

SECTION '1' – Applications submitted by the London Borough of Bromley

Application No : 14/02367/FULL1

Ward:
Copers Cope

Address : Clare House Primary School Oakwood
Avenue Beckenham BR3 6PJ

OS Grid Ref: E: 538295 N: 169170

Applicant : Mr J Budden

Objections : YES

Description of Development:

Demolition of existing school building and erection of a two storey school building with associated landscaping including and artificial multi use sports pitch

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Local Distributor Roads
Open Space Deficiency
Urban Open Space

Proposal

Planning permission is sought for the demolition of the existing school building and the erection of a two storey school building with associated landscaping including an artificial multi use sports pitch.

The proposal will enable the expansion of the school from a 1 form of entry primary school to a 2 form of entry primary school to meet the demand for primary school places in the area.

The number of pupils is proposed to increase from 302 to 420 by September 2015 with an effective increase of 8 members of staff.

The Design and Access Statement accompanying the application details a number of design options leading to the formulation of the current application. In summary the scheme will involve the construction of a new two storey school building in a linear format to the south western corner of the site. The existing school building will then be demolished and an artificial multi use sports pitch will be sited approximately on the footprint of the old school building. A hard play area will be

located between the new school building and the multi use sports pitch midway within the site.

The new building will measure at its maximum extents approximately 66m in length by 25m depth with a height of 9.5m in the area of the main hall and 8m in other sections of the building. The ground level floor base of the building is indicated to be set 1.8m below the level of Overbury Avenue at the southern end of the site rising to 1m below at the northern end of the building. The building has been set back approximately 25m from the nearest neighbouring boundary on Holmdene Close to the south and averages 40m separation from the front elevations of properties on the opposite side of Overbury Avenue. The main pedestrian entrance to the building will be from Overbury Avenue via an entrance piazza.

This proposal includes an increase to staff car parking spaces accessed from Oakwood Avenue from 4 car parking spaces to provide 11 parking spaces for staff use only, one of which is for disabled use. The scheme retains the existing cycle hoops that the school have and increases this number with a covered shelter for an additional 10 bikes, as well as scooter pods for 20 scooters.

The materials palette proposed consists of Ibstock linear "olde English" brickwork to the main sections of the building. The taller main hall section comprises a mix of standing seam zinc vertical cladding in red, brown and green to east and west elevations, a Warm Weiss Perma Rock render system to opposing elevations and standing seam zinc horizontal cladding to the first floor plant works area.

Window frames are proposed in powder coated aluminium in dark grey. Majority of the buildings windows are to be fitted with a slatted composite Brise Soleil in cedar. Canopies are proposed in polycarbonate with powder coated aluminium posts.

Landscaping works are proposed that indicate new permeable paved areas to front of the new building, boundary fence and improvements to entrances including covered gates, enclosed outdoor teaching spaces and soft play area.

Energy use reduction and renewable energy and carbon reduction is proposed and seeks to improve energy efficiency using passive methods. Strategies include the use of natural ventilation and minimising solar gain as well as improved U values for each construction element above those set out in Part L of the Building Regulations. Solar powered natural vent cowls are indicated to assist with ventilating the classrooms whilst rooflights and corridor glazing promotes natural daylighting of spaces and ventilation. Solar photovoltaic panels are indicated.

Location

Clare House School is located on the north west side of Overbury Avenue, adjacent to the junction with Oakwood Avenue. The site is currently accessed from Oakwood Avenue just off of Bromley Road (A222). Surrounding the site are residential properties with Kelsey Park a short distance away to the in the west. To the north west of the site is St Barnabas Church.

The existing school is located to the north east of the site towards the junction of the two roads. The site is split level with the existing main school building being sited on a lower level with a sloped grassed area and path to the frontage with Oakwood Avenue. Retaining walls and a planted bank run along the frontage to Overbury Avenue. A retaining wall and external ramps are located between the main school building and the upper hard play area to the south west of the site. This hard play area contains a temporary classroom with a second temporary classroom under construction at the time of the Officer site visit

Vehicular access into a small delivery area, with limited on site car parking is from Oakwood Avenue, with further grounds maintenance access from Overbury Avenue towards the former school caretakers house. Pedestrian access is currently from both Oakwood Avenue and Overbury Avenue. There is a perimeter paved walkway around the main school building.

