

PLANNING OFFICER REPORT

Application No. MO/2022/0249 Detailed
Valid Date: 09-Feb-2022
Applicant: C/O Agent, St Johns School
Case Officer: Caroline Hall
Ward(s): Leatherhead North
 Leatherhead South
 Within 20m of Leatherhead North Ward
 Within 20m of Leatherhead South Ward
Proposal: Construction of 2 No. multi-use games area pitches, (MUGA) within the existing Quad area, including 1.2 metre and 2 metre high boundary enclosure fencing, hedge planting and lighting, level access improvements over the Quad, including disabled ramped access and new east-west footpath, Junior Fields: replacement play surface to all weather pitch located in the northwest corner, along with further improvements which include goal recesses, pitch side storage, replacement sport fence enclosure to southern edge, spectator railings and surfaced spectator area. Car park extension of 54. No bays and relocation of the car park entrance, new tree planting and refuse store. Linden Pit Path: demolition of the estates office, workshop and storage buildings, modified loading bay to rear of dining hall, to create off-street servicing area, erection of new timber enclosure refuse store, installation of new sliding gate to entrance on Linden Pit Path.

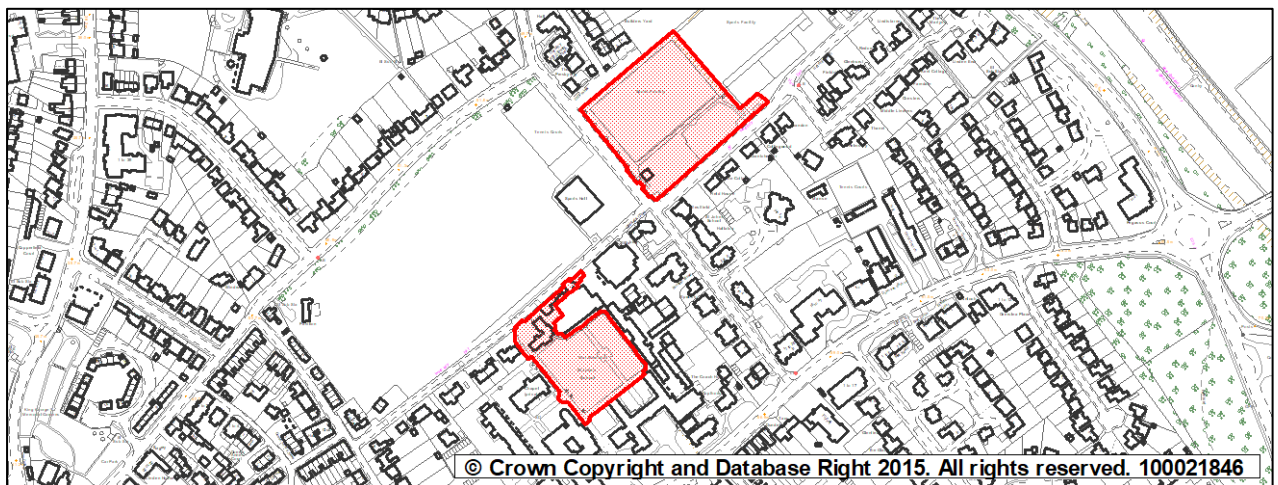
Amendments /amplifications: Amended drawings

Site Location: St Johns School, Epsom Road, Leatherhead, Surrey, KT22 8SP

Committee Major application

RECOMMENDATION: APPROVE subject to conditions

Site Plan:



1. Description of Site:

- 1.1. St John's School is an independent co-educational school standing in extensive grounds. The main 19th Century buildings are individually listed at Grade II and a number of pre-1948 buildings are also considered to be curtilage listed. The main entrance is on Epsom Road; there are also access located off Linden Pit Path Road and Garlands Road.
- 1.2. The application site specific to this application includes the central quad area including the buildings to the rear facing Linden Pit Path and the Junior Fields site which is an area of St John's School surrounded by Linden Gardens, Garlands Road, The Withies, a builders merchant and St John's Close. Junior Fields is currently used for sport and car parking. Sports facilities include 2 all-weather hockey and tennis pitches, with 3 approved multi-use games areas (MUGA) (two of the MUGA's have been built and one was not which has enabled a review of parking and sports facilities).
- 1.3. The Quad has a central War Memorial, historic enclosure of listed buildings with a colonnaded walkway on two sides and Modern (20th & 21st Century) enclosure from academic school buildings. The lawns of close mown amenity grass. The application site lies within the built-up are of Leatherhead.

