



Application Number and Registration Date	MO/2017/1561 (Outline Major) 08-Sep-2017
Applicant	City of London, City Surveyors Office
Case Officer	James Amos
Amendments /amplifications	As amended by docs received 2 March 2018.
Committee Date	4 April 2018
Ward(s)	Ashtead Park
Proposal	Hybrid application comprising outline application for consideration of access in respect of the demolition of the Clubhouse, Philp House, Junior School and Assembly Hall and erection of extended, new and replacement buildings comprising new Entrance Lodge (up to 48sqm), replacement Junior School (up to 3,231sqm), extension to Boarding House (up to 1,110sqm), replacement Dining Hall (up to 1,433sqm) and replacement Assembly Hall (up to 670sqm), including provision of infrastructure, landscaping and associated works. Application for detailed planning permission for an extension to the existing Assembly Hall and its use as a dining facility and associated works.
Site Description	City Of London Freemans School, Park Lane, Ashtead, Surrey, KT21 1ET

RECOMMENDATION: Approve subject to section 106 agreement and subject to conditions.

Summary

The proposals comprise an 'Evolved Masterplan' for the school premises, following the approval of the original Masterplan in 2011, which will, over the long term, provide the school with modern and fit-for-purpose facilities. Outline planning permission is sought for the demolition of the Clubhouse, Philp House, Junior School and Assembly Hall and replacement buildings comprising a new entrance lodge, a replacement junior school, an extension to the boarding house, a replacement dining hall and a replacement assembly hall.

The whole of the school is located within the Green Belt. The proposals are considered to comprise limited infilling and the partial redevelopment of a previously developed site which would not have a greater impact on the Green Belt than the existing development. The proposals are therefore considered to be not inappropriate development within the Green Belt.

Detailed proposals for an extension to the Assembly Hall and its use as a dining facility for a period of seven years are considered acceptable and would enable the phased redevelopment of the proposals for which outline planning permission is sought.

Following the withdrawal of proposals to reverse the traffic flow within the school, the County Highways Authority raises no objections to the proposals. Although the proposals would result in the loss of a number of car parking spaces, the proposals would result in an improvement to the pedestrian environment of the school and provide opportunities for landscaping and enhancements to bio-diversity.

The proposals would enable the school to increase its capacity to 990 pupils (from 900) and would result in a significant improvement to the educational offer and provide facilities which are fit for purpose.

In due course, reserved matters applications would be submitted for each of the new buildings which would enable full and detailed scrutiny of the proposals to be carried out. However, it is considered that the principle of the new development is acceptable and complies with adopted national and local planning policy.

1. Development Plan

- 1.1. Metropolitan Green Belt
Listed Building
Listed garden/park
Conservation area (within 10m)
Residential Area of Special Character
Schedule Ancient Monument
Tree Preservation Order

2. Relevant Planning History

- 2.1. The site has a very extensive planning history which reflects its use as a school. The most recent applications (within the past 10 years) on the site are as follows:

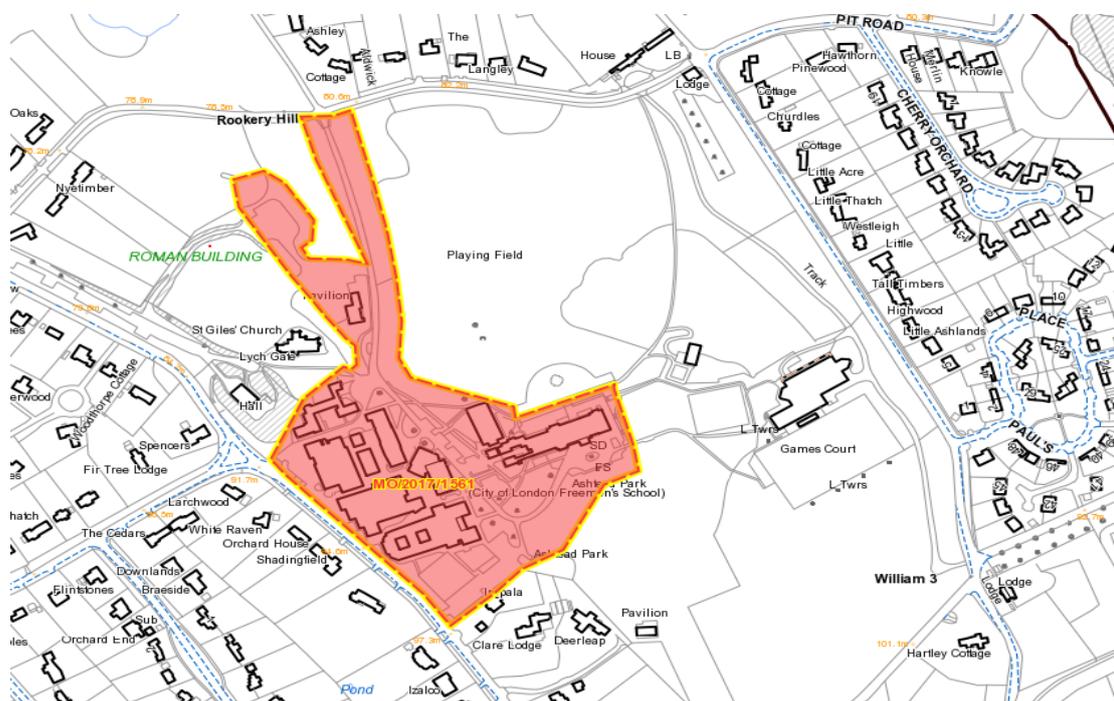
MO/2015/1306	Erection of new swimming pool building for replacement swimming pool and extension to existing sports hall with landscaping, parking, and associated works.	Permission 09/02/2016
MO/2013/0728	Erection of courtyard infill extension to Junior School Building to provide additional classroom.	Permission 10/07/2013
MO/2013/0371	Renewal of extant permission MO/2010/0155 for an extension to clubhouse to provide improved changing facilities, storage, and a viewing balcony.	Permission 09/05/2013
MO/2012/0817	Reserved matters application pursuant to outline planning permission ref: MO/2011/0557 for the consideration of appearance, landscaping, layout and scale in respect of the erection of a boarding	Permission 12/09/2012

	house, changing room extension and demolition of Philip House.	
MO/2012/0866	Erection of music school.	Permission 11/09/2012
MO/2012/0809	Temporary removal of part of curtilage listed boundary wall fronting Park Lane. (Application for Listed Building Consent.)	Permission 11/09/2012
MO/2012/0799	Temporary vehicular access for construction traffic	Permission 11/09/2012
MO/2012/0763	Reserved matters application pursuant to outline planning permission ref: MO/2011/0557 for the consideration of appearance, landscaping, layout and scale in respect of the extension to the all weather pitch.	Permission 24/07/2012
MO/2012/0690	Modification and expansion of existing car park and associated access.	Permission 05/07/2012
MO/2012/0484	Works to Grade II Listed Stable Block to include removal of internal walls, creation of new openings to kitchen and installation of door in existing opening and replacement of doors in south elevation with windows, cleaning of paint off brickwork to west elevation and replacement of door to same elevation.	Permission 22/05/2012
MO/2011/1227	Installation of solar PV panels to the South elevation of the existing Junior School roof.	Permission 16/11/2011
MO/2011/0557	Outline application for the consideration of access in respect of new and replacement school facilities and associated works.	Permission 05/08/2011
MO/2010/1455	Erection of temporary building for a period of up to 7 years.	Permission 10/01/2011
MO/2010/0424	Creation of mezzanine floor in south of sports hall and provision of changing facilities including conversion of existing maintenance area. Erection of external fire escape staircase.	Permission 07/06/2010
MO/2010/0155	Renewal of extant permission MO/2007/0145. Extension to clubhouse to provide changing facilities and storage in sub-floor and roof space. Addition of viewing balcony on upper floor	Permission 06/04/2010