A number of smaller building structures including shelters and external stores area situated on either side of the large hard play area. A wooden adventure play area is situated to the corner of the hard play area. A former caretakers is located in the south east of the site house and currently not in school use.

The site is designated as Urban Open Space.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and a number of representations were received which are summarised as follows:

In support:

- Demolition of unsightly school welcomed. Noise levels possibly higher at Oakwood Avenue end due to open spaces but this is accepted.
- New building is attractive and blends well with the local environment.
- Delighted a new school is being built for the children of Beckenham.

Objections:

- concern regarding the location of the Astroturf pitch on the Oakwood Avenue end of the site and the potential use by external parties outside of school hours in terms of additional noise and disturbance. Concern regarding the potential use of flood lights on the pitch.
- increase in on street parking. Eleven spaces are not adequate for the increase in staff numbers. Preference to see entrance exits for Astroturf pitch relocated to Overbury Avenue.
- double the size of the school will significantly increase traffic in a quiet residential area and increase the lack of available on street parking during pick up/ drop off and school parent evenings.
- the relocation of the school is based on convenience not children or local residents.
- loss of the grass field not beneficial for local environment.

- already significant congestion and parking issues associated with the school due to restricted width of Overbury Road caused by parking on both sides.
- locating school nearer to Holmdene Close will increase noise and disturbance to residents in the Close. Expansion of the school should be attached to the existing building.
- concern regarding the extent of the use of the Astro turf facility in the evenings, weekends and during holidays in terms of noise and disturbance and increased on street parking.
- concern regarding the hiring out of school facilities.
- location of new building will increase noise for local residents throughout the day.
- concern regarding the flow within watercourses in the area caused by the new building.
- concerns regarding the effect of an expanded school in terms of one to two form entry on the community in terms of space and environment.
- issues raised regarding the accuracy and finding of the Transport Assessment.
- concerns regarding construction on Saturdays.
- adverse effect on residential amenity of neighbours by reason of noise, disturbance, light pollution and anti social behaviour.
- visual impact of 4m high fence around pitch will look out of place.
- development is over bearing, out of scale and out of character compared to existing development.
- loss of existing views from property will adversely affect residential amenity.
- need for an artificial pitch questioned. Present grounds fit for purpose for children.
- concerns regarding subsidence in relation to proximity of homes on Holmdene Close.
- proposed building is too close to homes in Holmdene Close compromising privacy and outlook.

Comments from Consultees

Technical Highways comments were received. The new building will be constructed with two pedestrian accesses from Overbury Avenue (one of which is currently a vehicular access), and the vehicular access from Oakwood Avenue retained to provide access into the car park.

In terms of access the separate pedestrian and vehicle entrances to the school located off Oakwood Avenue and Overbury Avenue will be retained as per the existing situation but the vehicular access from Overbury Avenue will become a pedestrian access only.

In terms of parking the existing hard standing accessed from Oakwood Avenue accommodates 4 car parking spaces for staff use only and this facility will be expanded to provide 11 parking spaces inclusive of one disabled bay. Parents/carers are not permitted to use any on-site parking facilities. The site is also located within an area where on-street parking space is available.

The bicycle shed on site that currently houses bicycles and scooters and currently has spare capacity as it is currently used to store 2 bicycles and 26 scooters during the day. However, despite the spare capacity a new cycle shed by Overbury Avenue for 10 cycles and 5 scooter pods that house a total of 20 scooters will also be provided as part of the development for staff and pupils to use. The proposed development requires an additional 13 cycle parking spaces which can be provided within this existing and proposed storage facility.

The bin stores are to be located on the Overbury Avenue frontage. The servicing and deliveries will occur on-street on Overbury Avenue outside school morning and afternoon peak hours. This is acceptable given that Overbury Avenue is a quiet wide road.

