

SECTION '2' – Applications meriting special consideration

Application No : 15/05392/FULL1

Ward:
Bromley Common And
Keston

Address : Trinity Church Of England Primary
School Princes Plain Bromley BR2 8LD

OS Grid Ref: E: 542315 N: 166633

Applicant :

Objections : YES

Description of Development:

Extensions and alterations to Trinity Church of England Primary School (to accommodate 2 additional forms of entry) and construction of all-weather pitch and MUGA, vehicular access from Church Lane, access road, additional car and cycle parking and associated works. Extensions to Bishop Justus Church of England School (to accommodate 2 additional forms of entry), additional car and cycle parking and associated works.

Key designations:

Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding
Smoke Control SCA 22
Smoke Control SCA 19

Proposal

The proposal is for a number of extensions to the school buildings, to extend the existing Trinity Primary School (formerly Princes Plain) and Bishop Justus School. Most of the extensions infill between existing buildings, provide additional accommodation over existing buildings with two larger extensions to improve facilities and provide a larger administration block for the Bishop Justus School. A new multi-purpose all weather pitch, new access road and car parking arrangements are proposed to the south of Trinity Primary School accessed from Princes Plain.

Both schools are subject to planned expansion to meet the need for additional school places within LBB. The proposed extensions will facilitate an additional two form entry to both Trinity (increasing from two to four forms) and Bishop Justus (six to eight forms).

Bishop Justus

- o The proposals will facilitate an additional 300 pupils on the site and a further 11 FTE staff.

- o Increase in the school roll from six to eight forms of entry from 2016
- o 5 separate extensions are proposed providing a total of 1,097 sqm in net additional floorspace and a total of 1,412 sqm following demolition
- o Demolition of 315sqm of existing floorspace is proposed
- o 301 sqm extension will provide administration offices, meeting rooms and associated facilities for the Aquinas Church of England Trust offices
- o An extension to the car park to provide 20 additional car parking spaces and 20 cycle spaces is also proposed.

The 5 proposed extensions comprise:

- o Extension to hall to provide additional hall space and associated facilities to the north of the existing building
- o Two storey infill extension within an existing courtyard to provide new classrooms
- o First floor extension over existing classrooms and gym to provide additional classrooms and storage
- o Second floor extension on an existing terrace to provide new classrooms and circulation space
- o Two and three storey extension to provide offices, meeting rooms and associated facilities on the south western corner of the existing building

Trinity

- o The proposals will facilitate an additional 238 pupils on the site and a further 17 FTE staff.
- o Increase in the school roll to four forms from the current two form structure, with three classes in reception and Year 1 and a fourth reception class from September 16/17
- o Three single storey extensions to the main school building are proposed

The extensions consist of:

- o A new entrance building between Block A and Block G to provide a modern single storey link between the two buildings totalling 304 sqm providing re-located office accommodation, staff room and the main reception
- o Two extensions to the rear (north) of Block G, one of 371sqm to form classrooms, and a new kitchen of 243sqm
- o Total of 918sqm of extensions are proposed to be added to the school
- o It is also proposed to demolish a number of temporary buildings (Blocks B & F) totalling 351sqm of existing permanent floorspace
- o Blocks H and I have recently been demolished with a floorspace of 413sqm.

Other proposals:

- o A new one way access road is proposed from Church Lane (to the south-east) into the site.
- o Provision of a parents drop-off and pick up area on the new access road
- o New one-way system entry/exit points to the school site

- o The existing on-site car park to be used as a new games/hard court play area
- o Existing hardsurfaced playground to be formed as the relocated staff car park
- o 12 additional car parking spaces are proposed providing a total of 87 spaces in total for staff use
- o A total of 40 cycle spaces and 87 scooter parking spaces will be provided
- o A new multi-purpose pitch/multi-use games area (MUGA) is proposed on part of the existing playing field, fronting Church Lane (measuring 61 x 40m)
- o 4 metre high mesh fencing around MUGA
- o Additional tree planting to the boundary along Church Lane and west of the MUGA for screening.

The applicant has submitted the following documents to support the application:

Planning Statement:

This includes a Statement of Community Involvement and a Case of Very Special Circumstances. The Statement identifies the site, proposals, policy context and process of engagement. It identifies the applicant's view of the key planning considerations and provides a case of very special circumstances in relation to:

- o Need for additional school places
- o Need for Aquinas Office Accommodation
- o Need for enhanced sports provision

It also considers other planning matters including design, sustainability, flood risk and drainage, trees/landscaping, ecology, archaeology, contamination, noise and finally transport and access issues.

Design and Access Statements:

A separate document submitted for each school site providing background information, the existing development and its context followed by an explanation of the proposed development and its form, the proposed palette of materials and specifications, proposed landscaping and sports provision, the proposed green roof, sustainable energy criteria and a proposed schedule of accommodation.

Landscape and Visual Impact Assessment:

This is submitted as one document for both schools and is submitted as part of a case of very special circumstances in respect of the potential impact of the proposals on the openness and visual amenities of the Metropolitan Green Belt from a landscape perspective. It defines the existing site and surroundings, the landscape character and assesses views into the site from various key perspectives. It concludes that in the context of the existing buildings, the small scale nature of the extensions and the limited views and distances over which the views are obtained there would be no discernible effect on the landscape character nor the perception of openness of the Green Belt in this part of Bromley.

Transport Assessment:

This sets out the existing arrangements, policy context, baseline traffic conditions and levels and the existing car parking position. Surveys have been undertaken in

this regard. The assessment determines the traffic generation and its impact as a result of the proposed development. It concludes that the proposals are not expected to result in conditions prejudicial to the free flow of traffic on the adjoining highway, road safety, or neighbouring amenity. The projected increase in pupil set-down activity in the morning and afternoon school peak periods is expected to be adequately accommodated on the adjoining roads within a reasonable distance of the site, and in the case of the Trinity School by a new off-street access road and drop-off/pick-up zone. The provision of additional car and cycle parking under the proposals is considered to be adequate to meet the future needs of the two sites based on current travel mode statistics set out in the respective School Travel Plans.

Transport Technical Note:

Further justification for the new internal access road and drop-off/pick up area and the reasoning behind this proposal submitted, this includes the consideration of other options and the need to provide a one way system/loop and the provision of sufficient space for drop off/pick up.

Phase 1 Contaminated Land Site Investigation Report:

Investigation into existing ground conditions on site and in the surrounding area, identification of potential sources of contamination, possible pathways and receptors, formulation of a risk assessment and outline of additional work if necessary.