MO/2009/0362/1	Non-material amendment to finish 1.2 metres short of building line of the existing extension. Replace double doors with a fixed glazed unit and to construct a disabled toilet within the extension.	Approved 08/12/2009
MO/2009/0575	Installation of 2 No. street lights to light paths in front of the main house.	Permission 21/07/2009
MO/2009/0362	Infill extension on east elevation of Junior School up to existing building line.	Permission 18/06/2009
MO/2008/1293	Erection of an octagonal refreshments building to replace existing brick planter in the courtyard between the humanities block and the assembly hall.	Permission 03/11/2008
MO/2008/0935	Installation of floodlighting to the existing AstroTurf football pitch.	Permission 18/08/2008
MO/2008/0966	Erection of wooden sports pavilion.	Permission 13/08/2008

3. Description of Development

3.1. The application site is located to the north east of Park Lane with the access being situated just to the south of the boundary with St Giles Church. The site extends to Farm Lane in the north east and to Rookery Hill in the north, where the site exit is located. The site comprises the southern half of Ashted Park, a Grade II Registered Park of special historic interest. The City of London Freeman's School consists of a number of existing buildings situated around the site, with the majority of teaching buildings located adjacent to the Park Lane frontage, the sports hall and facilities towards the Farm Lane site, and the Grade II* listed Main House towards the centre. The ground levels of the site vary across the Park; however the site generally slopes gently downwards towards the north.



- 3.2. The application has been submitted as a hybrid application for both outline and detailed planning permission. This form of application is us often used to enable applicants and developers to undertake phased developments and to allow the first phase to take place on the grant of the detailed element of the application. Further applications for reserved matters will be subsequently made in order to all the consideration of the details of those elements which benefit only from outline planning permission.
- 3.3. Outline planning permission, with access to be determined at this stage, is sought for the demolition of the Clubhouse, Philp House, Junior School and Assembly Hall and the erection of extended, new and replacement buildings comprising a new entrance lodge (up to 48sqm floor area), a replacement junior school (up to 3,231sqm floor area), extension to the boarding house (up to 1,110sqm floor area), a replacement dining hall (up to 1,433sqm floor area) and a replacement assembly hall (up to 670sqm floor area), including the provision of infrastructure, landscaping and associated works.
- 3.4. Detailed planning permission is sought for an extension to the existing assembly hall and its use as a dining facility and associated works.
- 3.5. Proposals formerly included within the application for the reversal of the traffic flow through the school site and for an extension to the northern end of the car park have been withdrawn from the application.
- 3.6. The proposals comprise an 'Evolved Masterplan' for the school premises, following the approval of the original Masterplan in 2011, which will over the long term provide the school with modern and fit-for-purpose facilities. The new Masterplan takes account of the completion of the new swimming pool building in 2017 following the fire which destroyed the original facility. The current proposals would be carried out in 8 phases which can be summarised as follows.

Phase 1 – Temporary Dining and Catering Facility

- 3.7. Full planning permission is sought for an extension to the existing Assembly Hall, located within the main school campus, to contain supporting kitchen facilities and for the use of the Assembly Hall as a dining facility for the school. This facility would be in place until a dedicated permanent facility is provided at Phase 6 of the Masterplan (see below). The applicants state that this facility is required whilst refurbishment works are carried out to the Main House which would remove the existing dining facilities from the building.
- 3.8. The works comprise the erection of single storey temporary style buildings which would wrap around the southern end of the Assembly Hall which would contain dedicated kitchen facilities, stores and other supporting facilities amounting to 275m² of floor space. The buildings would be screened by timber cladding.
- 3.9. The Phase 1 works also include the demolition of the OFA Clubhouse, a single storey brick and timber building located to the north of the main campus adjacent to the main car park.

Phase 2 – Main House works

- 3.10. Phase 2 of the Masterplan involves the refurbishment and remodelling of the Main House. This work will be the subject of a separate planning and listed building consent application in due course.
- 3.11. The proposals in Phase 2 also include the internal refurbishment and remodelling of the Teddy Bear Cottage to provide a new medical centre.

Phase 3 - Philp House Demolition

- 3.12. Phase 3 comprises the demolition of Philp House, construction of a new entrance lodge and changes to the vehicular access arrangements. Outline planning permission is sought for these works with all matters reserved apart from means of vehicular access
- 3.13. The existing Philp House is a part 2 storey, part 3 storey, flat roofed, buff brick building which provides boarding accommodation and dates from the mid 1960's. It is located to the south western side of Ashted Park adjacent to the boundary with St Giles' Church.

Phase 4: Replacement Junior School & Car Park Alterations

- 3.14. Phase 4 proposes the construction of a replacement Junior School on the site of Philp House in the north part of the school campus. The applicants state that a new Junior School is needed due to the poor condition of the existing Junior School, which they state, is difficult to use efficiently and is overcapacity. The replacement Junior School would be up to three storeys in height (as is Philp House currently), up to 3,231m² with a capacity for 400 pupils. Play areas and landscaping would be provided.
- 3.15. Outline planning permission is also sought for a single storey entrance lodge (up to 48m²) to be located adjacent to the car park entrance to allow the School to monitor vehicles entering and leaving the Site for security purposes.
- 3.16. The car park would also be extended in a southerly direction to increase its capacity. The formerly proposed extension to the northern side of the car park has been withdrawn from this application.

Phase 5: Demolition of Old Junior School

- 3.17. On completion of the proposed new Junior School, the existing Junior School would be demolished.

Phase 6 - Replacement Dining Hall and Boarding House Extension

- 3.18. The site formerly occupied by the Old Junior School is proposed to accommodate a replacement Dining Hall and an extension to the existing Boarding House. The replacement Dining Hall of up to 1,433m² would provide an up-to-date purpose built facility capable of accommodating up to 500 pupils and allowing two dining sittings rather than the three sittings currently in operation. The existing Boarding House would be extended to include a new northern wing of up to 1,110m² providing capacity for an additional 30 boarders.

Phase 7: Demolition of Assembly Hall

- 3.19. Following completion of the proposed replacement Dining Hall, the dining facilities provided within the existing Assembly Hall and associated buildings (Phase 1) would be demolished.