In terms of effect on the Local Highway Network, Oakwood Avenue is a residential road with a road width of 10.2m and generous footways of 2.8m width. The carriageway links A222 Bromley Road to the north-west with Scott's Lane to the southeast connecting with further residential streets in the area. Oakwood Avenue is also a bus route. There is a right turn lane and hatching marked on the carriageway of Oakwood Avenue at the junction with Overbury Avenue. Overbury Avenue measures approximately 10.4m wide and benefits from footways on both sides of the carriageway which are around 3m in width and are generally in good condition. Both carriageways are subject to a 30mph speed limit.

Clare House Primary School has a Travel Plan and a 'hands up' survey was conducted on 3rd March 2014. Pick Up/Drop Off Surveys were also conducted. The 'drop off' survey was conducted on Wednesday 17th July 2013 within 200m of the school from 08.00 - 09.30 am. The roads considered were Oakwood Avenue, Overbury Avenue and Stanley Avenue. The results indicate that there were 10 vehicle drop offs along Oakwood Avenue, 71 along Overbury Avenue and 9 along Stanley during the survey period. A further 'pick up' survey was conducted from 14.30 - 16.00pm. The results indicate that there were only 6 vehicles picking up along Oakwood Avenue, 63 along Overbury Avenue and 7 along Stanley Avenue during the survey period. The low number of pick up/drop offs recorded reflects the fact that majority of pupils live in close proximity to the school.

An On-Street Parking Surveys was also carried out on Wednesday 17th July 2013 during the same periods. The results indicate that there are on average 173 unrestricted on-street parking bays within a 200m walk distance of the site. Only 101 of the unrestricted spaces were occupied during the survey leading to a parking stress of 58% (72 available spaces). During the afternoon peak period 87 of the 173 spaces were available (50%).

Traffic Impact and Traffic movements have been compared between the existing and proposed respectively, and this reveals there will be an additional 42 vehicular movements as a result of development. It has been demonstrated from the parking survey that there are 72 available spaces in the morning peak hour and 87 spaces in the evening peak hour. The demand for a further 42 vehicles can therefore be accommodated on-street.

The Environment Agency have commented and not raised any objection subject to details regarding Sustainable Urban Drainage Systems and Land contamination issues. This information can be provided through standard planning conditions.

From a Drainage perspective, no objection is raised subject to further details as regards drainage as per the Environment's Agency comments above.

The Council's Environmental Health Officer has no objections to planning permission being granted.

Thames Water have no objections to planning permission being granted.

The Crime Prevention Officer has no objection subject to the inclusion of measures to reduce the risk of crime. A standard planning condition can secure this.

The Tree Officer has raised no objections.

Sport England have not raised any objections to the loss of the existing sports pitch as a replacement is being provided. They would also prefer to see a larger artificial pitch and commented that lighting would extend the period of use. The pitches should also be made available for community use.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan:

- BE1 Design of New Development
- NE7 Development and Trees
- G8 Urban Open Space
- C1 Community Facilities
- C7 Educational and Pre School Facilities
- C8 Dual Community Use of Educational Facilities
- T1 Transport Demand
- T3 Parking
- T18 Road Safety

London Plan

- 3.18 Education facilities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable Design and Construction.
- 5.7 Renewable Energy
- 5.13 Sustainable Drainage
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion

- 6.12 Road network capacity
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.21 Trees and woodlands
- 8.3 Community infrastructure levy

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework which is a key consideration in the determination of this application.

The Councils adopted SPG design guidance is also a consideration.

Planning History

Planning permission (ref. 89/01651) was granted for a single storey front extension to form a dining area and entrance in July 1989.

Planning permission was granted for a cycle shed (ref. 07/00388) in March 2007 and detached single storey shed (91/02644) in May 1992.

Temporary planning permission (1 year) was granted for a single storey classroom block with entrance lobby, toilets and class stores, plus associated external works including canopy, ramp, steps and fences in October 2013 (ref. 13/02432).