Bishop Justus: Low to negligible risk of pollution and an additional Phase 2 contamination assessment is not considered to be necessary.

Trinity: Some elevated readings as a result of initial investigations were identified that represent a moderate risk of localised elevated concentrations that need to be monitored during the construction period. Watching brief recommended and remediation may be required if contamination found during the construction process.

Groundsure Reports:

These identify the land conditions and survey results on site and in the immediate locality.

Extended Phase 1 Habitat Survey:

Bishop Justus: An assessment of ecologically sensitive sites and protected species has been undertaken and has identified the site is not capable of supporting species or habitats. The proposed site areas lie on hardstanding. The proposed new car parking area supports amenity grassland and introduced landscape planting of little wildlife value. The hardstandings which dominate prevents any wildlife from establishing. Therefore the potential impact from the works upon protected species is negligible. There are no designed site on or adjacent and a designed SSS1 (Crofton Wood) within 1 km lacks habitat connectivity to site. Potential enhancements could include bird boxes and feeding points and a Loggery for Stag Beetles in the north eastern corner of the site.

Trinity: An assessment of ecologically sensitive sites and protected species has been undertaken and has identified the site is not capable of supporting species or habitats. The proposed access road will mean the loss of some amenity grassland and several young trees. These do not have potential to support protected species owing to the lack of features for roosting bats and birds. Therefore the potential impact from the works upon protected species is negligible. There are no designed sites on or adjacent and a designed SSSI (Crofton Wood) within 1 km lacks habitat connectivity to site. Potential enhancements could include a variety of different types of bird boxes and feeding points, bat boxes and a Loggery for Stag Beetles along the southern boundary of the school playing field.

Flood Risks Assessments:

Bishop Justus: The site falls within Flood Zone 1 and 2, with most of the site within Flood Zone 1. All the proposed development is within Flood Zone 1- no risk of flooding. A low risk- Flood Zone 2 is indicated for the eastern and south-eastern section of the site. There are 2 ponds located within the south-eastern section of the site, both receive surface water drainage from across the site and function as the end point of the onsite SUDS system. The site is wholly within Source Protection Zone 3. Foul Drainage exits the site via a drain on Magpie Hall Lane. Surface water drainage is through a series of open channels (swales) and surface water piped drains forming the SUDS system. The site is considered to be at negligible risk from ground water flooding and pluvial flooding. Whilst the report has identified a strategy for the drainage system serving the site, it has not taken account of the capacity or condition of the existing drainage system, which may need further investigation and will need to be addressed at the detailed design stage, however surface water run-off is proposed to increase by approximately 1%.

Trinity: The site is predominantly within Flood Zone 1, with the southern part of the playing field within Flood Zones 2&3. All the proposed extensions are within Flood Zone 1- no risk of flooding. A low to medium risk- Flood Zones 2 & 3 is indicated for the south-eastern section of the site. The site is wholly within Source Protection Zone 3. Foul Drainage exits the site via a drain on Princes Plain. Surface water drainage is through a series of combined sewers and two surface water soakaways. The siting of the extensions are considered to be at negligible risk from ground water flooding and pluvial flooding. The south eastern corner of the playing field is at a high risk and has limited potential for ground water flooding. Further infiltration testing for surface water drainage is required but drainage should mimic greenfield runoff rates. The all-weather pitch should be drained using infiltration into the ground. The proposed development is therefore suitable within Flood Zone 1 and no flood resilience methods are necessary A SUDS system is limited due to ground conditions.

Arboricultural Impact Assessment:

Bishop Justus: An assessment of the impact on trees within the application site. Development will require the removal of five young lime trees, which form a line along the access road. Their removal will have some localised visual impact and new planting can compensate for their loss. One tree requires protective fencing during development; all other trees are considered to be a sufficient distance to result in no adverse impact.

Trinity: An assessment of the impact on trees within the application site and a full survey of all existing trees most of which need to be retained and protected. The report concludes that trees adjacent to proposed works are already compromised by existing hard surfacing and that additional works, subject to special measures with the Root Protection Zones (RPZ's), will be sufficient to protect and retain the affected trees. Special measures includes a reduced dig construction methodology, building up from existing ground levels to protect roots and any top surface to be permeable. It suggests further reports may be necessary in respect of works in the RPZ's

Archaeological Desk Based Assessment:

The aim of the report is to assess the known and potential heritage resource within the site and the surrounding area and to assess the likely impact on this resource. The report concludes that due to a lack of previous archaeological investigation, the presence, location and significance of any buried heritage assets cannot currently be confirmed on the basis of available information. It is possible that additional archaeological investigations may be required.

An additional photographic addendum/ survey has not identified any additional information or confirmed the likelihood of any archaeological remains.

Energy Strategy Reports:

Bishop Justus: The report concludes that the building has been designed to incorporate building fabric enhancement, above current building Regs to increase the energy efficiency of the building. The proposed development will utilise an energy efficient condensing gas boiler for heating and an independent gas boiler for hot water demand. A total of 26kWp pf PV panels (which equates to 80 PV panels and a required 128 sqm roof area) will provide onsite renewable energy. The carbon saving attributable to renewable energy technologies is 30.62% and for the proposed development overall improvement to baseline 35.84% which fully complies with local planning policies.

Trinity: The report concludes that the building has been designed to incorporate building fabric enhancement, above current building Regs to increase the energy efficiency of the building. The proposed development will utilise an energy efficient condensing gas boiler for heating and an independent gas boiler for hot water demand. A total of 9kWp pf PV panels (which equates to 28 PV panels and a required 44.8 sqm roof area) will provide onsite renewable energy. The carbon saving attributable to renewable energy technologies is 29.6% and for the proposed development overall improvement to baseline 36.15% which fully complies with local planning policies.

Plant Noise Assessment:

This report sets out the results of the noise assessment undertaken to establish baseline conditions and to establish the maximum operating noise level for proposed plant on the school buildings that would lead to a low likelihood of adverse comment based on BS 4142: 2014. On the basis of assessment the noise experienced at the nearest residential property is expected to lead to a low likelihood of adverse comment.

