of the National Planning Policy Framework 2018 (as amended June 2019) states that it is important 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 and should work with school promoters and statutory bodies to resolve key planning issues. 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 already offers 210 places per year coupled with additional provision for Six 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 offered 180 places in 2017 and 2018, followed by 210 places for the 2019 admission year onwards. The school will continue to 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 still 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, when the application was first submitted in 2018 there was 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 (as sent in with the application when it was first submitted in 2018) 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 for some time. The expansion of The Priory Church of England VA School by two forms of entry was proposed and agreed to reduce all of the above projected deficits by 60 places and was therefore required in order to supply sufficient school places to meet local demand.

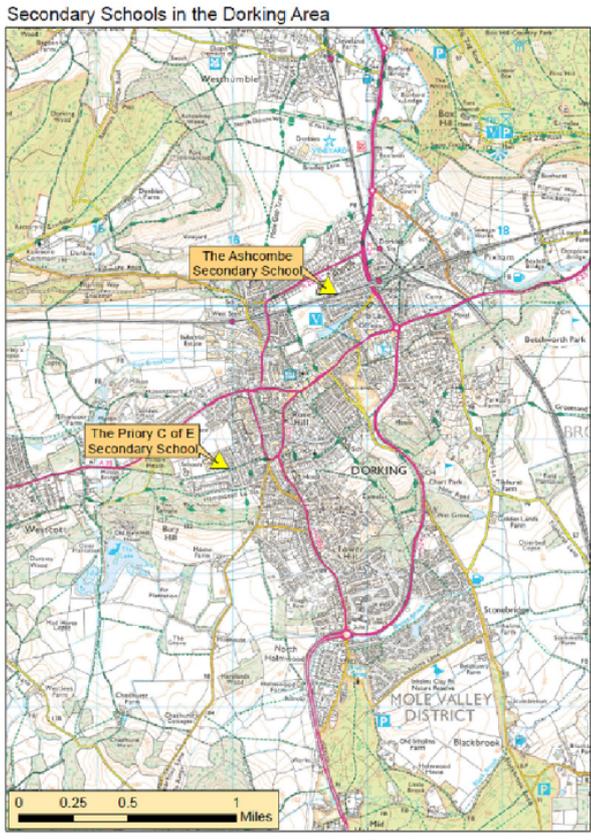
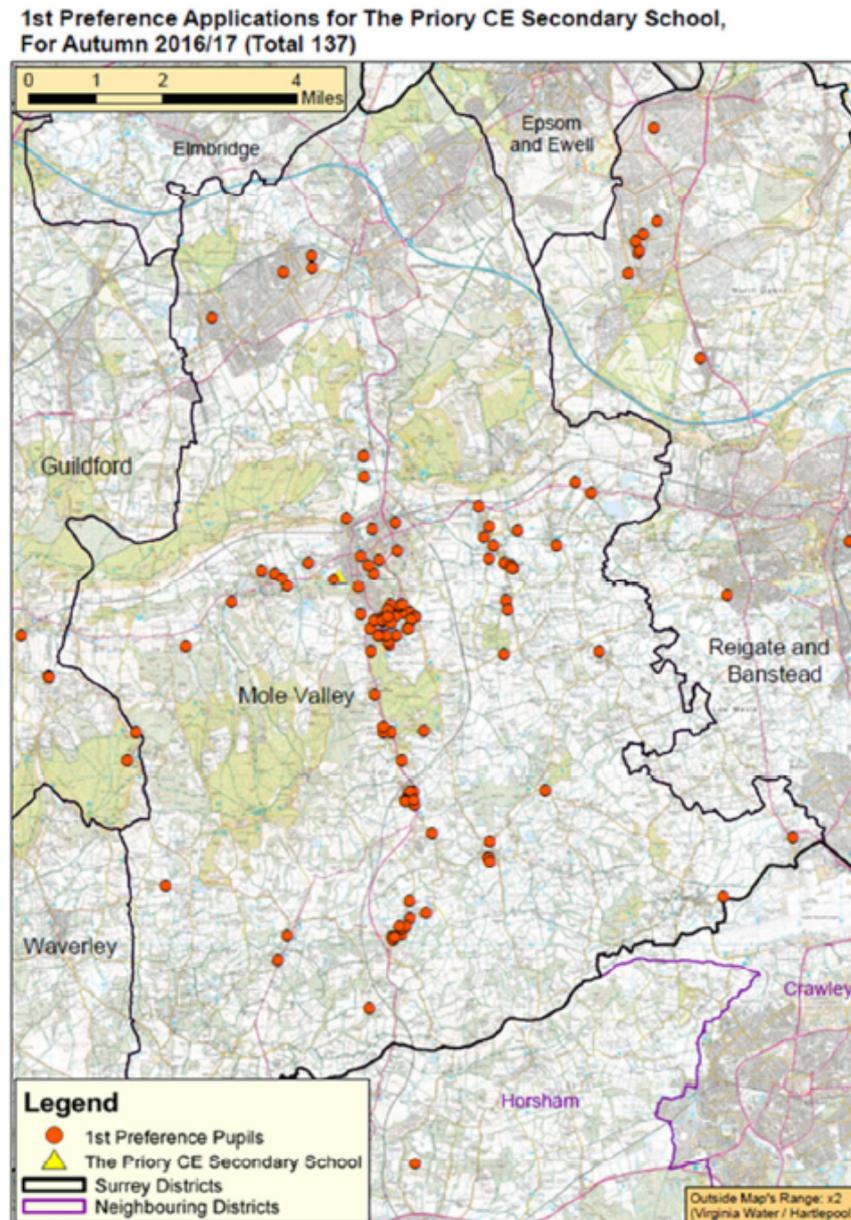