Temporary planning permission (1 year) was granted for modular single storey classroom block with entrance lobby, toilets, stores and associated external works including ramp and steps on 5th August 2014 (ref. 14/02013)

Temporary planning permission (1 year) was granted for an extension of time for the single storey classroom block with entrance lobby, toilets and class stores, plus associated external works including canopy, ramp, steps and fences on 28/8/14 (ref. 14/02544)

Conclusions

The main planning considerations relevant to this application are:

- The principle of the replacement of the existing school buildings with a purpose built new school with increased capacity.
- The design and appearance of the proposed scheme and the impact of the new school buildings and site alterations on the character and appearance the locality as an area of Urban Open space.
- The impact of the scheme on the residential amenity of neighbouring properties.
- Traffic, parking and servicing.
- Sustainability and Energy.
- Ecology and Landscaping.

Principle of Development

Policy C1 is concerned with community facilities and states that a proposal for development that meets an identified education needs of particular communities or areas of the Borough will normally be permitted provided the site is in an accessible location.

Policy C7 is concerned with educational and pre school facilities and states that applications for new or extensions to existing establishments will be permitted provided they are located so as to maximise access by means of transport other than the car.

Policy C8 is concerned with dual use of community facilities and states that the Council will permit proposals which bring about the beneficial and efficient use of educational land and buildings for and by the community, provided that they are acceptable in residential amenity and highways terms. The subtext at para. 13.27 states that the Council wishes to encourage schools and other educational establishments to maximise the contribution their buildings and grounds can make to the local community.

The replacement of the existing school building with a new school building and improved external facilities on site to enhance the teaching facilities at the school is therefore in line with policy. The use should also be located in an appropriate place that both contributes to sustainability objectives and provides easy access for users.

Policy G8 of the UDP states that proposals for built development in areas defined as Urban Open Space (UOS), will be permitted only under the following circumstances:

- (i) the development is related to the existing use (in this context, neither residential nor indoor sports development will normally be regarded as being related to the existing use); or
- (ii) the development is small scale and supports the outdoor recreational uses or children's play facilities on the site; or
- (iii) any replacement buildings do not exceed the site coverage of the existing development on the site.

Where built development is involved; the Council will weigh any benefits being offered to the community, such as new recreational or employment opportunities, against a proposed loss of open space. In all cases, the scale, siting, and size of the proposal should not unduly impair the open nature of the site.

With regard to the impact upon the Urban Open Space, the development is related to and essential for the function of the existing use of the site as a school and would not largely exceed the site coverage of the existing development on the site. The proposal would, by reason of its scale, siting and size, not unduly impair the open nature of the site.

Design

Paragraph 63 of the NPPF states that 'in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'. Paragraph 131 states that 'in determining applications, local planning authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.

Policy BE1 requires that new development is of a high standard of design and layout which complements the surrounding area and respects the amenities of the occupants of nearby buildings.

In terms of design the proposed building design is contemporary and uses a modern palette of materials with a high quality approach. This approach is supported within this context with the proposed building .

The layout and access of the school building follows a linear format following the course of Overbury Avenue and being set away from its boundary between 7.5m and 17m. The ground level of the school is also sited below street level as detailed above to minimise impact. Officers welcome the overall layout of the scheme in relation to the site constraints. The building is located to respect the existing street form and allow for a buffer space to be provided. The location of the main entrance on Overbury Avenue will also enhance the safety and security of this road.

The scale of the school building is designed to broadly reflect the scale of buildings in the area. In particular, the height of the building reflects that of buildings in the vicinity. The separation from residential properties opposite on Overbury Avenue and to the south on Holmdene Close is considered acceptable. Officers support the scale of the building, given the sense of place and destination it would create as a school building in a residential area.

In terms of appearance and elevational treatment the applicant intends that all of the building will have a consistent design, though the design and treatment of the main hall part of the development varies to reflect its primary role as place of assembly as part of the wider school building. In principle the materials palette as detailed above is considered acceptable subject to further details and samples which can be obtained by planning condition.

Officers thus consider that the layout, scale and mass, elevational treatment and composition of the frontages to public roads would be particularly successful. The proposed elevational treatment and use of materials can be secured by a condition on a planning permission.