Location

The site will form two schools, Trinity and Bishop Justus that are located adjacent to each other on land to the east of Bromley Common. The site is currently formed of three schools and comprises the school buildings, playgrounds, car parking, playing fields and associated open space. Bishop Justus School is a new purpose built 2-3 storey school, sited fairly centrally within the overall site, with existing floodlit sports pitches and associated grounds. To the south west Princes Plain Primary School adjoins the Bishop Justus site, although the two schools are divided by a Public Right of Way. This is an older building, being 2 storeys in height with school grounds and an area of open space sited to the south of the buildings. Directly adjacent is the La Fontaine School and buildings, the School is to vacate the site in 2017. Both school sites are located within the Metropolitan Green Belt (MGB). The existing buildings on both school sites are within Flood Zone 1 where there is a low risk of flooding.

Bishop Justus School

The school is located to the south of Magpie Hall Lane and is a new purpose built school following an appeal in 2003. An outline permission was allowed for a 12,000sqm school building. It was opened in 2005 and has subsequently been extended with two small scale extensions to the south for a dance studio and a sixth form common room. The school building is fairly modern in its form and design and is up to three storeys in height. The total existing floorspace is 11,182 sqm.

The site is accessed from Magpie Hall Lane to the north; this includes pedestrian access which also links into the existing footpath network. To the west of the school building are playing fields and a multi-use games area (MUGA) which is understood to be available for community use. Immediately to the north east is a tennis court and a further multi-use games area to the south of the school building. Both pitches have flood lights and are in use beyond school hours. Adjoining the site to the north east is a Golf Course and open MGB beyond.

The school is a six form entry school and currently has 1,150 pupils of which 220 are in the sixth form. It employs 181 FTE members of staff. The school is also the head office of Aquinas, a multi Academy Trust formed in 2011. The school currently provides 119 car parking spaces and there is a secure covered cycle parking facility for 20 bicycles.

Trinity

The Trinity School site is located to the north of Church Lane and is accessed from Princes Plain to the south. The site currently comprises the primary schools of Princes Plain and La Fontaine School. The buildings of these two former establishments will merge to form the proposed school, with a mixture of one and two storey buildings with playing fields to the south. A number of detached 'temporary' buildings are located adjacent to the northern boundary, with a nursery located adjacent to the north-western corner. The site is within the Green Belt

which incorporates the entire site to the boundary with Church Lane to the south. The south and south-east of the site are within Flood Zone 3.

Church Lane and Princes Plain comprise relatively tight residential properties that are predominately terraced and two storey in nature. To the western boundary are the allotments adjacent to Holy Trinity Church, which is to the south-west onto Bromley Common and is a Locally Listed Building. To the north are the playing fields of Bishop Justus C of E School with the main school site to the north-east.

Surrounding the playing fields to the south are a number of mature trees along the boundary of the site. This area is currently fenced off with railings and is fairly open in character.

The school is a two form entry primary school and currently has 462 pupils and in addition 29 within a Special Education Needs (SEN) unit. There is an onsite nursery that takes up to 60 children. La Fontaine is a temporary school and has 170 pupils which is expected to increase to 230 in September 2016. The school will vacate the site in 2017. Trinity currently employs 98 full time equivalent (FTE) staff, the nursery 11 and La Fontaine 25.

Access to the site is from Princes Plain for staff only and there are 75 parking spaces on site. Pedestrian access is via a separate gate on Princes Plain and an addition gate off Church Lane to the south. A public footpath runs between Trinity and Bishop Justus from Magpie Lane to the north. There is some existing cycle and scooter parking.

Consultations

Comments from Local Residents:

Nearby properties were notified and a site and press notice were issued. At the time of writing seven representations had been received, all of which were objections and can be summarised as follows:

- o Detrimental impact of road safety
- o New access and junction on Church Lane causing additional conflicts and congestion
- o Increased hazards for children and pedestrians
- o The proposed access road will increase the use of the car for school journeys and result in higher traffic volumes and congestion
- o Proposal is against a primary planning objective to reduce reliance upon the private car
- o Drop-off area prioritises the car over walking, cycling etc.
- o The proposed road makes access for pedestrians and cyclists harder than current situation
- o Area is a flood plain and the proposal will increase flooding issues
- o Existing parking and driving problems at the school will increase
- o The works will reduce the surface water area and increase flooding in the clay soil and move existing problems closer to adjacent dwellings
- o Most flooding occurs in the location of the proposed access road

- o High fences and lighting will cause a nuisance to neighbours
- o Outlook from neighbouring properties will be affected, including privacy and quality of life
- o Increased noise and pollution
- o The visitors car park was supposed to be screened from adjoining properties which is now to be built on
- o Is the proposed drainage system sufficient in the long term
- o Local residents need to be considered
- o The green playing field will be lost forever
- o Greenspace used by pupils should not be taken away for a road, concrete and metal fences
- o The proposal for the access road will not ease existing traffic problems but make them worse
- o An existing similar arrangement causes significant pollution and congestion
- o Loss of on-street car parking spaces does not take local residents needs into account
- o No lighting of the artificial pitch should be allowed and the pitch should only be in use during school hours
- o The existing pitches are already in use 7 days per week, it is unfair on residents
- o Is on-site parking sufficient
- o All extensions should match and be in keeping with the locality, bright colours are not acceptable.

Any further comments received will be reported to Members verbally at the meeting.

Comments from Consultees:

Greater London Authority (GLA)

Having reviewed the layout, scale and massing of the proposals for the extensions in terms of net additional floor spaces (567sqm for Trinity School and 734smq for Bishop Justus School), the proposals are considered appropriate as they meet the exceptions of the NPPF (para 89) - limited infilling of a Brownfield site within the Green Belt.

Notwithstanding the above, very special circumstances put forward by the applicant in particular the case for educational need is acceptable. On balance, the benefits of the development outweigh the limited impact on the Green Belt and GLA officers are supportive of the scheme, in this instance.

The Council need to satisfy itself that the details of other planning issues are in accordance to local and national planning policies.

London Plan policies on Green Belt and Education are the most relevant strategic issues to this application. In general the application complies with these policies for the following reasons:

School extension on Green Belt: The proposal complies with policy 3.18 of the London Plan and addresses school places shortage in London. It meets the exceptions of the NPPF. Notwithstanding these very special circumstances have

been demonstrated that justify the proposals. On balance, the benefits of the development outweigh the limited impact on the openness of the Green Belt. However, the Council needs to satisfy itself that the application accords with other aspects of planning policies.

Highways

Trinity School Proposals

Trinity School is currently a 2FE (form of entry) school, meaning that it can accommodate up to 30 pupils per year group. Primary schools typically have seven year groups from reception through to year 6, therefore a 2FE school has 60 pupils x 7 year groups = 420 total pupils. Trinity School also has a Special Education Needs (SEN) unit and an on-site nursery.