Figure 1: Dorking Area Secondary School Plan

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 pattern of first preferences for admission at the school in 2018 when the application was first submitted 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 meet 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 understand more fully the current situation for The Priory School, the map below was provided when the application was first submitted in 2018, which shows the 11-16 year old pupils on roll in 2016, together with a 3 mile radius from the school. Of the 697 pupils on roll, 293 were within the 3 mile radius and would therefore be determined to be ‘local demand’ by the standard definition.

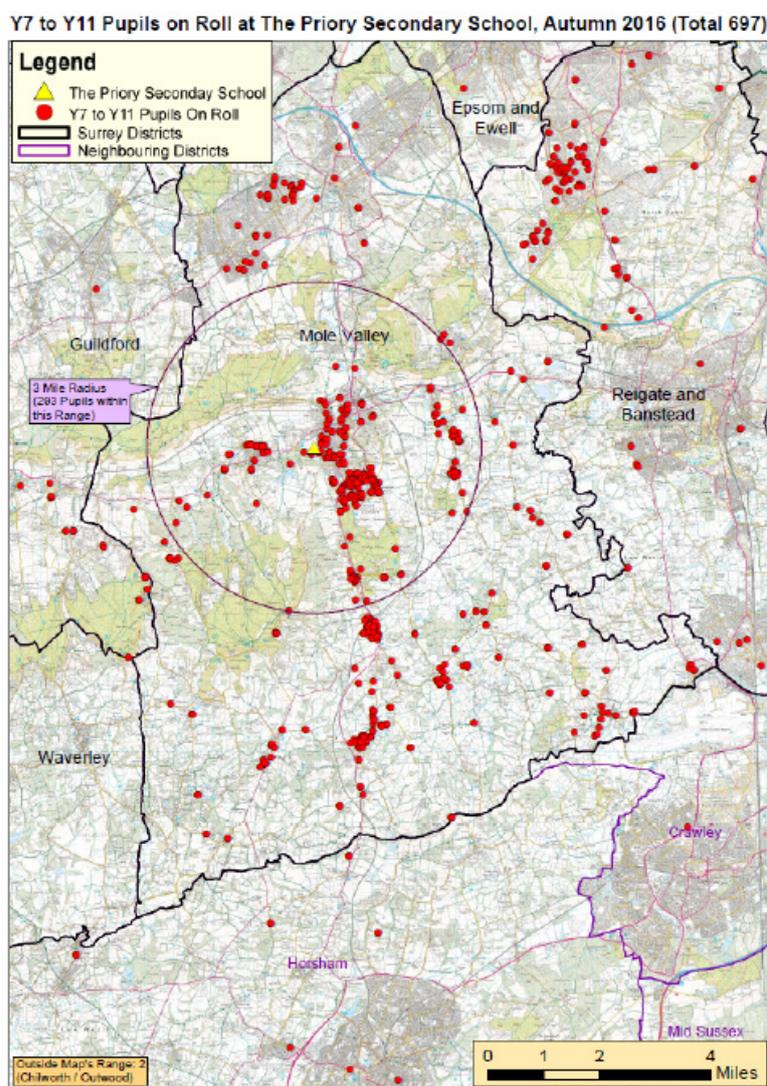


Figure 3: Yr7 to Yr11 on roll to The Priory Secondary School 2016

26 This showed that a significant proportion of the places supplied (c.42%) were 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. The number of pupils on roll who resided in the Mole Valley area south of the Leatherhead / Fetcham area amounted 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. a higher proportion 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 The Priory School 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 Admission Policy now reads:

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 now prioritises 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, The Priory School has already expanded 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 enhance its facilities and continue to accommodate the additional two forms of entry, further 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 teaching buildings to support the provision of already agreed 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 109 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 Turning to impacts in respect of traffic. 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. 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 Having regard to the conclusions of the Transportation Assessment and the County Highways Authority, Officers are of the opinion that the additional traffic can be satisfactorily accommodated on the highway network without detriment to highways safety.
- Whilst there is an impact on amenity to local residents the increase in this case will be a modest one having regard to that which already occurs and the fact that it is confined to short periods during weekdays only. The impact in respect of residential amenity will be mitigated to some degree by:
- (a) the proposed extension of the on street parking restrictions proposed which will improve the flow of vehicles in these roads at peak times
 - (b) the requirement for an updated School Travel Plan which can promote measures to increase more sustainable modes of transport to be used
 - (c) the provision for additional cycle parking within the site to encourage the use of this mode of transport.
- 44 The proposal would not give rise to any residual cumulative impact which is *severe* as referred to in the NPPF paragraph 109 (see paragraph 35 above). 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 aboricultural 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 97 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 NPPF (paragraph 189) 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 a 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 should be secured and this can be secured by a condition on the planning permission.