Phase 8: New Assembly Hall

- 3.20. The final phase of the proposed Masterplan would involve the construction of a replacement Assembly Hall in the same location as the existing Assembly Hall. The replacement Assembly Hall would be of up to 464m².

Associated Works

- 3.21. The proposals also indicate locations for hard and soft landscaping, (non-vehicular) access and associated facilitating works.

4. Consultations

- 4.1. Surrey CC Highways: The proposed development has been considered by the County Highway Authority who has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements, local representations, parking provision and are satisfied that the application would not have a material impact on safety and operation of the adjoining public highway. The County Highways Authority views are based on the revised proposals which propose no alterations to the routing of traffic through the site and also propose no increase in car parking on the site.
- 4.2. The County Highway Authority therefore has no highway objection subject to the provision of a planning obligation under section 106 agreement to provide a pre-commencement financial contribution of £6,150 for the monitoring of the School Travel Plan by the highway authority.
- 4.3. The Highway Authority also recommends that a number of conditions be imposed in the event that planning permission is granted.
- 4.4. SCC Archaeology – The applicant has submitted a revised archaeological Desk Based Assessment (DBA), dated January 2018. The Surrey CC Archaeological Team comment as follows:

The Assessment highlights the generally high archaeological potential of the site and that construction of the various proposed elements poses a high risk to any Heritage Assets of archaeological significance that may be present.

Given this, the report recommends (in Table 8.8) that there should be further archaeological work in relation to some elements of the proposed developments. In the majority of instances, where development is likely to impact the archaeological horizon, trial trench evaluation within the open spaces of the areas affected is recommended. Archaeological monitoring of some aspects relating to the removal of parking provision is also proposed, as is Historic Building Recording prior to refurbishment work in the Main House and Stable Block. I am in agreement with such an approach together with the recommendation for the provision of a detailed Written Scheme of Investigation to be produced in advance of each phase or element of the development, as more detailed plans become available by which the development impacts can be fully assessed and mitigated.

I do however; remain concerned about the proposed reconfiguration of the current entrance off Park Lane to form a future exit as part of the proposed change to traffic flow through the school grounds. The boundary wall is a listed structure by virtue of its inclusion within the curtilage of the main house and although it has been subject to previous alterations at this entrance point, its presence remains integral to the wider setting of the Registered Park and any impact to its historic fabric would require Listed Building Consent. As such, comment should be sought from Mole Valley's Heritage Conservation Officer at the earliest opportunity before any such plans are finalized.

In relation to the detailed planning application element, the revised DBA includes details of the proposed construction method and foundations to be used for the Temporary Dining Area and proposes a programme of archaeological trial trench evaluation to determine the archaeological potential of the area. The results of the

evaluation will allow informed decisions to be made on the need, or otherwise, for any further archaeological mitigation work in that area and, as such, I agree with that recommendation.

To ensure the required archaeological work is secured satisfactorily, a condition relating to the preparation and submission of a Written Scheme of Investigation should be attached to any planning permissions that may be granted.

- 4.5. With regards to the further revised proposals, the County Archaeologist notes that the applicant has submitted amended plans in relation to this application. They indicate that there is now no proposed alteration to the existing entrance off Park Lane and that part of his comments noted above is withdrawn. Otherwise, the comments dated 13/02/2018 remain unaltered.
- 4.6. MVDC Historic Environment Officer – This new application needs to be assessed in conjunction with application MO/2011/0557, which was also for outline approval for similar works in association with the recently completed and agreed Conservation Management Plan for the school. It also needs to be seen in the light of subsequent developments, including the unfortunate fire which destroyed the swimming pool building, and the implementation of elements of the proposed works, following full planning approval, including the various sports facilities. The HEO is also aware that more detailed proposals are currently being put together for significant works to the Grade II* listed main house, and that these would form the basis of separate applications.
- 4.7. A large part of the comments made back in 2011 are still relevant to this updated outline application and these are noted below (with some deletions):

We have been in close contact with the school and their agents over the potential redevelopment of parts of the school for a considerable time. The scheme in outline form has been evolving with input from both sides and I am pleased that it still seems to be heading in, what I consider to be, a positive direction; although there is clearly still along way to go before an acceptable full and detailed scheme emerges.

The principle for the development accords with the findings contained in the very good Conservation Management Plan produced for the school a couple of years ago, in which areas of potential redevelopment are identified. The Plan identifies Philp House and the swimming pool building as negative elements in the setting of the Grade II listed main house, the Grade II listed coach house and the many other heritage assets around the site, such as the Grade II Registered Park and the Ancient Monuments nearby. There is a great deal of useful analysis of the evolution of the landscaped park and the significance of various elements, such as trees, paths and views. This research has been considered by us, English Heritage and various other consultees, and I am satisfied that the advice and recommendations relating to significance are broadly being followed at this early stage in the process.*

I think that all concerned agree that Philp House is an ugly building which generally detracts from the qualities of the site and surroundings. Again, the findings of the Conservation Management Plan have been taken into account and the impact on the setting of the listed coach house, the adjacent Grade II parish church, the listed grave monuments and the nearby ancient monument have been considered. At this Parameter Plan stage I am satisfied that the bulk and massing indicated will not harm the various heritage assets and that the reserved matter stage should ensure a high quality building which enhances their setting. We will, of course, ensure that the concerns/recommendations raised by the County Archaeologist are addressed through appropriate conditions.*

The new parking areas can be sensitively designed to not be intrusive, subject to full landscaping details being supplied and agreed. Likewise, the other new circulation routes can be designed to not cause harm.

Therefore, in summary, I am willing to continue working with the school and their agents via an outline 'Parameter Plan' and look forward to working on the next stage of 'reserved matters' where the true quality of the new buildings and landscaping can be established. The end result should be a generation of development at the school of which we can all be proud, and which also ensures that the very important heritage assets are fully protected