September 2015 the staff and pupil intake is 98 adults and 462 children from Reception year through to Year 6 including the SEN unit. The on-site nursery has 11 staff and 60 children. La Fontaine Academy Primary School opened in temporary premises within the Trinity School site in September 2014, with a Reception, Year 1, and Year 2 class. As of the 2015/2016 school year La Fontaine Academy has 170 pupils and 25 staff at the site. These numbers are set to increase to 230 pupils and 33 staff by 2016/2017; La Fontaine Academy will leave the site in 2017.

The proposed development at the Trinity Primary School will see its capacity increased to 4FE throughout, meaning the total pupil numbers will reach 840 once the full intake is met. The size of the nursery will largely remain the same, however there is potential for some growth.

The total staff and pupil intake at the Trinity Primary School under the proposals will be 140 adults and 870 children from Reception year through to Year including the SEN unit.

Based on the current situation at the Trinity School site as of September 2015 (including the Trinity Primary School and La Fontaine Academy), the net increase in staff and pupil numbers once the new development is fully operational will be 17 additional staff and 238 additional pupils.

The proposals involve the provision of a new vehicle entrance to the site off of Church Lane which will serve as the main access to a new off-street drop-off area, as well as the main staff and visitor car parks and the rear servicing area. The vehicle access to Princes Plain will be for egress only.

Bishop Justus Proposals

Bishop Justus School is currently a 6FE (form of entry) school, meaning that it can accommodate up to six classes of 30 pupils per year group. Secondary schools typically have five year groups from year 7 through to year 11, therefore a 6FE school has 180 pupils x 5 year groups = 900 total pupils. Bishop Justus School also has an on-site Sixth Form.

The proposed development will see its capacity increased to 8FE. The total number of pupil numbers will reach 1170 once the full intake is met and around

280 in the sixth form. The total number increase in pupil numbers is therefore 300. The total number of staff at the site is expected to increase to 192, 11 more than existing numbers.

The proposal involves the retention of the existing pedestrian and vehicle entrances to the site via Magpie Hall Lane. An additional 20 on-site car parking spaces will be provided for staff under the proposals, as an extension to the existing school car park.

Traffic Volume

Traffic Data was collected from Monday 14th to Friday 18th September 2015 during the normal term time and a period when both schools were fully operational. The results demonstrate that Prince's Plain carries an average total of 604 vehicle trips from 0700-1900 on a typical weekday, comprising of 284 northbound and 321 southbound movements. The clear AM and PM peaks of traffic occurs at 0800-0900 and 1500-1600 respectively, an average total of 118 two-way vehicle trips have been recorded in the AM peak period and 112 two-way vehicle trips in the PM peak period.

The results also demonstrate that Church Lane carries an average total of 933 vehicle trips from 0700-1900 on a typical weekday, comprising of 547 eastbound and 386 westbound movements. Again the clear AM and PM peaks of traffic occurs at 0800-0900 and 1500-1600 respectively, an average total of 175 two-way vehicle trips have been recorded in the AM peak period and 160 two-way vehicle trips in the PM peak period.

The Automatic Traffic Counter (ATC) machine on Magpie Hall Lane was installed to the east of the junction with Bromley Common. The results demonstrate that Magpie Hall Lane carries an average total of 6213 vehicle trips over the course of a typical weekday, comprising of 3073 eastbound and 3141 westbound movements. The AM and PM peaks of traffic occurs at 0700-0800 and 1700-1800 respectively, an average total of 623 two-way vehicle trips have been recorded in the AM peak period and 612 two-way vehicle trips in the PM peak period.

The ATC machine on the A21 Bromley Common was installed between the junctions with Church Lane and Magpie Hall Lane. The results indicate that Bromley Common carries an average total of 27802 vehicle trips from 0700-1900 on a typical weekday, comprising of 14095 northbound and 13707 southbound movements. The AM and PM peaks of traffic occurs at 0800-0900 and 1800-1900 respectively, an average total of 2,563 two-way vehicle trips have been recorded in the AM peak period and 2,671 two-way vehicle trips in the PM peak period.

Baseline Mode of Travel Data - Trinity Primary School

The most recent iteration of the Trinity School Travel Plan is from the 2014/2015 school year.

The majority of pupils travel to school on-foot or by micro scooter (53%). In terms of car drop-offs, 26% of pupils get dropped-off alone by car whereas 1% car-share with a friend and 12% park and stride.

The staff main mode of travel survey results as follow

The majority of staff travels by private car with 71% of staff stating that they drive a car alone as their main mode of travel, whilst 13% and 2% state that they car share and park and stride respectively. In terms of sustainable travel, 12% of staff regularly walks to school and 2% takes a public bus, 0% of staff regularly takes the train or cycle to school.

Baseline Mode of Travel Data - Bishop Justus Secondary School

Similarly the data is from the School Travel Plan for the 2014/2015 school year. The majority of pupils travel to school by public bus (67%). In terms of car drop-offs, 15% of pupils get dropped-off alone by car whereas 1% car-share with a friend and 2% 'park and stride'.

The staff main mode of travel survey result indicates that the majority of staff travels by private car with 74% of staff stating that they drive a car alone as their main mode of travel, whilst 7% and 2% state that they car share and park and stride respectively. In terms of sustainable travel, 5% of staff regularly walks to school and 9% takes a public bus, 1% and 2% of staff regularly takes the train or cycles to school respectively.

On-Street Parking Surveys

Kerb side parking within a 200 metre distance of each school entrance has been surveyed in accordance with Lambeth Methodology. A 200 metre distance, which is around a 2.5 minute walk applying both for pupil drop-offs and staff.

The parking survey indicates that there are 247 unrestricted/ unallocated kerb side parking opportunities within the study area. In order to demonstrate the existing kerb side parking stress levels on the roads within the study area, a series of parking beat surveys have been carried out during the peak periods of traffic activity at the schools.

Parking surveys were carried out on Tuesday 22nd September 2015 in 15 minute 'beats' between the hours of 0730-0930 and 1430-1630 consequently capturing the peak school start and end times.

The results indicate that the roads adjoining the Trinity School are heavily parked close to the school start time, most notably on Church Lane where the demand for kerb side parking exceeded the available supply from 0815-0830. It is likely that this trend would continue throughout the remainder of the morning peak period. There was some spare capacity witnessed on Princes Plain and Hastings Road up until 0830, after which the survey was forced to be halted due to bad weather.