- 63 Officers consider that subject to a condition requiring implementation of the Archaeological Trial Trenches specification, this 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

PolicyCF2 – Provision of New Community Facilities

- 72 NPPF paragraph 109 states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are *severe*. 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 school's Governing Body decided to expand this school in 2017 and the expansion was 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. Since that time the school has expanded its roll within its existing building and offered 180 places in 2017 and 2018 (6 forms of entry), followed by 210 places for the 2019 admission year onwards (going from 5 forms of entry pre 2017 to 7 forms of entry). The school therefore already offers 210 places per year accommodated within the existing buildings.
- 74 In May 2018 during the consideration of this planning application for additional buildings on the site electronic security gates and fences were installed near the school's main entrance off West Bank. These measures, along with locking of the pedestrian only side gates once lessons are underway, were undertaken to improve the school's safety and security on site. Since that time all staff who drive to school have to use security passes to access the staff car park which is within the fenced area. There is a small area for visitor parking which can be accessed from the non-secure side of the school but the previous on-site drop off facility for parents bringing their children to school no longer exists and has not been available since May 2018. As these changes occurred before the determination of this planning application amended plans and Transportation Information was requested (and has now been submitted) in order to consider the implications.
- 75 At the time of the installation of the fence the Head teacher wrote to all parents explaining the situation and advised that parents/guardians would no longer be able to drop off or pick-up their children from within the school car park and that they will need to find alternative locations to do this. Parents/guardians were encouraged to use alternative means of getting children to school. Consequently, travel patterns changed, and the surveys undertaken originally have now been updated with new surveys undertaken post the change.
- 76 Officers considered that it was necessary for the applicant to amend the plans submitted with this planning application to reflect the loss of the on-site drop off area at the school and to enable the transportation implications of this proposal to be properly considered in the light of the current changed circumstances. However it should be noted that the loss of the on-site drop off area in itself would not have required planning permission. There are no conditions on previous planning permissions which would have been breached by its loss and the school could have erected an internal fence to effectively cordon off this

area at any time without planning permission. In respect of this planning application therefore the highways implications revolve around assessing the proposal in the light of the changed on site circumstances but the loss of the on-site drop off facility in itself would not be a valid reason to object to or refuse this planning application.