- 4.8. Although this outline application still follows the broad aims and objectives of the agreed Conservation Management Plan, it focuses more on development and change to the west and south sides of the school site, specifically the removal of the clubhouse, Philp House, the junior school and the assembly hall. The same heritage asset issues as before still apply, namely the impact of works on the setting of the Grade II* main house, the Grade II listed outbuildings, the Grade II* parish church and the Grade II registered park/garden. Clearly, as before, the potential impact of these redevelopments and new build on the setting of the heritage assets can only be gauged when the important issues such as design, heights, materials, etc. are detailed. Any approval at this outline stage must necessarily come with significant provisos that it is only at the reserved matters stage that a true picture of the heritage asset impact can be understood.
- 4.9. More specifically in relation to the issues that can be addressed in response to the outline aspect of this application, the HEO is pleased that the new entrance 'lodge' that had, in earlier discussions, been located further down the drive towards Rookery Hill has been moved much closer to the house and will be on part of the footprint currently occupied by the clubhouse. This means that the building would not be out in the undeveloped vista from the main house, or be in competition with the genuine lodges and gates. It would also be contained within the 'cluster' of current outbuildings.
- 4.10. Although it is accepted, and to a large degree encouraged, the redevelopment of Philp House, a concern is registered about the potential impact on the setting of the Grade II* parish church if a new junior school building is higher on the churchyard side. There is a potential that a higher building would loom over the churchyard and consequently be more visible and oppressive, and so be harmful to the heritage asset setting. These concerns may be mitigated if the building is designed so that a higher element is set back on the site, retaining the elevation closest to the churchyard at its current height.
- 4.11. The removal of the northwards extension to the previously extended car park is noted and welcomed and as a result, no objections are raised on heritage asset grounds.
- 4.12. The detailed element of this application relates to the 'temporary' dining facility. No objections are raised with regards to the design concept indicated, which echoes elements of the recently built art and music facility. It is considered that the building, in the location suggested, would not be harmful to the setting of the main house or the other heritage assets around.
- 4.13. Subject to conditional agreement over materials and lighting, the HEO recommends approval.
- 4.14. MVDC Waste Management – There are no concerns from a waste management point of view.
- 4.15. Sustainability Consultant - The Energy Statement for the outline application has been reviewed and it is considered that the applicant should adhere to the 10% renewable/LZC requirement via the use of a Combined Heat and Power unit. If

permission is granted further evidence will be needed to support the exact amount of savings that are achievable. A condition is suggested to address this matter.

4.16. Tree Officer - the site is not located within a conservation area, but two trees are protected by TPO/103/5/T – Sycamore T1, Horse Chestnut T2. In the main, no significant tree related concerns are raised as the notable trees on the site would not be affected by the works and nearby trees could be afforded a good degree of protection with due care. The revised access is close to trees on western boundary with St Giles Church and may involve disturbance of several trees beside the existing entrance. Otherwise the new access would be located on the footprint of existing structures. The revisions to the car park would occupy existing hard surfaces in the main with some modest extension that will likely require the removal of several medium mature trees. The indicative landscaping plan provides opportunity for replacement planting. Relevant information with regards to trees should be provided at reserved matters stage. A condition is suggested to this effect.

4.17. Historic England – HE commented on the original submission as follows:

The proposed development has the potential to affect a range of designated heritage assets, including a Grade II registered park and garden, Grade II listed building with associated Grade II structures, and a scheduled monument. However, our assessment of the supporting information highlights that there is only one aspect of the development that raises concern with regard to designated heritage assets, and which is not currently addressed through the supporting documentation or design proposals.*

The existing car parking area to the north west of the main complex overlies part of the scheduled monument 'Earthworks near St Giles Church' (National Heritage List no 1005954). The scheduled earthworks are clearly visible in the landscape and have been shown by excavation to contain important archaeological remains relating to the history and use of the site. These indicate that the earthworks were the site of Iron Age activity and were subsequently occupied in the Roman period, possibly as a defensive settlement. The significance of the monument is also enhanced by later use as a trackway in the medieval period.

The desk based archaeological assessment accompanying the application notes that the monument 'will neither be affected by the proposed development during the construction phase, nor will its setting be affected by the completed development as it lies at too great a distance' (section 5.19). The Planning statement notes that the new parking and access arrangements 'have been balanced against heritage considerations, and also make minimum intrusion into the heritage landscape' (section 5 - para 6.20). I am assuming that the Grade II Park and garden is being referred to in this instance.

Neither of these documents note that the new parking arrangements would result in additional hard landscaping and parking bays being extended within the boundary of the scheduled area, or acknowledge the impact that this may have on the monument, both in terms of changes within its setting, and through physical impact to earthworks or buried archaeological remains.

Additional car parking across the area of, and adjacent to the monument, has the potential to have significant impact on the scheduled site, and an ideal scheme would demonstrate the removal of additional parking within, and in the area immediately surrounding, the monument. There could also be an opportunity to consider whether parking on the eastern end of the monument is appropriate at all, and whether the scheme could be designed to better enhance the monument.

In the first instance, I would however recommend that the supporting documentation is updated to reflect the correct information and assessment of impact to the monument, and as part of this process that a walkover survey of the proposed car park extension area is undertaken to assess the level of survival of any earthwork remains in this area. This can then be used as a base to understand the level of harm from the proposed development, and can be used to feed into any modified designs.

It is also possible that following this review, field work such as archaeological evaluation or geophysical survey may also be required in order to make an informed decision.

I note that any evaluation trenching, groundworks, landscaping, or construction within the scheduled area would also require Scheduled Monument Consent to be obtained from the Secretary of State for DCMS, as administered and advised by Historic England. Geophysics would also require a licence to be obtained from Historic England south east office.

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 9, 17, 128, and 132 of the NPPF.

- 4.18. In response to these comments, an Updated Archaeological Assessment was submitted and the changes noted above, including the northwards extension of the car park, deleted from the application. Further comments from Historic England will be reported verbally at the meeting.
- 4.19. Surrey Gardens Trust - The submitted Statements especially the Heritage Impact Statement deal comprehensively with the parks and gardens interests of the Register site in the context of the 'Evolved Masterplan'. The removal of the OFA clubhouse is welcomed but the location of the proposed Security Lodge on a nearby site will need a careful choice of design and materials to prevent any undue prominence in views to and from the main House. The applicant's agents suggest that the Lodge would be set back but it is shown at the edge of the roadway and therefore potentially very visible. Perhaps landscaping proposals for the area around the Lodge and the extended car parking could help to mitigate the visibility. The introduction of a Cycle and Pedestrian path alongside the roadway does not seem contentious in the extensive parkland setting but surface materials would need to be carefully selected to reduce visual impact from the widened access route.

Officer Comments – These detailed issues will be dealt with at Reserved Matters stage.

- 4.20. Environment Agency – No objections.
- 4.21. Thames Water - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. Thames Water also advise that with regard to sewerage infrastructure capacity, they do not have any objection to the planning application. They also recommend the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and

pollution to local watercourses. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

5. Representations

5.1. Over 300 separate properties in the area were notified of the planning application. A total of letters of 53 representations have been received, including representations from Ashted Park Estate Management Ltd and Ashted Residents Association.

5.2. Ashted Park Estate Management Ltd raise the following summarised concerns:

- No objections to the majority of the proposals but object to the reconfiguration of the existing one way traffic arrangements though the site;
- The School has not conducted the appropriate traffic surveys to determine whether or not the reversal of traffic flows within the school will affect the wider highway network;
- The proposal will lead to additional congestion at the Dene Park/Park Lane/Rookery Hill junction;
- Chalk Lane is narrow, unlit and has no pedestrian pathway. It is not suitable for the resulting increased traffic flows arising from the reversal of traffic flows through the school

5.3. Ashted Residents Association raise the following summarised concerns:

- Oppose the reconfiguration of traffic through the school grounds which must be refused for the benefit of the local road network that is already at a point of saturation. The consultants employed by the school have failed to grasp the problem for which they would have had a better understanding had they communicated fully with local residents.
- Concerned about the impact of vehicles exiting Park Lane. They note the proposed widening of splays to improve sight lines but comment is made of the average speed along Park Lane being 10% above the legal limit. It should be brought to your attention that the exit point is not on a straight section of road and with high walls and banks vision is restricted. Also there is an unacceptable habit of parents dropping off and picking up outside the main school entrance in Park Lane at the junction with Chalk Lane and the same applies in Farm Lane.
- Disappointed to hear from local residents that on this occasion the school has failed to communicate in the appropriate manner to seek the views of those with personal experience of the current traffic flow.