The roads adjoining the Bishop Justus School are less heavily parked in the morning peak period. Magpie Hall Lane was observed to be parked close to capacity from 0730-0830 with between three and eight spaces available during this time.

The results demonstrate that the roads adjoining the Trinity School are heavily parked throughout the school afternoon peak collection period. In some instances more cars have been observed to be parked than the total number of spaces

available, this is because cars have been observed to be parked on double yellow lines or the school zig-zag markings which we have added to the overall totals.

The roads adjoining the Bishop Justus School are much less heavily parked in the afternoon peak period. Magpie Hall Lane was observed to be parked over capacity from 1530-1545, nevertheless in the wider survey area an average total of 30 kerb side parking opportunities have been observed to be available. An average total of 54 kerb side parking opportunities have been observed to be available on the roads adjoining the Bishop Justus School in the afternoon peak period.

TRAFFIC GENERATION & TRAFFIC IMPACT

The total projected increase in pupil numbers under the Bishop Justus School expansion plans is 300, and the total number of staff at the site is expected to increase by 11, based on the current school year 2015/2016 intake.

At the Trinity School the total projected increase in pupil numbers under the expansion plans is 238, and the total number of staff at the school is expected to increase by 17, based on the current school year 2015/2016 intake which includes the intake at La Fontaine Academy.

The new staff and students enrolled at the schools will generate additional trips to the two sites.

The travel mode split will assist with the projected increase in modal trips generated by the additional staff and pupils arising from the development proposals. The results indicate that the proposal will generate an additional 126 pupil trips on-foot, inbound in the morning peak period and outbound in the afternoon peak period. The proposal is expected to generate an additional 63 car set-downs both in the morning and again in the afternoon on the roads immediately adjoining the school.

A total of 12 additional members of staff are projected to drive to the site under the development proposals and two by car share, in addition two will walk.

Any increase in traffic generated by the proposed school expansion will be concentrated to the morning and afternoon school peak periods only. Within each peak period additional trips will be spread out within around an hour.

As a worst case assessment there could be a total of 138 additional car trips between 0800 and 0900 and again between 1500 and 1600. This relates to 63 car trips to the site and 63 car trips from the site for parents dropping-off and picking-up children, plus 12 additional staff trips during each peak hour (arrive in the morning and depart in the afternoon). Table below shows these increases in terms of traffic impact on existing flows on Church Lane, Princes Plain, and Bromley Common.

The increase in car trips during peak hours on Prince's Plain and Church Lane seems to be significant in terms of percentage increase, but this is due to the fact that base flows are low. In absolute terms the increase of 138 car trips per peak hour would equate to over two additional car trips every minute.

The development proposals include a new off-street area for pupil drop-offs and pick-ups for the Trinity School expansion scheme. A new access road will be provided leading from Church Lane through the site and out via Prince's Plain, the new access road will operate as a new one-way system through the site for all vehicular traffic. The new access road will have a drop-off/pick-up bay offset on either side of the road, and a new footway will be provided adjacent to each stretch of drop-off/ pick-up bay. The left hand side bays can accommodate up to 14 cars at any one time whereas the right hand side bay can accommodate up to 11 cars.

Furthermore five echelon style drop-off/pick-up bays will be provided on the north section of the new access road, and a new 'vehicle wait area' will be provided outside the exit gate of the school at Prince's Plain. In total the proposals provide space for around 32 off-street drop-off/pick-up opportunities at any one time.

Given that school peak period drop-offs/pick-ups generally occur over a period of a few hours in the morning and afternoon, and further that the average dwell time for drop-offs/pick-ups can be anything from a minute to five or more minutes, it is expected that the new access road and drop-off bays will be sufficient to accommodate the increase in pupils dropped-off or picked-up by private car under the proposed expansion scheme.

In summary it is expected that the additional trips generated by the proposed expansion scheme will be sufficiently accommodated through the provision of a new internal access road and drop-off area as well as the continued pledge to maintaining a robust School Travel Plan.

The proposed expansion of the Trinity Primary School site is therefore not expected to worsen traffic conditions on the adjoining highway.

Bishop Justus School

In terms of the mode of travel for staff and students of the Bishop Justus School as collected in the School Travel Plan 2014/2015. These demonstrate that the proposal will generate an additional 28 pupil trips on-foot, inbound in the morning peak period and outbound in the afternoon peak period and 202 public bus trips. The proposal is expected to generate an additional 43 car set-downs both in the morning and again in the afternoon.

A total of eight additional members of staff are projected to drive to the site under the development proposals and one by car share, in addition one member of staff is predicted to take the bus and one will walk under the proposals.

The increases in terms of traffic impact on existing flows on Magpie Hall Lane, and Bromley Common. As stated previously these are considered to be worst case scenarios.

The increase in car trips during peak hours on Magpie Hall Lane would appear to be significant in terms of percentage increase, but again this is due to the fact that base flows are fairly low. In absolute terms the increase of 94 car trips per peak hour would equate to just over 1.5 additional car trips every minute.

The increase in traffic generated by the proposed school expansion will generate a noticeable increase in all modes of transport activity on the streets within vicinity of the site, most notably by bus and on foot.

Parking surveys have been carried out on the streets adjoining the site during peak school arrival and departure times to determine whether there is sufficient reserve capacity in kerb side parking to accommodate the projected increase in school pupil set-downs.

The results confirm that there is sufficient free kerb side parking within a reasonable distance of the school to accommodate the expected additional numbers of set-downs.

In summary the traffic impact of the proposed development is not expected to result in conditions prejudicial to the free flow of traffic on the adjoining highway and road safety.

PARKING & SERVICING

At present there are around 75 on-site car parking spaces plus two designated disabled parking spaces at the Trinity Primary School site.

There are 115 on-site car parking spaces plus four disabled parking bays at the Bishop Justus Secondary School site. Cars also park on one side of the school's internal access road which provides an extra 20 parallel parking opportunities within the school grounds (125 regular parking opportunities in total).

Both in terms of the Trinity School site and the Bishop Justus School site, the schools are considered to be in an area of low public transport accessibility as defined by TfL. In addition the roads adjoining the schools are already heavily parked especially in the AM and PM peak periods, as observed through our parking surveys.