Existing Trip Generation

- 77 A number of surveys were undertaken to establish existing travel patterns associated with the school when the application was originally submitted and were resurveyed following the installation of the school gates and the loss of the former on-site drop off facility. These surveys included Automatic Traffic Count surveys, manual pedestrian and cycle surveys, coach and car park surveys, vehicular pick-up / drop off surveys, on street parking beat surveys, and a pupil and staff travel survey.
- 78 The results show that at this school 17.2% of pupils arrive and 17.8% depart by car, and a further 5.2% car share in the morning and 4.7% car share in the afternoon with the remainder using sustainable modes such as school and public bus, walk, cycle, scooter and train. The pupil survey results show that most pupils commute to school via a public service bus or dedicated school bus with 49.4% of pupils using these modes in the morning and 48.5% in the afternoon. A further 18.1% of pupils walk to school and 19.4% walk home from school in the afternoon.
- 79 Not unusually the results of these surveys show a considerable peak in vehicle movements 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 with the afternoon peak being slightly more spread out due to after school clubs and activities. Hampstead Lane is shown to be the most popular location for drop-off and pick-up, particularly for drop-off in the morning peak, followed by Longfield Road. The parking beat surveys indicate that there is capacity for further on street parking near to the school in the morning and afternoon peaks as the surveys show:
- the East-West section of Longfield road has capacity for 54 vehicles, and of these approximately 40 utilised in the morning and afternoon peaks;
 - West Bank (West) has capacity of 62 vehicles, and of these approximately 30 are utilised by parked vehicles at any one time;
 - West Bank (East), Hampstead Lane and Nower Road mostly consist of residents parking and have spare capacity for additional on-street parking to take place;
 - The Longfield Road coach park is at capacity (6 coaches) in the afternoon when they need to wait to collect pupils but has some spare capacity in the mornings. Other parking takes place in the afternoons, once the coaches have left; and
 - Milton Heath car park has capacity for up to 28 vehicles and reaches a maximum of 15 so has some spare capacity for additional parking to take place.

Proposed Trip Generation

- 80 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 in 2023, there is projected to be 54 additional children walking, 2 pupils cycling, 67 by PSV, 81 by school bus, 25 parking

and walking, 3 by train, 16 arriving as part of a car share, 52 pupils by car and lastly 0 arriving on a scooter in the morning. In the afternoon, there would be 58 additional children walking, 2 cycling, 145 by bus (64 by PSV and 81 by school bus), 23 parking and striding, 3 by train, 14 by car share, 53 by car, and 0 scooting. The County Highways Authority (Transportation Development Planning) has been consulted on the planning application and raises no objection subject to conditions. TDP makes the observations on the proposal as set out in the following paragraphs (81 to 87) below.

- 81 Changes to the admission policy are likely to result in more *local* children attending the school that will further improve the modal split and thus reduce the overall impact of car based trips. However, it is impossible to know the extent of this effect, the applicant has reasonably assumed one third but this remains arbitrary and therefore the assessment of this application has been carried out based on the existing modal split of pupil and staff travel and therefore represents an absolute *worst case scenario*. This is the most robust approach to take.
- 82 Based on this worst case scenario the expansion will result in an additional 52 car trips in the AM peak and 53 in the PM peak. The detailed parking surveys carried out within the TA clearly demonstrate that this modest increase in car trips can be accommodated within the existing highway network.
- 83 In respect of drop off there are existing parking restrictions at the eastern end of Longfield Road Monday to Friday 08:00 - 09:30 and 15:00 - 16:30 near the grass triangle and the applicants are proposing as part of this application that these be extended (with the same day and time restrictions) which will improve the flow of traffic along Longfield Road and Hampstead Lane particularly for coaches and school buses needing to access the school. They will also improve pedestrian safety for children walking to school and crossing the road as the visibility is improved. The restrictions will also prevent parents from dropping off close to the school and hopefully encourage pupils/parents to use more sustainable modes of travel. This is particularly important as there will be a need for 2 additional coaches to arrive at the school each day. The majority of existing residents in these roads have sufficient space at the front of their properties to park at least 2 cars but 8 on street parking spaces would be provided to accommodate the few houses that don't currently have off street parking. The proposed parking restrictions will be operational during the school drop off and pick up times only which means that local residents will be able to park on street at all other times.
- 84 The parking restrictions will displace some vehicle drop offs that are already taking place, particularly on Longfield Road but the TA has shown clearly that even taking account of the additional pupils, there is sufficient capacity on the neighbouring roads and in the formal/informal car parks.
- 85 Of the 5 new additional car parking spaces for staff, it is recommended that one of these is equipped with an electric charging point with a 7kw Mode 3, Type 2 Connector specification in order to encourage and enable the use of electric charging for staff. This accords with Surrey County Councils vehicular and parking guidance January 2018 and paragraph 110 of the NPPF.