Residential Amenity and Impact on Adjoining Properties

Policy BE1 also requires that development should respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

In terms of neighbouring residential amenity it is considered that there would be no significant impact on the privacy and amenity of adjoining occupiers in terms of loss of light and outlook, siting and position of the replacement school building.

The bulk and mass of the two storey building is set away from the site boundary to Overbury Avenue and substantially below the footway level.

The nearest residential property is located Holmdene Close where the south elevation of the building will face the rear elevations of No's 7 to 11 with a separation distance of in excess of 30m. Three upper floor windows to a corridor and a non-classroom space will face this direction and some tree cover will remain along this boundary in part obscuring views of the new building. Given the separation distance and function of the rooms it is not considered that the residential amenity of occupiers will be affected significantly.

Many of the classroom windows will face towards Overbury Avenue with the main entrance to the school building also on this side. A number of mature street trees are located in the footway and given the below street level siting of the building and substantial separation distance across the road to these properties it is not anticipated that any loss of privacy or overlooking will occur in accordance with Policy BE1. It is acknowledged that the outlook from these properties will be altered and that they have enjoyed an unimpeded view of the Urban Open Space for many years. However, it is considered that the siting of the building at a lower level goes some way to mitigate this and given the need for the building to provide school places, on balance this is not considered a reason to withhold planning permission.

Highways and Traffic Issues

A Transport Statement has been submitted, the contents of which have been reviewed by the Council's Highway's Officer and is detailed above. It is noted that many representations have been received about parking congestion on street, parking provision on site and highway safety issues. However, taking these issues into account and the Highways Officers findings it was concluded that the proposal to increase school capacity from a 1 form entry to 2 form entry is not objectionable subject to planning conditions to provide more information. This is in respect of construction and logistics, car parking layout and management, secure cycle storage, travel plan review. The applicant has also intimated that a greater parking provision could be possible on site. A car parking layout and management condition can address this issue.

Sustainability and Energy

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.

The scheme is a major application and therefore is required by Policy 5.2 of the London Plan to achieve a 40% reduction in carbon emission on 2010 Building

Regulations between 2013 and 2016. In this case the applicant has submitted an Energy Strategy Report that concludes that the average reductions in carbon dioxide from all the proposed building is 51.2%.

The Energy Strategy Report accompanying the application has detailed that due to the site spatial limitations, location and the other issues, technologies such as Ground Source Heat Pump, Biomass, Solar Thermal, Hydroelectricity and Wind turbines are immediately unfeasible. The report states that the design has incorporated building fabric enhancement (above current building regs requirements) to increase the energy efficiency of the building.

The recommendation for the proposed development is that Efficient Condensing Gas Boilers (89% efficiency) should be progressed for the school. In addition, a total of 22.2kWp PV (which equals to 68 PV panels in total) should be progressed for the whole development. The plant would be located on the flat roof area. The strategy would provide a 69.4% reduction of CO2 emissions the energy demand via onsite renewable technology (PV) for the overall development.

A separate BREEAM pre-assessment has been undertaken for the new school. The pre-assessment demonstrates that an "Excellent" rating can be achieved.

For a development of this scale therefore the approach stated is considered acceptable in this case.

Sports Pitches, Ecology, Landscaping

As detailed above an artificial grass pitch will be located approximately on the site of the old school to be demolished. The pitch will measure 45m by 27m and is proposed to be surrounded by a 4m high mesh fence in order to retain balls within the field of play. The pitch is located below the levels of Oakwood Avenue and Overbury Avenue. The grassy bank with tree cover will remain to Overbury Road. It is not anticipated that the pitch or surrounding mesh fence will be greatly visible from surrounding property.

General landscaping works are proposed that include, footpaths around the new build and an extension to the staff car park.

Some minor works to trees have been identified with the removal of a small specimen in the car park area and a second on the site of the new building. It would be intended to replace these as part of the detailed landscape proposals. The Council's Tree officer has reviewed the information submitted and has not raised any objection. A planning condition can ensure protection of trees along the boundary to both roads during construction.

An Extended Phase 1 Habitat Report has been submitted. The findings have been reviewed and no objection is raised in this regard.