2. Description of Proposal:

- 2.1. Planning permission is sought for development on three different areas of the St John's School site. The first part of development proposed is the construction of 2 No. multi-use games area pitches (MUGA) within the existing Quad area including the following associated works;
 - 1.2 metre and 2 metre high boundary enclosure fencing;
 - Hedge planting and lighting;
 - Level access improvements over the Quad;
 - Disabled ramped access;
 - New east-west footpath;
 - New route across Quad from North House to Chapel.
- 2.2. The second part of the development sought relates to the Junior Fields where permission is sought for the following;
 - Replacement play surface to all weather pitch located in the northwest corner;
 - Improvements to the goal recesses;
 - Pitch side storage;
 - Replacement sport fence enclosure to southern edge;
 - Spectator railings;
 - Surfaced spectator area.
- 2.3. The third part of the development seeks permission for an extension to the car park at Junior Fields to create 54 No. bays and relocation of the car park entrance, new tree planting and refuse store.
- 2.4. The last part of the development relates to works off Linden Pit Path and involves the following;

- Demolition of the estate office, workshop and storage buildings;
- Modified loading bay to rear of dining hall to create off-street serving area;
- Erection of timber enclosure refuse store;
- Installation of new sliding gate to entrance on Linden Pit Path.

2.5. There is also an associated Listed Building Consent application (MO/2021/0251).

3. Relevant Planning History – the site has an extensive history dating from 1952, the most relevant are listed below;

MO/2000/1838

St. John's School Playing Field, Epsom Road, Leatherhead.

Construction of synthetic pitch with spectator area and fencing; erection of storage building adjacent to the pitch.

APPROVED WITH CONDITIONS

08-Feb-2001

MO/2001/1553

St. John's School, Epsom Road, Leatherhead.

Demolition of existing gymnasium, squash courts and sixth form centre and adjacent garages, erection of performing arts centre comprising studio theatre, music school and sixth form centre. (Revised external appearance to scheme permitted under MO/2001/0557.)

APPROVED WITH CONDITIONS

06-Dec-2001

MO/2003/0760

St Johns School, Epsom Road, Leatherhead, Surrey, KT22 8SP

Internal alterations, including subdivision of assembly hall and insertion of mezzanine floor, removal of partition to lobby, new lobby doors. Alterations to Housemasters flat, including new partitions and reorganisation of doors.

APPROVED WITH CONDITIONS

08-Jul-2003

MO/2012/0033

St Johns School, Epsom Road, Leatherhead, Surrey, KT22 8SP

Erection of floodlights to serve existing sports pitch (Garlands Road playing fields)

REFUSED

15-Mar-2012

MO/2012/0339

St Johns School, Epsom Road, Leatherhead, Surrey, KT22 8SP

Construction of 4 No. enclosed synthetic pitches; replacement games equipment store; and car park with widened access on Garlands Road.

APPROVED WITH CONDITIONS

06-Aug-2012

MO/2020/1802

St Johns School, Epsom Road, Leatherhead, Surrey, KT22 8SP

Installation of new gates, railings and adjustments to existing main entrance gates.

APPROVED WITH CONDITIONS

26-Nov-2020

MO/2020/1803

St Johns School, Epsom Road, Leatherhead, Surrey, KT22 8SP

Installation of new gates, railings and adjustments to existing main entrance gates.

APPROVED WITH CONDITIONS

30-Nov-2020

4. Consultations

- 4.1. Historic Environment Officer – no objection recommends conditions
- 4.2. Environmental Health Officer – no objection recommends conditions
- 4.3. SCC Highways Authority – no objection recommends conditions
- 4.4. MVDC Access Group – no objection, the school should consider more accessible car parking and take into account those who are hard of hearing or having sight problems.
- 4.5. Sports England – no objection

5. Representations

Representation	Officer Comment	Relevant Condition
Noise impact on neighbouring properties, an acoustic report does not appear to have been provided	Environmental Health has been consulted on the application and have not considered it necessary to provide a noise report given that the hours of operation can be controlled so as not to unacceptably disturb neighbours at a time when the use could be noise sensitive.	Conditions relating to hours of operation of the use of the MUGA
Intensification of use for training or multiple matches	The facilities at the Junior Fields are being updated and would continue to have the same level of use	
The recessed goal-mouths could focus activity and create more noise	These areas can already be used and it is not considered to exacerbate potential noise disturbance to neighbours.	