- 86 The level of cycle parking proposed exceeds SCC's recommended standards by 10 spaces that will allow for future growth of cycling as a mode of travel to the school.
- 87 The submitted Travel Plan is out of date; the most recent travel survey was undertaken in Jan/Feb 2017, meaning the data is nearly 3 years old and needs to be updated.

Conclusion from County Highways Authority

- 88 TDP raise no objection to the application but recommend that conditions are attached to the permission to secure the following:
- The extension of existing on-street parking restrictions during peak times
 - The provision of the additional parking spaces proposed
 - The provision of one electric vehicle charging point within the site
 - The provision of the additional cycle parking proposed
 - Implementation of the Construction Traffic Management Plan
 - The submission of an updated School Travel Plan.

Officer's conclusion on highways impact

- 89 In conclusion on this issue the expansion of this school has been taking place since 2017 with the support of Surrey County Council and has to date been accommodated within the existing buildings on the site. The proposed buildings will enable the expansion to continue to the school's maximum capacity in 2023 by providing new facilities which will enable additional classrooms to be provided for the forthcoming intake of pupils. Officers have considered the 'worse case scenario' in terms of looking at the highways impact of the proposal and have reached the view that the continued expansion of the school with this proposal will not give rise to any adverse impact in respect of *highway safety*. Traffic conditions in the vicinity of the school do have some impact on residential amenity at peak times (considered under that section in the report above). The impact in respect of residential amenity will be mitigated to some degree by:

- (d) the proposed extension of the on street parking restrictions proposed which will improve the flow of vehicles in these roads at peak times
- (e) the requirement for an updated School Travel Plan which can promote measures to increase more sustainable modes of transport to be used
- (f) the provision for additional cycle parking within the site to encourage the use of this mode of transport.

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 in this regard.

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 implementation of archaeological work involving trial trenches across the site of the science block. 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 safety grounds. Whilst it is acknowledged that there will be an increase in traffic to and from the school at peak times which will give rise to a small degree of impact on local residents, this must be weighed against the need for the development which is located within a sustainable location.

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:

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:

B2280100/A/050.002 Rev 1 Location Plan dated 9 June 2017
 B2280100-A-900.001 Rev 6 Proposed Site Plan dated 16 October 2019
 2016/195/01 Site Survey dated September 2016
 B2280100/A/050.001 Rev 2 Existing Site Analysis Plan dated 18 April 2017
 16/03/2018 B2280100/A/100.015 Existing Ground Floor Plans dated 9 January 2017

B2280100/A/100.005 Proposed Ground Floor Plan dated 16 November 2016
 B2280100/A/100.004 Rev 1 Internal Adaptations Upper Floor Plans dated 16 December 2016
 B2280100/A/100.003 Rev 2 Internal Adaptations Ground Floor Plans dated 13 January 2017
 B2280100/A/100.001 Rev 1 New Science Block Ground Floor and First Floor Plans dated 25 January 2017
 B2280100/A/140.001 Rev 2 Science Block Elevations dated 7 February 2017
 B2280100/A/140.003 Rev 2 Science Block Elevations Coloured dated 30 January 2017
 B2280100/A/120.002 Rev 1 New Science Block Sections dated 7 February 2017
 B2280100/A/100.002 Rev 1 New Science Block Roof Plan dated 7 January 2017
 B2280100/A/120.001 Rev 2 Proposed Site Sections dated 30 January 2017
 B2280100/A/140.002 Rev 1 New DT Classroom Elevations Section and Roof Plan dated 2 March 2017
 B2280100/A/140.004 Rev 2 DT Classroom Elevations Coloured dated 30 January 2017
 B2280100/A/100.090 Rev 2 New Science Block DT Block dated 30 January 2017
 B2280100/A/900.002 Rev 2 External Works dated 9 June 2017
 B2280100-A-900.003 External Works Sheet 2 of 2 dated 7 June 2018
 B2280100/A/900.051 Rev 1 Contractors Constraints dated 4 January 2017
 JNY9055-04 Preliminary Parking Plan dated 12 April 2017
 JNY9055-05 Bus Swept Path dated 13 April 2017
 B2280100-C-DWG-100 Proposed Surface Water Drainage Layout dated 1 February 2017
 B2280100-C-DWG-300 Drainage Details Sheet 1 dated 1 February 2017
 B2280100/A/FS001 Rev F1 Tree Survey dated 20 September 2016
 B2280100/A/900.051 Rev 1 Tree Protection dated 4 January 2017