In order to determine the current parking demands at the two school site a survey was undertaken. The survey indicated in both instances the school car parks are currently parked at capacity in the busiest periods of the day. It should be borne in mind that the survey was carried out on what turned out to be a very rainy day and therefore the above car park occupancy figures can be expected to illustrate a worst case scenario.

The above the increase in staff levels at the two schools once the proposed expansion schemes are fully implemented will generate an increase in demand for on-site parking. Therefore under the development proposals there will be a net increase of 17 members of staff working at the Trinity School site and an increase of 11 staff working at the Bishop Justus School. The modal share of staff driving to work alone in a private car at the Trinity School and the Bishop Justus School is 71% and 74% respectively.

The expansion of the Trinity School will generate demand for an additional 12 off-street car parking spaces whereas the expansion of the Bishop Justus School will generate demand for an additional eight off-street car parking spaces.

The proposals at Bishop Justus School include the provision of an additional 20 on-site car parking spaces for staff. This level of extra provision is projected to be adequate to accommodate the increase in demand for staff members.

The proposals at Trinity School include the provision of an additional 12 staff car parking spaces (making 87 in total) plus one additional designated disabled bay (making three in total). A minibus lay-by will also be accommodated on-site to the front of the school. This level of extra provision would alleviate the existing congestion and will be able to accommodate the increase in demand for staff parking under the proposed expansion scheme.

A total of 40 cycle parking spaces and 100 scooter cycle parking spaces will be provided as part of the Trinity School expansion scheme. This will allow for some future growth based on the current staff and student cycle/scooter modal split.

The total staff and pupil intake at Bishop Justus School under the proposals will be 192 staff and 1450 including the sixth form. The predicted cycle parking requirement based on current travel trends is four staff cycle parking spaces, and six pupil cycle parking spaces under the proposals. The proposals include will the provision of 20 new covered Sheffield cycle stands.

Servicing

The refuse collection and delivery servicing arrangements at the Bishop Justus School will remain largely unchanged under the development proposals. The site can accommodate its servicing requirements internally clear of the adjoining highway.

The traffic impact of the proposed developments has been assessed and is not expected to result in conditions prejudicial to the free flow of traffic on the local highway, road safety, or neighbouring amenity. The projected increase in pupil set-down activity in the morning and afternoon school peak periods is expected to be accommodated on the adjoining roads within a reasonable distance of the site, and in the case of the Trinity School by a new off-street access road and drop-off/pick-up zone.

The provision of additional car and cycle parking under the proposals is considered to meet the future needs of the two sites based on current travel mode statistics set out in the respective School Travel Plans.

The proposals will increase the traffic in the area. However the additional car parking spaces at both schools and introduction of drop-off area at Princes Plain School would help to mitigate additional parking on the adjacent roads.

There are concerns as the roads during the morning dropping off and afternoon picking up can be heavily congested. Notwithstanding this, the surveys confirm that traffic generated by the school can be accommodated on the local road network.

It is however likely there will be some impact as the primary cause of congestion is parents wanting to drive as close as possible to the school entrance (during the

morning drop off) some may double park and create congestion, regardless of available parking within walking distance of the school.

If minded to approve, please include the following conditions and informatives:

H03 (Car Parking)

H16 (Hardstanding for wash-down facilities)

H22 (Cycle parking)

H28 (Car park Management)

H29 (Construction Management Plan)

H30 (Travel Plan)

H32 (Highway Drainage)

DI16 (Crossover)

Street furniture/ Statutory Undertaker's apparatus "Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant

Drainage

Could you please ask the applicant to send a drainage layout plans showing the graphical interpretation of the submitted calculations. Reviewing the submitted report I note that the applicant is proposing to reuse the existing swales, infiltration ponds, this option is only acceptable if it proves that there are capacity to take more flow. The applicant is required at this stage to provide a plan B as how he intends to dispose of surface water run-off if the swales and ponds are over capacity.

Environmental Health

The acoustic assessment finds plant noise will be acceptable. Plant should be installed fully in accordance with the findings of the assessment and if necessary this should be mandated by condition.

The proposed 3G pitch is located fairly close to housing on Church Lane. As this area is currently part of the school sports field and it is stated in the application that use will be for school purposes only, any additional noise impact should be limited. However I would recommend that the following conditions (or similar as per your wording) are attached to prevent any expansion in use in future which could impact on Local Residents.

- o Use of the 3G pitch shall be restricted to use by the Primary School only. The pitch shall not be hired, leased or lent to any third party at any time.
- o The 3G Pitch shall not be used outside the hours of 8am to 8pm Mondays-Fridays and 9am to 5pm on Saturdays.

I understand no artificial lighting is proposed. I would recommend this is mandated by condition to prevent use of temporary flood lights etc:

- o There shall be no artificial lighting used to illuminate the 3G pitch any time

The contamination assessments find no further investigation is necessary. I would recommend that the following informative is attached:

If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

I would also recommend that the following informative is attached in relation to construction works:

Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

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. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.

Environment Agency

Application has a low environmental risk and we therefore have no comments to make.

Metropolitan Police Crime Prevention Design Adviser

I have read the documentation sent with this application, and unfortunately I cannot find any specific details for their plans to incorporate measures that will be employed to meet Secured by Design standards to reduce and prevent criminality. The application therefore does not demonstrate how such measures are to be incorporated into the development especially given the guidance within NPPF paragraphs 58 and 69 which state:-

Paragraph 58 of National Planning Policy Framework clearly states that local and neighbourhood policy should 'create safe and accessible environments where the fear of crime does not undermine quality of life or community cohesion.'

Paragraph 69 of this document 'promoting Healthy Communities' underlines this statement by encouraging the planning system to play an important part in facilitating 'safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.'

I feel that should this application proceed, it should be able to achieve Secured by Design standards with the guidance of Secured by Design New Schools 2014 and the adoption of these standards will help to reduce the opportunity for crime, creating a safer, more secure and sustainable environment.

I would therefore seek to have a 'Secured by Design' condition attached to any permission that may be granted in connection with this application and that the wording is such that the development will follow the principles and physical security requirements of Secured by Design.

By the inclusion of such measures this development will satisfy the needs of local policy H7 (vii) and BE (viii) as well as demonstrating how such measures will be incorporated to minimise crime as contained in DCLG circular 01/2006 paragraph 87.

Historic England

We note the submission of an Archaeological Desk Based Assessment dated October 2015. The DBA was sent to our office by Wessex Archaeology, and our advice after reviewing the document was that an aerial photographic assessment would be necessary to fully determine any archaeological potential. This decision was based upon the proximity of the site both to a churchyard and also a Roman Archaeological Priority Area. We await the submission of the assessment.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.