5.4. Comments made by individuals who submitted representations can be summarised as follows:

- In general terms, no objections to the proposed building works at the school;
- A valid case has not been made for the expansion of the school within the metropolitan green belt;
- No evidence is submitted for the expansion of the boarding house which was only completed 3 years ago;
- In previous submissions, residents were told that there would be no increase in pupil numbers. The proposals to increase pupil numbers should be resisted;
- The proposed increase in pupil numbers will result in an increase in staff and traffic, and should be accompanied by an increase in parking provision on the site;
- If permission is granted for this Masterplan, it should represent the end of the expansion of the school in the parkland environment;

- Strong objections to the proposals to reverse the traffic flow through the school. The school has not provided a proper study to assess the effects of these changes;
- The Technical Note submitted in support of the proposed reversal of traffic flow is flawed and incomplete and ignores important features on the highways surrounding the school. The report is superficial and limited in scope and is driven by the need for the school to justify its proposals;
- The use of Rookery Hill for traffic entering the school will result in a backlog of traffic onto Park Lane and Farm Lane;
- A change in the direction of traffic will cause increased queuing on Park Lane, Dene Road, Farm Lane and Rookery Hill;
- A change in the direction of traffic will result in an increase in traffic in Chalk Lane and Gray's Lane;
- The proposed traffic system will endanger pedestrians on the roads surrounding the school;
- The widening of the existing entrance to allow two-way traffic should will result in glare an nuisance from vehicles exiting the school, a loss of visual amenity and is considered inappropriate in the conservation area;
- There is restricted visibility for vehicles exiting onto Park Lane;
- The proposals do nothing to reduce the number of journeys to the school by private car;
- The school needs to comply with the requirements of its Travel Plan before introducing any further increases to vehicular traffic at the School;
- Cycle and pedestrian access along Rookery Lane is dangerous;
- Only limited pre-application consultation was undertaken with local residents;
- The absence of plans for the proposed buildings makes it difficult for a full assessment to be made of the proposals;
- No details of tree removal are provided;
- The demolition of the OFA Clubhouse, which was used by several groups, will sever links that the school has with the local community
- Conditions should be imposed to restrict the hours of construction;
- No details are given for construction access over the period of the masterplan

5.5. With regards to the revised submission which has removed the proposals for the northwards extension of the car park and the reversal of traffic routing through the site, a further consultation exercise was carried out with all previous consultees.

5.6. A further 3 letters have been received at the time of writing. The following summarised points have been made:

- Noise from demolition and construction works should be kept to a minimum;
- Adequate parking for ALL staff and pupils who drive to the school should be provided on site;
- The increase in day pupils will clearly have an effect on the local lanes network of roads which is already at bursting point
- Construction traffic associated with the building works will clearly impact on the narrow lanes surrounding the school;
- The school should make greater efforts to encourage more pupils to either walk or cycle to school;
- There should be no further expansion beyond the confines of the current application;
- Surrey Highways should be asked to look at traffic management in the area around the school;
- A restriction should be imposed on the size of coaches accessing the school grounds;

- The absence of elevational drawings for the new Junior school makes it difficult to make a full assessment of the proposals; consultees need to have a chance to comment on the detailed design of all new buildings.
- A planning condition should be imposed to require the provision of a Construction Management Plan;

Officer Comments: Following the withdrawal of the traffic management proposals from the application, a large proportion of the objections have been addressed. The other objections raised are addressed in the body of this report.

6. Main Planning Policies

6.1. Government Guidance

National Planning Policy Framework

Part 7: Requiring Good Design

Part 9: Protecting Green Belt Land

Part 10: Meeting the challenge of climate change, flooding and coastal change

Part 12: Conserving and enhancing the historic environment

6.2. Mole Valley Core Strategy

CS14: Townscape, Urban Design and the Historic Environment

CS15: Biological and Geological Conservation

CS19: Sustainable Construction, Renewable Energy and Energy Conservation

CS20: Flood Risk Management

6.3. Mole Valley Local Plan

ENV15: Species Protection

ENV22: General Development Control Criteria

ENV23: Respect for Setting

ENV24: Density of Development and the Space about Buildings

ENV25: Landscape Design of New Developments

ENV47: Historic Parks and Gardens

ENV49: Sites or Areas of High Archaeological Potential

ENV50: Unidentified Archaeological Sites

ENV69: Contaminated Land

MOV2: The Movement Implications of Development

MOV5: Parking Standards

6.4. Ashted Neighbourhood Development Plan

AS-H5: Maintaining Built Character

AS-H6: Off Street Parking

7. Main Planning Issues

7.1. The main planning issues for consideration are as follows:

- The principle of development;
- Development in the Green Belt;
- Impact on the character and appearance of the area;
- Impact of the proposals on heritage assets;
- Highways issues;

- Impact on the amenities of local residents;
- Energy and sustainability issues;
- Flood risk and drainage issues;

The Principle of Development

- 7.2. The application site is a long established educational use on the edge of the built up area of Ashtead, located within the Metropolitan Green Belt. The proposal for which outline planning permission is sought represents improvements and enhancements to the existing school which would benefit pupils in the longer term.
- 7.3. The principle of providing improved education facilities is strongly supported by the government. Paragraph 72 of the NPPF states as follows:

‘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. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- *give great weight to the need to create, expand or alter schools; and*
- *work with schools promoters to identify’.*

- 7.4. Further support for improvements to educational facilities is contained within the Mole Valley Core Strategy. Goal 8 of the Core Strategy supports both the efficient use of existing infrastructure, including schools, and seeks to ensure the delivery of additional capacity by extending or providing new infrastructure.
- 7.5. It is considered therefore that the improvement and enhancement of the educational facilities at the school is supported by both national and local planning policy.

Development within the Green Belt

- 7.6. Paragraphs 87 of the NPPF states that inappropriate development within the Green belt is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 7.7. Paragraph 88 states when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 7.8. A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:
- buildings for agriculture and forestry;
 - provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
 - the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
 - the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
 - limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or

- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development

7.9. The proposed works are varied and elements of the Masterplan fall within more than one of the exceptions in the NPPF. Overall however, the proposals amount to 'partial redevelopment' and 'limited infilling'. Accordingly, these proposals are considered against the sixth NPPF exception criteria, namely:

'limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the Green Belt for the purposes of including land within it than the existing development'.

7.10. Previously developed sites are defined as follows (Annex 2):

'Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time'.