3. (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 10th 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.
4. The development hereby permitted shall be carried out in accordance with the Archaeological Trial Trench Evaluation Specification contained in Appendix 1 of the Archaeological Desk Based Assessment dated December 2016 submitted with the application.
5. Prior to the installation of any drainage on the site details of the proposed surface water drainage scheme shall be 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.
6. Prior to the first occupation of the development hereby permitted, a drainage verification report carried out by a qualified drainage engineer shall be submitted to and approved in writing by the County Planning Authority to demonstrate that the Drainage System has been constructed as per the agreed scheme.
 7. 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.
 8. The external lighting on the science block shall not be illuminated when the building is not in use.
 9. Subject to Condition 10 below, the development hereby permitted shall be implemented in accordance with the 'Contractor Transport Management Plan B2280100/vers 3 dated 14 May 2018 submitted with the application.
 10. 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.
 11. The development hereby permitted shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for 5 additional parking spaces and for the loading and unloading of number vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading, turning areas shall be retained and maintained for their designated purposes.
 12. The development hereby approved shall not be occupied unless and until 1 of the available parking spaces on the school site are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
 13. The development hereby approved shall not be occupied unless and until space has been laid out within the site in accordance with the approved plans for 10 cycles to be securely stored for staff and 40 cycles to be securely stored for pupils. Thereafter the cycle parking area shall be retained and maintained for their designated purpose.
 14. The development hereby permitted shall not be occupied until an updated School Travel Plan has been 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.

15. The development hereby permitted shall not be first occupied unless and until the proposed parking restrictions on Longfield Road and Hampstead Lane as shown on approved Drawing Number JNY9055-04 Rev A are implemented in full.

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 retention of trees on the site in accordance with Policy ENV53 of the Mole Valley Local Plan 2000
4. To ensure the protection of any archaeological interest in accordance with 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
5. 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 Policy CS20 of the Mole Valley Local Plan 2000..
6. To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS in accordance with Policy CS20 of the Mole Valley Local Plan 2000..
7. To ensure the development achieves an appropriate standard of sustainable construction in accordance with Policy CS19 of the Mole Valley Core Strategy.
8. In the interest of the residential amenity of neighbouring dwellings in accordance with Policies ENV22 and CF2 of the Mole Valley Local Plan 2000
9. 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
10. 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
11. 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
12. To work towards achieving more sustainable transport modes in accordance with Surrey County Councils vehicular and parking guidance January 2018 and paragraph 110 of the National Planning Policy Framework.
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 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

15. 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. 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 Department for Children, Schools and Families Building Bulletin 102 'Designing for disabled children and children with Special Educational Needs' published in 2008 and Department of Education Building Bulletin 104 'Area guidelines for SEND and alternative provision' December 2015, or any prescribed document replacing these notes.
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. 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 at the following link.

<https://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/suds-planning-advice>

If there are any further queries please contact the Sustainable Drainage and Consenting team via SUDS@surreycc.gov.uk. Please use our reference number LLFA/SCC/18/241 in any future correspondence.

4. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
5. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
6. 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 including impacts of and on traffic and addressed through negotiation and acceptable amendments to the proposals. This approach has been in accordance with the requirements of paragraph 38 of the National Planning Policy Framework 2019.

CONTACT

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BACKGROUND PAPERS

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

Government Guidance

[National Planning Policy Framework](#)

The Development Plan

Mole Valley Local Plan 2000

Mole Valley Local Development Framework Core Strategy 2009

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