Land contamination and Site Investigation

A Site Investigation report by agb Environmental Ltd has been submitted to the Council as part of the application. The Environmental Health Officer has reviewed the information and has raised no objection. However, in view of the very sensitive nature of the receptor group utilising this site i.e. young children and the stated limitations of the report; it is suggested that further investigation and delineation is undertaken. In this respect of the standard site contamination condition is recommended. The submission in terms of a desk top study is acceptable while further information is required. This can be obtained by planning condition.

Summary

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

This application has been considered in the light of policies set out in the development plan and other material considerations

On balance, Officers consider that the proposal represents a sustainable form of development in accordance with the aims and objectives of adopted development plan policies. The proposed replacement school building and external works are considered to be of appropriate scale, mass and design and relate well to their context in the locality. The proposal would provide a good standard of accommodation for the expansion of the school in a suitable location. It is not considered that the proposal would have an unacceptable impact on visual amenity in the locality or the amenity of neighbouring occupiers and the scheme is therefore considered acceptable.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACA04
ACA04R | Landscaping Scheme - full app no details
Reason A04 |
| 3 | ACA07
ACA07R | Boundary enclosure - no detail submitted
Reason A07 |
| 4 | ACB01
ACB01R | Trees to be retained during building op.
Reason B01 |
| 5 | ACB02
ACB02R | Trees - protective fencing
Reason B02 |
| 6 | ACB03
ACB03R | Trees - no bonfires
Reason B03 |

- | | | |
|----|--------|--|
| 7 | ACB04 | Trees - no trenches, pipelines or drains |
| | ACB04R | Reason B04 |
| 8 | ACB16 | Trees - no excavation |
| | ACB16R | Reason B16 |
| 9 | ACB19 | Trees - App'ment of Arboricultural Super |
| | ACB19R | Reason B19 |
| 10 | ACC01 | Satisfactory materials (ext'n'l surfaces) |
| | ACC01R | Reason C01 |
| 11 | ACC02 | Sample brickwork panel |
| | ACC02R | Reason C02 |
| 12 | ACC03 | Details of windows |
| | ACC03R | Reason C03 |
| 13 | ACD02 | Surface water drainage - no det. submitt |
| | AED02R | Reason D02 |
| 14 | ACH03 | Satisfactory parking - full application |
| | ACH03R | Reason H03 |
| 15 | ACH16 | Hardstanding for wash-down facilities |
| | ACH16R | Reason H16 |
| 16 | ACH18 | Refuse storage - no details submitted |
| | ACH18R | Reason H18 |
| 17 | ACH22 | Bicycle Parking |
| | ACH22R | Reason H22 |
| 18 | ACH28 | Car park management |
| | ACH28R | Reason H28 |
| 19 | ACH29 | Construction Management Plan |
| | ACH29R | Reason H29 |
| 20 | ACH30 | Travel Plan |
| | ACH30R | Reason H30 |
| 21 | ACI21 | Secured By Design |
| | ACI21R | I21 reason |
| 22 | ACJ22 | Lighting Scheme |
| | ACJ22R | J22 reason |
| 23 | ACK01 | Compliance with submitted plan |
| | ACK03R | K03 reason |
| 24 | ACK03 | No equipment on roof |
| | ACK03R | K03 reason |
| 25 | ACK05 | Slab levels - no details submitted |
| | ACK05R | K05 reason |
| 26 | ACK09 | Soil survey - contaminated land |
| | ACK09R | K09 reason |
| 27 | (a) | The building hereby approved shall achieve a minimum BREEAM Rating of 'Excellent'. |
| | (b) | No development shall commence until a Design Stage Certificate for each building (prepared by a Building Research Establishment qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (a). |
| | (c) | Within 3 months of occupation of any of the buildings, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building |

Research Establishment qualified Assessor) to demonstrate full compliance with part (a) for that specific building.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2011) and Policy BE1 of the Unitary Development Plan.

28 Prior to first occupation of the building hereby permitted the existing temporary classroom blocks within the grounds of the main school buildings shall be demolished and the site cleared.

Reason: In order to comply with Policy G8 of the Unitary Development Plan and to secure the retention of the openness of the Urban Open Space.