- 5.1 It is noted under MO/2022/0251 the accompanying listed building consent application representations has been made in relation to Highway concerns, those comments are;
- Additional parking places will generate more traffic and will not lead to less cars on street.
 - More traffic created and will further reduce road safety in an area heavily congested during peak school hours

Officer comment – the above concerns are noted, and SCC Highways have assessed the details of the application and raised no objection to highway safety subject to suitable conditions in relation to parking management and a travel plan seeking to mitigate the raised concerns.

6. Constraints

Built-up Area
Dev Affecting Anc Woodland/within 500m
Strategic Open Land (ENV20 CS16)
LandscapeCharArea - EsherEpsom
LandscapeCharArea - MoleGap
Within 15m Site Archaeological Potential
Contaminated Land Medium
Listed Building
Local Noise Residential
Flooding - surface water 1in200yr shallow

7. Development Plan Policies

Core Strategy (CS)

CS1 – Where Development will be Directed
CS14 - Townscape, Urban Design and the Historic Environment
CS16 – Open Space, Sports and Recreation Facilities

Local Plan (LP)

ENV15 – Species Protection
ENV22 – General Development Control Criteria
ENV23 – Respect for Setting
ENV57 – Lighting Proposals
MOV2 – The Movement implications of Development
MOV5 – Parking Standards

8. Material Considerations

Government Guidance – National Planning Policy Framework (NPPF)

Section 2 – Achieving Sustainable Development
Section 11 – Making effective use of land
Section 12 – Achieving well-designed places
Section 15 – Conserving and enhancing the natural environment
Section 16 – Conserving and enhancing the historic environment

Supplementary Documents

Built Up Areas Character Appraisal
Vehicular and Cycle Parking Guidance

9. Planning Analysis

- 9.1. Legislation dictates how all planning applications must be determined. Section 70 of the Town and Country Planning Act (as amended) states -

In dealing with an application for planning permission the authority shall have regard to -

- (a) the provisions of the development plan, so far as material to the application,
- (aza) a post-examination draft neighbourhood development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and

(c) any other material considerations

9.1.1. The main planning issues for consideration are discussed below.

9.2. **Principle of Development**

9.2.1. The application site is located within the built-up area of Leatherhead. Mole Valley Core Strategy policy CS1 directs development towards previously developed land in the built-up areas in the district and thus there is no objection in principle to the proposal.

9.2.2. Paragraph 92 of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which inter alia support healthy lifestyles through the provision of sports facilities. Paragraph 98 goes on to state '*that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities...*'

9.2.3. The proposal would provide additional sporting facilities within the existing school site in the built-up area. The alterations/modifications to the existing MUGA's and extension to the car park would take place on an established use for outdoor sport and recreation. Furthermore the proposed alterations and modifications to vehicular accesses would take place on existing road networks. Where the principle of development is considered acceptable, which in this instance the proposal is, it would need to meet the requirements of national and local plan policies in other regards which will be assessed below.

9.3. **Impact on Character of Area**

9.3.1. ENV22 of the Mole Valley Local Plan contains seven criteria for sound development control practice. It requires that development should be appropriate to the site in terms of its scale, form and appearance. It requires that development should also respect the character and appearance of the locality.

9.3.2. ENV23 of the Mole Valley Local Plan sets out that new development will normally be permitted where it respects its setting, taking account of the scale, character, bulk, proportions and materials of the surrounding built environment and townscape features such as street patterns and space about buildings.

9.3.3. Core Strategy policy CS14 seeks to ensure that new development respects and enhances the character of the area in which it is proposed whilst making the best use of the land available.

9.3.4. The Quad area is set behind the main frontage of the St John's School building and is primarily enclosed by school buildings. The development works related to the Quad would be confined to the west of the War Memorial and would consist of the creation of 2 MUGA's with fence enclosures. A disabled ramped access and new east west footpath would also be created.