Transport for London

Location & Context

The proposed site for extension is bound to the west by the A21 Bromley Common, residential units to the north along Magpie Hall Lane, residential units to the south along Church Lane and open land to the east.

The A21, Bromley Common forms part of the Transport for London Road Network (TLRN), whilst the nearest section of the Strategic Road Network (SRN) is the A232 Crofton Road, approximately 1.6km to the South.

Bromley South National Rail Station lies around 2.5 kilometres to the north of the site following footpaths. Bickley National Rail Station is also around 2 kilometres to the north of the site. Five bus routes can be accessed from the A21 Bromley Common, with the nearest stops within 200m of the site. The closest bus stop to the Trinity School is to the south of the junction with Church Lane and the closest stop to the Bishop Justus School is to the north of the junction with Magpie Hall Lane. Considering the above, the site generates a Public Transport Accessibility Level (PTAL) of 2 (on a scale of 1 to 6b where 6b is the most accessible).

Proposal

TfL understands the proposals are for the extension of two schools within the site boundary - Trinity Primary School and the Bishop Justus Secondary School. The proposal for Trinity Primary School seeks to increase the capacity from 2 Form Entry (FE) to 4FE. The total number of staff and pupils at the Trinity Primary School under the proposals will be 140 staff and 870 students. There is also a temporary school within the Trinity School site, La Fontaine Academy Primary School, which is set to increase to 230 pupils and 33 staff by 2016/2017, and the school will leave the site in 2017.

The proposal for Bishop Justus Secondary School seeks to expand from 6FE to 8FE. The total pupil numbers will reach 1170 once the full intake is met and around 280 in the sixth form. The number of staff will increase by 11 members to 192.

Site Access

Trinity Primary school has a pedestrian access point from Church Lane and a vehicular access point from Princes Plain. A pedestrian access is also provided from Magpie Hall Lane. The proposals involve the provision of a new vehicle entrance to the site off of Church Lane, using the Princes Plain access for egress only. The new entrance will serve access to a new off-street drop-off area, as well as the main staff and visitor car parks and the rear servicing area. The applicant should enter into S278 agreements with the council for the undertaking of these works. The existing vehicular and pedestrian access to Bishop Justus Secondary School will be retained, and is provided from Magpie Hall Lane.

Car Parking

There are currently 75 on-site car parking spaces and two Blue Badge spaces at the Trinity Primary School site. The proposals include the provision of an additional 12 staff car parking spaces and one Blue Badge space, amounting to a total of 87 car parking spaces and three Blue Badge spaces. This equates to 0.6 spaces per staff member. TfL notes a minibus lay-by will also be provided on site which is welcomed. Additionally, the proposed new access road from Church Lane through the site will provide 32 off street drop-off/pick-up opportunities.

At the Bishop Justus Secondary School site, there are currently 115 on-site car parking spaces and four Blue Badge spaces. An additional 20 parking spaces are also provided on an internal access road. The proposals include the provision of an additional 20 car parking spaces, amounting to a total of 145 spaces. This equates to 0.75 spaces per staff member. Considering the existing car parking provision, and the fact the number of staff members for the Bishop Justus site is only increasing by 11, TfL requests the applicant reduces this provision. This is consistent with the objective to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport.

TfL welcomes the provision of Blue Badge spaces and requests these are secured by condition. In addition, a parking and on site vehicle management condition should be considered.

Cycling

A total of 40 cycle parking spaces will be provided as part of the Trinity School expansion scheme. The proposals also include a provision of 100 scooter parking spaces, which can be considered as part of the provision to meet London Plan standards.

An additional 20 cycle parking spaces have been proposed for the Bishop Justus School site, which currently provides 20 Sheffield stands. TfL is disappointed with this provision and requests the applicant is more ambitious and provides an uplift in the number of spaces. TfL would expect a minimum upfront provision of 50% of London Plan standards, with an area safeguarded for future allocation, should there prove to be sufficient demand.

Therefore, for the Trinity School an additional 18 spaces for students and 9 spaces for staff should be provided, amounting to a total of 67 spaces. For the Bishops Justice Secondary School, an additional 38 spaces for students and 12 for staff should be provided, amounting to a total of 90 spaces. Shower lockers and changing facilities should be provided for staff to accord with London Plan policy. The applicant must provide plans highlighting the areas allocated for future provision and identify a robust monitoring system, to ensure sufficient parking spaces are provided at all times. This should be secured, enforced and all costs covered through the Travel Plan.

Public Transport

TfL welcomes the multi-modal trip generation surveys which have been carried out. TfL has reviewed this information and is concerned about the potential impact on the bus network capacity. TfL understands both schools are free schools, therefore a contribution cannot be sought towards improving the network capacity, however a robust school management plan may be required to spread arrivals and departures from the school to mitigate the impact. TfL requires further information on the catchment area of the schools to accurately assess which routes will be affected and provide further comments.

Travel Planning

Both schools have existing Travel Plans, which will be updated to reflect the proposed expansions. TfL welcomes this and the commitment to achieving TfL STARS (Sustainable Travel: Active, Responsible, Safe) accreditation.

The final version of the Travel Plans, including all agreed measures therein, should be secured, enforced, monitored and reviewed as part of the section 106 agreement.

TfL requests a Delivery and Servicing Plan (DSP) is submitted and secured by condition. The DSP should be prepared in accordance with TfL guidance and should also reflect the need for robust safety standards from freight operators. The requirements for providers of goods transport services to offer Fleet Operator Recognition Scheme (FORS) - or FORS bronze-equivalent or better safety accreditation, should be included. Further information is available at: <http://www.tfl.gov.uk/info-for/freight/planning/delivery-and-servicing-plans?intcmp=7833>

TfL requests a Construction Logistics Plan (CLP) is secured by condition. The CLP should show consideration to cyclists, with appropriate measures implemented to ensure any conflict between cyclists and construction traffic is minimised along with efficient and sustainable measures identified. This should be in accordance with TfL's guidance -

<https://tfl.gov.uk/info-for/freight/planning/construction-logistics-plans>

In partnership with the construction industry, TfL has developed a Standard for Construction Logistics, to reduce risks to vulnerable road users of construction vehicles. The Standard seeks to promote improved driving practices and use of safer vehicles. A commitment from the applicant and their primary contractors to demand a higher level of safety should form a key part of the CLP. Signing up to the Standard, as well as the Fleet Operator Recognition Scheme (FORS) helps in part to achieve this. Please see:

<http://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/managing-risks-wrrr>

TfL requests the applicant and their contractors sign up to these standards.