7.11. The majority of the application site comprises previously developed land within the wider School site. It consists of school buildings and associated hardstanding including pedestrian circulation, vehicular access, car parking and hard landscaping. The site therefore satisfies the NPPF definition of previously developed land.

7.12. In general terms, the proposed works are contained within the developed area of the site. As noted above, the Masterplan envisages the demolition of some existing buildings and their replacement with new buildings. The footprint of buildings to be demolished amounts to 3,630m² whilst the maximum proposed footprint of proposed development would amount to 3,342m², a reduction in footprint of 288m².

7.13. However, the overall floor space of new development would exceed the floor space of existing buildings to be demolished. The overall floor space would increase by 1.378m², although this development would be contained by virtue of the buildings being located within the developed part of the site. As a result, it is considered that the proposals would not have a greater impact on the Green Belt for the purposes of including land within it than the existing development.

7.14. The openness of the area in the north part of the application site area is increased through a combination of the replacement Junior School being closer to the existing cluster of buildings than the existing Philp House (i.e. it is further south), and the removal of the OFA Club House more than offsetting the construction of an Entrance Lodge

7.15. Within the heart of the school campus, there would be no perceived loss of openness. Replacement/extended buildings would be located between existing retained buildings and there will be an increase in openness either side of the Boarding House extension in an area of the application site currently occupied by the existing Junior School.

- 7.16. In the light of these comments, it is considered that the proposals comply with the sixth bullet point in paragraph 89 of the NPPF and comprise limited infilling and the partial redevelopment of previously developed sites which would not have a greater impact on the Green Belt than the existing development. The proposals are therefore considered to be not inappropriate development within the Green Belt.

Impact on the character and appearance of the area

- 7.17. The bulk of this hybrid application has been submitted in outline form with appearance, layout, scale and landscaping reserved for approval at a later date. In due course, applications for the approval of reserved matters will be submitted for each of the phases of development, where the appearance of the proposed buildings will be considered in full. Nevertheless, details of the scale of principle new buildings proposed have been submitted and are considered in relation to existing buildings on the site and to neighbouring buildings.

Junior School

- 7.18. The outline proposals in Phases 3 and 4 propose the demolition of Philp House and its replacement with a new Junior School building. It is generally agreed that the demolition of Philp House, which is an unattractive flat roofed two and three storey building, will not impact adversely on the character of the site. Its replacement with a new Junior School is considered acceptable in principle. The Parameter Plans in this application illustrate that the new Junior School would be a three storey building with a height of between 9.9m and 11.0m. This would be of a similar height to the three storey element of the existing Philp House.

- 7.19. Furthermore, the new Junior School is shown to be located further south within the site, with a separation distance of at least 32m between the nearest point of the proposed Junior School and St Giles' Church, and existing boundary trees to be largely retained. The Masterplan shows the provision of an access road between the new Junior School and the boundary of the school to the Church. In these circumstances, and subject to detailed design issues, it is considered that the principle of a new building in this location is acceptable and that the character of the site and surrounding area would not be harmed. The Council's Historic Environment Officer is content that the setting of the heritage asset would not be adversely impacted.

Extended Boarding House and new Dining Hall

- 7.20. Following the demolition of the existing Junior School in Phase 5, this part of the site is to be occupied by an extension to the existing boarding house and the new dining hall. The existing Junior School is a large 2 storey building with a flat roof. It sits adjacent to the existing boarding houses to the south and the Assembly Hall and other classroom blocks to the north.

- 7.21. The extension to the boarding house would comprise a northern wing which would match the size and scale of the existing boarding house. It would be visible from Park Lane and would effectively screen the proposed dining hall from public view. The proposed new dining hall would comprise a detached two storey structure with a height of between 6.3m and 7.7m. It would not extend any closer to the Main House and would be contained within the existing footprint of built form on the site. Accordingly, it is considered that the principle of locating these buildings in this location is acceptable and would not impact adversely on the character of the site or surrounding area.

New Assembly Hall

- 7.22. Phases 7 and 8 comprise the demolition and construction of a new Assembly Hall. The new structure would be located broadly on the footprint of the existing building. It

would have a height of between 10m and 12m which is similar to the existing Assembly Hall. It is considered that the proposal would not impact on the various heritage assets on the site and that, in principle, a new Assembly Hall building in this location is considered acceptable.

Temporary Dining Facility

- 7.23. Part of the application seeks detailed planning permission for an extension to the Assembly Hall and its use as a temporary dining facility for the duration of the Masterplan period. The works comprise the erection of single storey temporary style buildings which would wrap around the southern end of the Assembly Hall which would contain dedicated kitchen facilities, stores and other supporting facilities amounting to 275m² of floor space. The buildings would be screened by timber cladding.
- 7.24. The Assembly Hall is located within the centre of the campus close to the Main House. The proposed extension to the Assembly Hall and its use as a dining facility would allow the existing dining facilities within the Main House to be decanted and works to renovate the Grade II* listed building to take place.
- 7.25. Kitchen facilities for the new dining facility would be provided in a series of single-storey portable buildings wrapping around the existing assembly hall. The new proposal involves cladding around the new buildings with vertical larch timber cladding, similar to the recently completed boarding house and new swimming pool buildings. The cladding would enclose the plant and maintenance areas and would be tall enough to conceal roof mounted plant, ensuring that the new kitchen facility would blend into the setting, whilst respecting the character of the older buildings across the site. The main assembly hall would be utilised for pupil and staff dining, and a new connection would be made into the rear of the existing hall to create a servery area served by the new kitchens. The external appearance of the proposed extension echoes the design of elements of the recently completed arts and music facility and would be in keeping with the existing and retained buildings on the site.
- 7.26. In light of these comments, it is considered that the detailed proposals will not impact adversely on the character of the site and surrounding area and comply with Mole Valley Local Plan policies ENV22, ENV23 and ENV24 and Core Strategy policy CS14.

Impact of the proposals on Heritage Assets

- 7.27. The main heritage asset issues to be considered are the potential impact of works on the setting of the Grade II* main house, the Grade II listed outbuildings, the Grade II* parish church and the Grade II registered park/garden. As noted above, the potential impact of these redevelopments and new build on the setting of the heritage assets can only be gauged when the important issues such as design, heights, materials, etc. are detailed. Any approval at this outline stage must necessarily come with significant provisos that it is only at the reserved matters stage that a true picture of the heritage asset impact can be understood.
- 7.28. However, in light of these provisos, the Council's Historic Environment Officer is pleased that the new entrance 'lodge' that had, in earlier discussions, been located further down the drive towards Rookery Hill has been moved much closer to the house and would be on part of the footprint currently occupied by the clubhouse. This means that the building would not be out in the undeveloped vista from the main house, or be in competition with the genuine lodges and gates. It would also be contained within the 'cluster' of current outbuildings.
- 7.29. Although it is accepted, and to a large degree encouraged, the redevelopment of Philp House, the Council's Historic Environment Officer has raised a concern about the potential impact of the new Junior School on the setting of the Grade II* parish church,

if a new junior school building is higher on the churchyard side. As noted above, there is a potential that a higher building would loom over the churchyard and consequently be more visible and oppressive, and so be harmful to the heritage asset setting. These concerns may be mitigated if the building is designed so that a higher element is set back on the site, retaining the elevation closest to the churchyard at its current height. Full details of the new Junior School would only be considered at reserved matters stage and it is considered that the concerns raised at this stage are noted so that the applicants are aware of them when the detailed proposals for the junior School are formulated.