9.3.5. The proposed MUGA's are intended to be used as a flexible resource for sports and activities, with netball as the priority sport. Many of these sports are after the main school day which extend beyond daylight hours over the winter months and therefore floodlighting is also proposed. It is proposed to insert light columns which would be

2.5 metres tall when in their lower position and reduces the visibility of the columns when they are not in use. The columns would then extend upwards to 6 metres when in use. An evergreen Yew hedge is proposed around the court which would soften the appearance of the lighting columns.

- 9.3.6. The proposed MUGA's, perimeter fencing, floodlighting and associated footways within The Quad are facilities of an appropriate scale and would be well related to the main school site. The proposed works would not be visible within the wider area and given the nature of the proposal and the location it is considered that the impact on the character of the area would be minimal.
- 9.3.7. Linden Pit Path runs along the northern boundary of the part of the application site containing The Quad. Immediately adjacent to this boundary is the estates office, workshop and storage buildings all of which are proposed to be demolished. There is an existing boundary wall which conceals views of some of these building however, the buildings are visible within the wider street scene from Linden Pit Path. These buildings are ancillary and utilitarian structures and the loss of these buildings is not considered to be to the detriment of the character of the area.
- 9.3.8. The demolition of these buildings would enable a new service area to be created to include a delivery yard, refuse storage and modified loading bay with off-street serving area. The existing boundary wall at this point will be reinforced with a new buttresses and it is proposed to insert black sliding gate which would match the gate besides Haslewood building directly to the west of the site. These alterations and improvements to this part of the school site are considered acceptable and subject to a condition securing appropriate materials for the perimeter wall, the development would not have a harmful impact on the character of the area.
- 9.3.9. The Junior Fields application site is already in an existing sporting use and comprises MUGA's, car parking and associated toilet and storage facilities. The proposed works to the pitches themselves and the ancillary storage, replacement sport fencing, spectator railings and surfaced spectator area would have minimal effect on the character of the area given the majority of the works are to update/refurbish existing facilities within the site. These elements of the works are considered to have a negligible visible impact on the character of the area.
- 9.3.10. There is an existing car park within Junior Fields that is currently access from a single point off Garlands Road. It is proposed to extend the carpark to the east of the existing spaces into land that is currently grassed and has planning permission to be developed as a MUGA. The physical appearance of the site would be changed in terms of the loss of green areas, the new hard surfaces would be a continuation of the existing carpark and would not appear out of character with the surrounding sports provision where car parking facilities is expected at a site such as this.
- 9.3.11. The existing access to Junior Fields would be closed up and new shrub planting would be planted along the south west corner of the site. New gates and railing are to be formed fronting Garlands Road, consistent with the railings on the opposite side of Garlands Road and within Linden Pit Path. A line of tree planting is also proposed along the rest of the western boundary to strengthen and enhance the existing tree coverage. This level of landscaping and boundary treatments are considered beneficial to soften and in keeping with this part of the site and provide an enhancement to the character of the area.

9.3.12. Overall the proposed development works and modifications are of a design and scale that is not considered to harm the character of the area and would comply with Mole Valley Core Strategy policy CS14, Mole Valley Local Plan policies ENV22 and ENV23.

9.4. **Impact on Neighbouring Residential Amenity**

9.4.1. ENV22 of the Mole Valley Local Plan sets out seven general criteria for sound development control practice. Criterion 2 requires that the proposal does not significantly harm the amenities of neighbouring occupiers.

9.4.2. Local Plan policy ENV57 states that proposals for the illumination of sports pitches will not be permitted where they would significantly and adversely affect the amenities of residential properties and where permission is granted, consideration will be given to imposing conditions to limit the impact of the illumination.

9.4.3. NPPF paragraph 185 section seeks to ensure that new development is appropriate for its location taking into account the likely effect (including cumulative effects) and section a) and b) seek to mitigate and limit the impact on noise and light pollution.

9.4.4. Directly to the north west corner of The Quad site are residential dwellings which are within the ownership of the school and occupied by staff members. The proposed MUGA and associated works are sited within the existing school complex which is already in use by the school. Environmental Health have assessed the development in relation to noise disturbance and consider that, whilst the close association of a tied property does reduce the level of protection that needs to be provided to the occupiers it does not completely remove the requirement to balance disturbance and intrusive noise with the residents amenity. The proposed MUGA would be around 25 metres from a residential property and sport noise from all-weather training surfaces is considered to be significant. Environmental Officers consider it necessary to limit the operational hours of the proposed MUGA and have recommended an appropriate condition to mitigate the noise impact from the proposal.