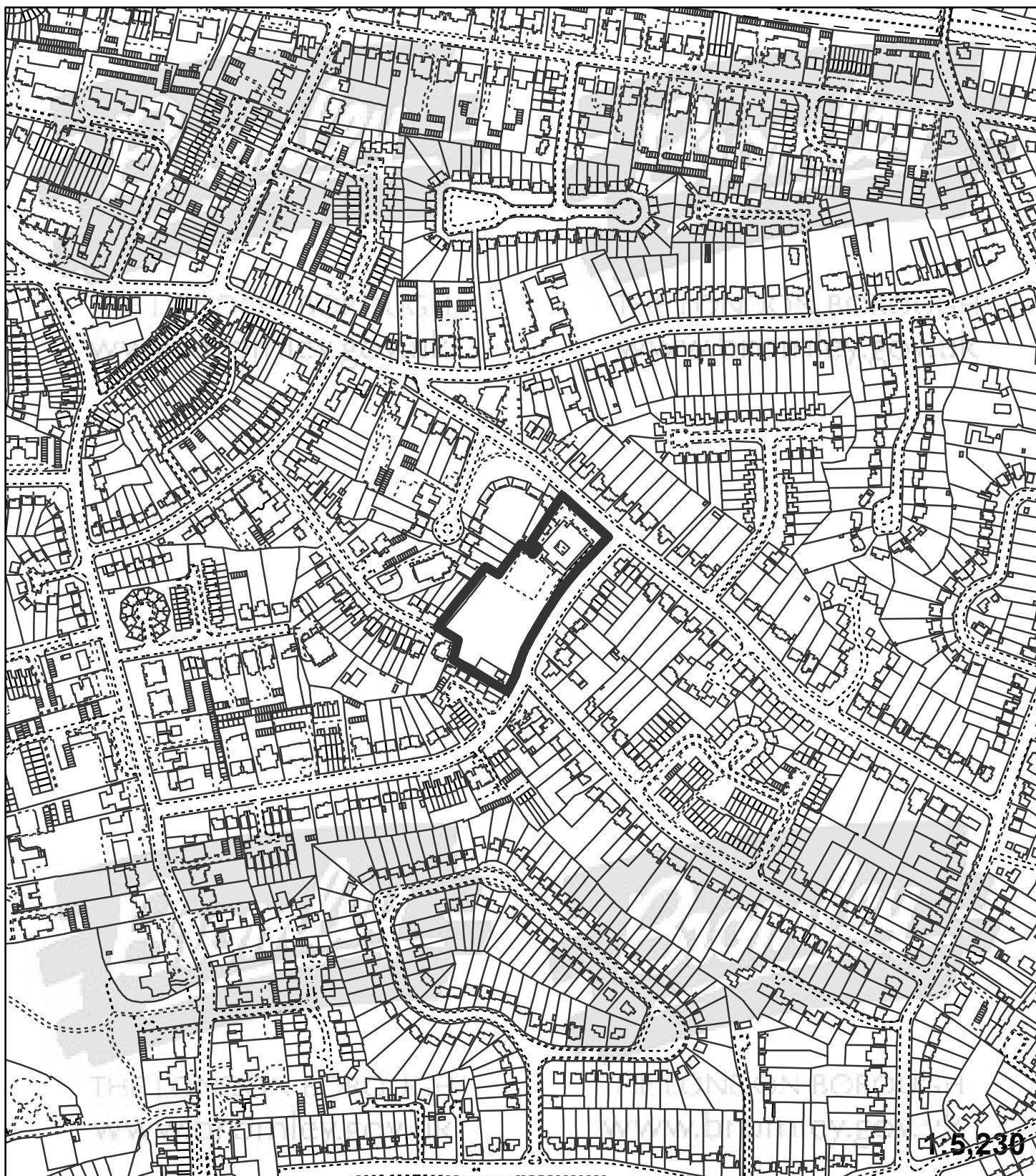
INFORMATIVE(S)

1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.

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BR3 6PJ

Proposal: Demolition of existing school building and erection of a two storey school building with associated landscaping including and artificial multi use sports pitch



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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