- 7.30. The removal of the northwards extension to the previously extended car park is noted and welcomed and as a result, no objections are raised on heritage asset grounds.
- 7.31. The detailed element of this application relates to the 'temporary' dining facility. No objections area raised with regards to the design concept indicated, which echoes elements of the recently built art and music facility. It is considered that the building, in the location suggested, would not be harmful to the setting of the main house or the other heritage assets around.
- 7.32. In light of these comments it is considered that the proposals would not adversely impact on heritage assets on and adjacent to the school.

Highways Issues

- 7.33. Following considerable and sustained objection to the proposed reversal of traffic flows within the school site, this element of the proposals has been deleted form the current application. Therefore, the proposed traffic flows would remain as existing, ie access into the school from Park Lane and exit onto Rookery Hill. No objections have been raised by the Highways Authority, subject to the provision of a payment to the County Council for the Monitoring of the School Travel Plan, and a number of conditions.
- 7.34. The school have identified a total of 204 parking spaces across the existing school site.
- 7.35. The outline proposals include the provision, in Phase 4, of a southern extension to the car park following the demolition of the OFA clubhouse. A further 12 spaces would be created to provide 179 parking spaces in total within the car park. Disabled parking is spread across the school site to ensure accessibility across the school grounds, and comprises 2 disabled parking bays adjacent the swimming pool building, 3 adjacent Main House, 2 opposite the Stable Block and 2 at the existing entrance off Park Lane. These spaces together with 5 no. minibus parking spaces at the existing entrance provide a total of 193 spaces, a loss of 11 in total. No objections are raised by the County Highway Authority to this level of car parking.

Impact on the amenities of local residents

- 7.36. In general terms, the proposed new buildings are located broadly on the footprint of existing buildings on the site and do not encroach any nearer to the nearest residential properties, located on the south-western side of Park Lane. Existing buildings along the Park Lane frontage would be retained, with the exception of the existing Junior School, which in phase 6 would be replaced with an extension to the boarding house and the new dining hall. The proposed extension to the boarding house would be located closest to Park Lane, but would be set back from the road frontage by at least 15m and extending further away. The existing junior school is located, at its closest point, just 6m from the road frontage. The space between the new boarding house extension and the Park Lane frontage would be landscaped.

7.37. It is considered therefore that the amenities of nearby residents would not be adversely affected by the proposals.

Energy and Sustainability

7.38. Policy CS19 of the Mole Valley Core Strategy seeks to achieve sustainable development through the use of sustainable construction techniques, renewable energy creation and energy conservation. To achieve these aims, new non-domestic buildings are required to meet at least BREEAM 'Very Good' levels of construction standards and include a 10% reduction in total carbon emissions through the on-site installation and implementation of decentralised and renewable or low-carbon energy sources.

7.39. The proposals in this case seek outline consent for a new energy centre with a Combined Heat and Power plant and associated district heating network. The energy centre would be located centrally within the wider School site within the west wing of the Main House. The detailed proposals for this would form part of an upcoming planning and listed building consent application.

7.40. The submitted Energy and Sustainability Statement sets out how the energy centre and its operation would represent a significant, long term, improvement to the wider sites energy efficiency and overall sustainability. Carbon savings are estimated to be 21%, over double the Core Strategy Policy CS19 target of 10%. In order to ensure the implementation of these works, a condition is recommended.

Flood Risk and Drainage

7.41. A Flood Risk Assessment (FRA) accompanies the application and confirms that the application site is within Flood Zone 1. Sustainable Urban Drainage systems comprising infiltration methods and increased soakaway capacity will be used to dispose of any increased surface water created by the new development. Overall, the development complies with NPPF requirements.

Conclusion

7.42. The proposals are not considered to comprise inappropriate development within the Green Belt. The proposals comprise limited infilling or the partial redevelopment of a previously developed site which does not have a greater impact on the Green belt and therefore accords with the advice in paragraph 89 of the National Planning Policy Framework.

7.43. The proposed Masterplan has been carefully considered to ensure that the proposed works would not have a significantly detrimental impact upon the character or appearance of the surrounding area and would not cause harm to the setting of the various heritage assets both within and around the site. The proposed development offers the opportunity to improve the Grade II* listed Main House and to enhance the setting of this important building

7.44. The detailed proposals for the proposed 'temporary' dining facility are considered acceptable and have been designed to ensure that the extended building would not appear out of character with the remainder of the school site.

7.45. The proposals would maintain and, in the case of the new boarding house extension, improve separation distances between school buildings fronting onto Park Lane and nearby residential properties on the opposite side of the road. As a result, the proposals do not appear unduly overbearing and would not lead to any significant loss of amenity.

- 7.46. Revised plans have been received which retain the existing access arrangements from Park Lane and exit onto Rookery Hill. There would be a small reduction in car parking on the site, but the removal of car parking from the main campus would improve the pedestrian environment around the school as well as provide further opportunities for landscaping and bio-diversity enhancements. The proposed works would meet with the sustainable construction standards and energy conservation targets set out within policy CS19 of the Mole Valley Core Strategy.
- 7.47. In the light of these comments it is considered that the proposals comply with national and local planning policy and are recommended for permission, subject to the completion of a section 106 agreement to make provision for a monitoring payment for the School Travel Plan and to conditions.

8. Recommendation

Subject to:

the receipt of a satisfactory legal obligation by Friday 1st June 2018, or any such later date to be agreed in writing with the Corporate Head of Service, the Corporate Head of Service be authorised to **GRANT** permission subject to the conditions set out below **OR** if that obligation is not received by that date, the Corporate Head of Service be authorised to **REFUSE** permission for the appropriate reasons.

1. Approval of details of the layout, scale, external appearance of the buildings, and the landscaping of the site (hereinafter called the 'reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced and carried out as approved. Plans and particulars of the reserved matters referred to above, shall be submitted in writing to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the applicant's drawing schedule ref: MO/2017/1561 dated 2nd March 2018 and no variations shall take place.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

3. Before any above ground works commence on each phase of the development hereby permitted, details of the materials to be used in the construction of the external surfaces of the development within that phase shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the development harmonises with its surroundings in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

4. Before any above ground works commence on each phase of the development hereby permitted, details of the hard surfacing to be used within that phase of the development

shall be submitted to and approved in writing by the Local Planning Authority. The details shall indicate either porous materials or the provision of a direct run-off from the hard surface to a permeable or porous area. All hard surfacing shall be carried out in accordance with the approved details, completed prior to the first occupation of the development hereby permitted and thereafter, permanently retained as such.

Reason: To preserve the visual amenity of the area and prevent the increased risk of flooding, in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS20 of the Mole Valley Core Strategy.