9.4.5. With regards to the proposed floodlight, the application has been supported by a lighting report. The Environmental Health Officers considered the report to be sufficient to assess the lighting impact. The proposed permanent lighting has been designed to minimise the impact with the following measures; low level lighting of 200 lux, telescopic light columns, minimised height (6 metres when extended and 2.5 metres when in lower position) and integration within an evergreen Yew hedge which is proposed round the court. This level of lighting complies with England Netball's standard for training.

9.4.6. Environmental Health have assessed the lighting proposal and has raised no objection to the application and consider a lightening condition is sufficient to control the impact on neighbouring facades.

9.4.7. The Junior Fields site is surrounded by residential properties on three sides; Linden Gardens, Garlands Road & The Withies. The proposed pitch improvements and extension of the parking area is located in an area where a level of activity is already associated with the sporting use of the site. The site is located within the built-up area where there is already a level of noise within the environment. The increase in

parking would be on the opposite side of neighbouring properties fronting Linden Gardens. This area has already gained planning permission for use as a MUGA, it is now proposed to use the area as an extension to the existing parking area. This would result in a reduction in noise related activities in this part of the site. The proposed works related to updating or improving existing pitch facilities. It is not considered that the works would result in an adverse noise impact on the amenities of neighbouring properties.

9.4.8. The proposed works to Junior Fields would not cause a significant impact on residential amenity from overlooking/overbearing effects. A new evergreen hedge and trees are proposed to be planted along the northern boundary of the site adjacent to The Withies to improve screening features.

9.4.9. Overall, the level of light and noise activity associated with the development could be adequately mitigated to protect neighbour amenity in accordance the Mole Valley Local Plan policies ENV22, ENV57 and guidance contained within the NPPF such that the proposal would not have a significantly detrimental impact on the amenities of neighbouring residents.

9.5. **Impact on Highway Safety**

9.5.1. NPPF Paragraph 111 states, 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

9.5.2. Currently the Junior Fields site is accessed by vehicles and pedestrians from the south west corner of the site with the junction of Garlands Road and Linden Gardens. It is proposed to relocate the car park entrance, 5 metres north of the existing buildings on site further along Garlands Road to incorporate the existing pedestrian crossing on Garlands Road so that the crossing becomes part of the direct pedestrian route into Junior Fields. Access arrangements have also been designed to suit access for coaches, refuse vehicles and cars and access for ambulances to the upper pitch and courts. The pedestrian route to the entrance would be via the existing zebra crossing. By moving the entrance it is considered to improve pedestrian and vehicle safety.

9.5.3. SCC Highways Authority considers that the proposal is unlikely to have a material impact on highway safety issues and have recommended conditions in relation to visibility zones, securing the closure of existing access and reinstatement of kerbs, verge and footway and the submission of an updated school travel plan, along with a construction transport management plan. These conditions are considered reasonable and necessary for the scale and nature of development given the siting of the development surrounded by residential roads that have an associated level of activity.

9.5.4. The Junior Fields site currently has provision for 53 parking spaces (including 3 accessible bays), it is proposed to extend this to 107 including 3 accessible spaces, coach parking and 11 EV electric charging points. This arrangement would allow coaches to enter and exist in a forward gear and to accommodate 4 coaches parking, overlaid with car parking spaces. It is considered that the number of parking provision provided would be sufficient to serve the sporting activities within the site and would reduce staff parking on neighbouring roads. SCC Highways Authority have raised no

objection to this level of provision and have recommended a parking management condition to ensure that the expanded car park shall not be used to facilitate a pupil drop off and pick up area and not encourage more trips to and from the school than there currently are by private cars.

- 9.5.5. Along Linden Pit Path there is an existing vehicular access which serves a small delivery yard which is tight to access for a vehicle. Currently kitchen deliveries and refuse vehicles have to reverse over the Linden Pit Path pavement and carriageway. It is proposed to demolish three buildings along Linden Pit Path to allow for flexibility for vehicle access in the new service yard area and alleviate pressure on the existing road. Currently to the north of Haslewood building is a car park accessed via Linden Pit Path. There would be 2 accessible spaces provided within this area and a pedestrian access.
- 9.5.6. Through the proposal space dedicated to servicing would be provided, with space for vehicles to enter the yard, load/unload, turn and exist in a forward gear through the demolition of the estates building and workshops. A new sliding gate would be installed to the entrance to the service yard on Linden Pit Path. This arrangement would be an improvement on the existing situation and kitchen deliveries and refuse vehicles enter and existing through the same gate using the space created with the removal of the estates building and storey. SCC Highways Authority have advised that Linden Pit Path service yard works are accessed from a privately maintained road and have raised no objections.

9.6. **Impact on Biodiversity**

- 9.6.1. Core Strategy policy CS15 advises that all water courses, mature hedges and trees within development sites should be, as far as practicable, retained. Only where no realistic alternatives are available or replacement of such features elsewhere in the site would result in biodiversity enhancement above what already exists, will removal of such features be permitted. Planting and other schemes that promote biodiversity will be expected as part of all development schemes, focusing on native species from the locality and particularly trees, a key feature of the environment within Surrey.
- 9.6.2. The NPPF makes it clear at para 170 that: 'Planning Policies and decisions should contribute to and enhance the natural and local environment by: minimising impacts on and providing gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures'.
- 9.6.3. Paragraph 174 requires the promotion of 'the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.
- 9.6.4. The application has been supported by an Ecological Appraisal Report. The report identified that Junior Fields and The Quad site as have a low ecological value. The sites were also assessed to have low or no potential to support commuting and roosting bats.
- 9.6.5. The western boundary of the Junior Fields sited adjacent to Garland Road has an existing line of mature lime trees. To create the new access into Junior Fields some

Lime trees and a laurel hedge would be removed and 3 new Lime trees are proposed further along Garlands Road. The planting areas interspersed within the centre of the car park are proposed to be part of an integrated sustainable drainage system to reduce flood risk and improve biodiversity. Water from the car park will drain directly into the planting areas.

- 9.6.6. It is proposed to plant the existing bank between the lower and upper areas within Junior Fields with flowering meadow plants and herbaceous perennials adding an area of biodiversity that would act as a wildlife corridor across the site from the trees along The Withies and Linden Garden. A hedge is proposed along the boundary with The Withies to create an evergreen screen. There is an existing hedge along Linden Gardens and it is therefore proposed to continue the hedge planting for visual continuity.
- 9.6.7. The Quad development landscape proposals includes the planting of a yew hedge which is a biodiversity enhancement.
- 9.6.8. The proposed development is not considered to be in conflict with the above policies and guidance in relation to biodiversity and would comply with policies CS15 and guidance contained within the NPPF.

9.7. Impact on Heritage Assets

- 9.7.1. This aspect of the development is considered under the listed building application MO/2022/0251.

9.8. Local Financial Considerations

- 9.8.1. Policy CS17 of the Core Strategy states that development should make provision for new infrastructure where necessary. However, since the adoption of the Core Strategy the Community Infrastructure Levy (CIL) was introduced by Mole Valley District Council on 1st January 2017 and places a mandatory charge on new residential and retail developments. The Council will publish an annual infrastructure list detailing the infrastructure projects or types of infrastructure which the Council intends will be or may be, wholly or partly funded by CIL. For further information regarding CIL, please visit [CIL and Affordable Housing Contributions | Mole Valley District Council](#).
- 9.8.2. This development is not CIL liable.

10. Planning Balance

- 10.1. The development sites comprise three separate parcels of school grounds, comprising Junior Fields, The Quad and Linden Pit Path, the developments across these sites would improve the sport pitch provision, improve highway safety and access for all through grounds improvement.
- 10.2. The application would bring about benefits to health and well-being for those who use the pitches and sporting facilities. This accords with paragraph 92 of the NPPF, which states that planning policies and decision should aim to achieve healthy, inclusive and safe places that, inter alia, support healthy lifestyles through the provision of

sports facilities. Appropriate conditions will be imposed to mitigate any noise and lighting impact in line with paragraph 185 of the NPPF.

- 10.3. The overall development is considered to be in accordance with policies ENV22, ENV23, ENV57 of the Mole Valley Local Plan and CS14 of the Mole Valley Core Strategy.