5. Prior to the commencement of the development on each phase of the development hereby permitted, surface water drainage details for that phase of the development shall be submitted for the approval in writing by the Local Planning Authority. Such details shall include an assessment of the potential for the disposal of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework.

The assessment shall provide information of the design storm period and intensity (typically a 1 in 100 year storm of 30 minutes duration with an allowance for climate change), the method employed to delay and control the surface water discharged from the site and the means to prevent pollution of the receiving groundwater and/or surface water. Where applicable, the details shall include infiltration tests, calculations and controlled discharge rates. If the development is to discharge water into the ground in any form, then a full BRE Digest 365 infiltration test (or falling head test for deep bore soakaways) will have to be submitted to the Local Planning Authority prior to commencement of any works on site. The suitability of infiltration methods should be verified (i.e. possible contaminated ground).

The approved drainage scheme shall be implemented prior to the first occupation of the development.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted and, in the interests of sustainable development, in accordance with the advice contained in the National Planning Policy Framework and policy CS20 of the Mole Valley Core Strategy.

6. No development shall take place on each phase of the development hereby permitted until the applicant, or their agents or successors in title, 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, in writing, by the Local Planning Authority.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted, and the site covers a large surface area in which it is considered necessary to preserve as a record any archaeological information before it is destroyed by the development in accordance with Mole Valley Local Plan policy ENV50 and policy CS14 of the Mole Valley Core Strategy.

7. Prior to the commencement of any construction works on each phase of the development hereby permitted:

(a) Tree protective fencing shall be erected and maintained in full around each tree or tree group to be retained in the vicinity of the development operations, in accordance with the recommendations for tree protection areas given in the current British Standard 5837 (Trees in relation to design, demolition and construction) and as indicated on the approved drawings unless otherwise agreed, in writing, by the Local Planning Authority.

(b) No burning shall take place in a position where the flames could extend to within 5 metres of foliage, branches or trunk of any tree or group to be retained on the site or land adjoining having regard to the size of the fire and wind direction.

(c) No trenches, pipe runs or drains shall be dug within 4 metres of the trunk of any trees retained on the site or land adjoining unless agreed otherwise, in writing by the Local Planning Authority; and all such installations shall be in accordance with the advice given in National Joint Utilities Group Publication Number 10.

(d) No materials, plant, machinery or structure shall be placed or operated within the tree protection area nor at any time shall alterations to ground levels be carried out unless otherwise agreed, in writing, by the Local Planning Authority.

Reason: In the interests of visual amenity and to ensure the retention of trees which enhance the existing character of the locality in accordance with Mole Valley Local Plan policies ENV25 and ENV53, and Mole Valley Core Strategy policies CS14 and CS15.

8. Prior to the commencement of the development on each phase of the development hereby permitted, an initial BREEAM assessment report demonstrating that the development of each phase is expected to achieve at least BREEAM 'Very Good' standard (or such national measure of sustainability that replaces that scheme) must be submitted to and approved by the Local Planning Authority. The Final BREEAM Certificate certifying that a minimum of 'Very Good' standard has been achieved shall be in place either prior to the first occupation of the development on each phase hereby permitted or by a date to be agreed in writing beforehand with the Local Planning Authority.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted, and in accordance with policy CS19 of the Mole Valley Core Strategy.

9. The development hereby permitted shall not be commenced unless and until an updated school travel plan has been submitted for the written approval of the County Planning Authority. The submitted details 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.

Reason: The above condition(s) is/are required in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

10. No development shall commence on each phase until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials

- (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (j) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm (adjust as necessary according to individual school start and finish times) nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in (specify named roads) during these times
 - (k) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of each phase of the development.

Reason: The above conditions is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved polices MOV2 and MOV5 of the Mole Valley Local Plan.

11. Before development commences, a site investigation shall be undertaken in accordance with the agreed scheme of assessment and the results provided to the planning authority for their approval. Laboratory results must be provided as numeric values in a formatted electronic spread sheet. Before development commences a remediation scheme shall be agreed in writing with the planning authority and the scheme as approved shall be implemented before any part of the development hereby permitted is occupied.

Reason: To ensure the proper investigation and, where necessary, remediation of the site in the interests of the amenities of the locality and the future occupants of the site in accordance with Mole Valley Local Plan policy ENV69.

12. No development shall take place on each phase of the development hereby permitted until details of the existing ground levels of the site, the proposed finished levels of the ground, the ground floor slab level of each building within the phase, and the finished levels of any access road and driveway showing their relationship with the existing levels of the immediately adjoining land and buildings, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved levels.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted and to protect the amenities and privacy of adjoining properties in accordance with Mole Valley Local Plan policy ENV22.

13. Prior to the commencement of the construction of the extended car park, details of measures to prevent the discharge of petrol/oil from the surface of the car park into the surface water drainage system shall be submitted to the local planning authority for approval in writing and the scheme as approved shall be implemented before any part of the extension to the car park is used.

Reason: To protect the groundwater and local water courses from potential contamination in accordance with Mole Valley Local Plan policy ENV22.

14. The development within Phase 4 hereby approved shall not be first 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 Local Planning Authority for vehicles / cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: The above conditions is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved polices MOV2 and MOV5 of the Mole Valley Local Plan.

15. No operations involving the bulk movement of earthworks to or from the development site shall commence unless and until facilities have be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to so far as is reasonably practicable prevent the creation of dangerous conditions for road users on the public highway. The approved scheme shall thereafter be retained and used whenever the said operations are undertaken.

Reason: The above condition(s) is/are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved polices MOV2 and MOV5 of the Mole Valley Local Plan.

16. The recommendations set out within the applicant's ecological survey (Aspect Ecology dated 17/08/2017) and submitted in support of the application shall be carried out in full before any part of the phases of the development are occupied.

Reason: To safeguard the ecological interest of the site in accordance with Mole Valley Local Plan policy ENV14 in accordance with policy CS15 of the Mole Valley Core Strategy and the National Planning Policy Framework.

17. Prior to the commencement of development on the new dining facility in Phase 1, details of the kitchen extraction system to be fitted to the new dining facility to control fumes and smells shall be submitted to and approved, in writing, by the Local Planning Authority; and once approved, shall be carried out prior to the commencement of the use.

Reason: To protect the amenities of the area, and in particular the amenities of neighbouring residential properties in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

18. No site clearance, preparation, or construction work shall take place outside the hours of 7.30am to 6.00pm on Mondays to Fridays and 8.00am to 1.00pm on Saturdays, and no work shall take place on Sundays or Bank or Public Holidays.

Reason: To protect the amenities of the area, and in particular the amenities of neighbouring residential properties in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

19. No floodlights or other forms of external lighting shall be installed on the site.

Reason: To protect the amenities of the locality, including the amenities of neighbouring residential properties, in accordance with Mole Valley Local Plan policy ENV57 and policy CS14 of the Mole Valley Core Strategy.

Informatives

1. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149.)
2. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
3. 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.