11. Recommendation

11.1. Approve subject to conditions

Conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51(1) 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 submitted documents and plan numbers TS-STJ002-DA-EX-001, 2147 C, 2140 E, 2148 D, 2150 D, 2151 C, 2021-4200-002 C, 2142 J, 2302 B, 2200 B, 2201 A, 2203 A, 2204 A and 2021-4200-002 contained within the application 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 take place, details of the materials to be used in the construction of the external surfaces including the MUGA telescopic flood lighting of the development hereby permitted 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, a trial panel of brickwork shall be completed for inspection and agreement in writing by a representative of the Local Planning Authority. The trial panel shall include proposed brick bond, mortar mix and pointing detail. Thereafter, the development shall be completed in accordance with the approved details.

Reason: To preserve the visual amenity of the area in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

5. Prior to use of floodlighting in The Quad MUGA's a lighting scheme and an electronic timing system to shut the lights off must be submitted for the approval of the Local Planning Authority in accordance with the Institute of Lighting Professional's Guidance notes for the reduction of obstructive light GN01-2021. Before commencement of operation of the approved lighting scheme the applicant shall appoint a suitably qualified person to validate that the lighting scheme as installed conforms to the recommendations for environmental zone E2 in the ILP document 'Guidance Notes for the Reduction of Obtrusive Light' GN01:2021. The details as approved shall thereafter be permanently retained.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development to protect the amenity of the local area and ensure a satisfactory environment for occupiers of adjoining properties accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

6. The MUGA and associated floodlights hereby permitted shall not be used outside the hours of Monday – Friday 07.30-22.00, Saturday – 08.00 – 20.00 and Sunday 08.00 – 17.00.

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 the National Planning Policy Framework 2021.

7. No part of the development shall be first opened for its intended use unless and until the proposed vehicular access to Garlands Road from the Junior Field site, the footway widening, crossing improvements and carriageway markings have been constructed and provided with visibility zones in general accordance with the approved plans (Drawing No.2021-4200-002) and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.60m high.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and Policies MOV2, MOV5 and MOV15 of Mole Valley District Council's Local Plan 2000 and the National Planning Policy Framework 2021.

8. The development hereby approved shall not be first opened for its intended use unless and until space has been laid out within the site in accordance with the approved plans (Drawing No. 2127-2142-RevJ) for 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 condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and Policies MOV2, MOV5 and MOV15 of Mole Valley District Council's Local Plan 2000 and the National Planning Policy Framework 2021.

9. The development hereby approved shall not be first opened for its intended use unless and until the existing access from the Junior Field site to Garlands Road has been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and Policies MOV2, MOV5 and MOV15 of Mole Valley District Council's Local Plan 2000 and the National Planning Policy Framework 2021.

10. The development hereby permitted shall not be first opened for its intended use unless and until an updated school travel plan in accordance with the submitted Travel Plan dated July 2022 has been submitted for the written approval of the Local 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 is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and Policies MOV2, MOV5 and MOV15 of Mole Valley District Council's Local Plan 2000 and the National Planning Policy Framework 2021.

11. No development shall commence 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) measures to prevent the deposit of materials on the highway
 - (h) no HGV movements to or from the site shall take place between the hours of 8.15 and 9.15 am and 3.30 and 4.30 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in St Johns Avenue, Garlands Road, Linden Gardens, The Withies, Linden Road, Epsom Road or Copthorne Road during these times
 - (i) on-site turning for construction vehicleshas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and Policies MOV2, MOV5 and MOV15 of Mole Valley District Council's Local Plan 2000 and the National Planning Policy Framework 2021.

12. Prior to the development site being first opened for its intended use, a Parking Management Plan shall be implemented in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained to the satisfaction of the Local Planning Authority.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and Policies MOV2, MOV5 and MOV15 of Mole Valley District Council's Local Plan 2000 and the National Planning Policy Framework 2021.

13. The development hereby approved shall not be first opened for its intended use unless and until at least 20% of all available parking spaces are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and a further 20% are provided with cabling for the future provision of charging points. To be in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021 and Policies MOV2, MOV5 and MOV15 of Mole Valley District Council's Local Plan 2000 and the National Planning Policy Framework 2021.

Informatives

1. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs. www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of

the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

2. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
3. 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. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
4. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
5. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense. The developer is advised that Public Footpath Number 52 crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.
6. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022.