TfL strongly encourages the use of construction contractors who are registered on the FORS. Any conflict points identified on the delivery routes, traffic and pedestrian management equipment and cycle specific safety equipment should ideally be considered and the detail of how risks can be reduced or mitigated provided. Contractor vehicles should include side-bars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the capital's roads. The site is expected to contribute towards the site-wide measures proposed by the coordination team including the use of consistent site signage and safety measures in the sites vicinity.

In summary, for the proposals to comply with the transport policies of the London Plan the following matters should be addressed:

- o Reduce the car parking provision
- o Increase the cycle parking provision
- o Blue Badge parking spaces should be secured via condition
- o Discussions on the bus network capacity impact
- o The Travel Plan should be updated to reflect the above and secured via section 106
- o A DSP and CLP should be secured via condition

I trust that the above provides you with an understanding of TfL's current position on the application. Please do not hesitate to contact me if you have any questions or need clarification on any of the points raised.

Sport England

It is understood that the site forms part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in the light of the National Planning Policy Framework (particularly Para 74) and Sport England's policy on planning applications affecting playing fields 'A Sporting Future for the Playing Fields of England' (see link below):

www.sportengland.org/playingfieldspolicy.

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless one or more of the five exceptions stated in its policy apply.

Additional car and cycle parking and associated works. Extensions to Bishop Justus Church of England School and associated works

These aspects of the proposed development involve the provision of additional car and cycle parking and associated works, extensions to Bishop Justus Church of England School and associated works.

Sport England is satisfied that these aspects of the proposed development meets the following Sport England Policy exception:

E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.

Vehicular access from Church Lane

There would not appear to be any physical constraints that would prevent the site of this aspects of the proposed development from being used as playing field. As such, the loss of the existing area of playing field would represent a technical breach of the above policy, as the development would not be consistent with exception E3 of the policy, which relates to parts of playing fields that are incapable of forming part of a playing pitch or parts of the site which do not constitute sporting/ancillary facilities. None of the other exceptions in the policy are considered to be applicable in relation to this proposal. However, in this instance Sport England is mindful of the following characteristics:

- o The existing pitch provision would not be affected by the proposed development
- o The reduction in the area of playing field associated with the proposals is unlikely to have an impact on the school's ability to meet PE curricular needs or compromise any community use of the playing field

All weather pitch

This aspect of the proposed development involves the provision of an artificial grass pitch. The proposed artificial grass pitch would appear to be sited on existing playing field.

As the development is for the provision of an outdoor sports facility and the provision of which would be of sufficient benefit to the development of sport, the proposal is considered to meet exception E5 of the above policy.

This being the case, Sport England does not wish to raise an objection to this application, subject to the following condition(s) being attached to the decision notice (if the Council are minded to approve the application):

- o Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the artificial grass pitch and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facility]. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport.

Informative: Guidance on preparing Community Use Agreements is available from Sport England www.sportengland.org.

If you wish to amend the wording of the conditions or use another mechanism in lieu of the condition(s), please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

If your Authority decides not to attach the above condition(s), Sport England would wish to maintain/lodge a statutory objection to this application.

Should your Authority be minded to approve this application without the above condition(s), then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009 and National Planning Policy Guidance, the application should be referred to the National Planning Casework Unit.

Sport England would recommend that the detailed design of the proposed sports facilities accords with Sport England's relevant design guidance in order to ensure that the facilities are fit for purpose and of an appropriate quality. The guidance is available to view on Sport England's website at <http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>.

The absence of an objection to this application in the context of the Town and Country Planning Acts, does not in any way commit Sport England's or any

National Governing Body of Sport's support for any related application for grant funding.

Planning Considerations

In determining planning applications, the starting point is the development plan and any other material considerations that are relevant. The adopted development plan in this case includes the Bromley Unitary Development Plan (UDP) (2006) and the London Plan (March 2015). Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) as well as other guidance and relevant legislation, must also be taken into account.

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

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- BE18 Ancient Monuments and Archaeology
- C1 Community Facilities
- C7 Educational and Pre-School Facilities
- C8 Dual Community Use of Education Facilities
- ER7 Contaminated Land
- ER10 Light Pollution
- G1 Green Belt
- G6 Land adjoining Green Belt
- L1 Outdoor Recreation and Leisure
- L2 Public Rights of Way and Other Recreational Routes
- L6 Playing Fields
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T7 Cyclists
- T11 New Accesses
- T16 Traffic Management and Sensitive Environments
- T18 Road Safety
- NE3 Nature Conservation and Development
- NE5 Protected Species
- NE7 Development and Trees
- NE9 Hedgerows and Development
- NE12 Landscape Quality and Character
- NE13 Green Corridors
- IMP 1 Planning Obligations

Supplementary Planning Guidance 1: General Design Principles. A consultation on Draft Local Plan policies was undertaken early in 2014 in a document entitled Draft Policies and Designations Policies. In addition a consultation was undertaken in October 2015 in a document entitled Draft Allocation, further policies and designation document. These documents are a material consideration. The weight

attached to the draft policies increases as the Local Plan process advances. Full details of the Council's Local Development Scheme are available on the website.

The Draft Local Plan is a material consideration (albeit of limited weight at this stage). Of relevance to this application are policies:

- 7.1 Parking
- 7.2 Relieving congestion
- 8.1 General design of development
- 8.6 Protected Species
- 8.7 Development and trees
- 8.11 Landscape Quality and Character
- 9.14 The Green Belt
- 8.22 Outdoor Recreation and Leisure
- 8.23 Outdoor Sport, Recreation and Leisure
- 10.4 Sustainable Urban Drainage Systems
- 10.10 Sustainable design and construction
- 10.11 Carbon reduction, decentralised energy networks and renewable energy
- 11.1 Delivery and implementation of the Local Plan

In strategic terms the London Plan 2015 which now also includes the Minor Alterations to Housing and Parking Standards approved in March 2016. The relevant policies are:

- 2.6 Outer London: vision and strategy
- 2.18 Green Infrastructure
- 3.18 Education Facilities
- 3.19 Sports Facilities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.18 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.8 Coaches
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.3 Designing our Crime
- 7.4 Local Character
- 7.6 Architecture

7.8 Heritage Assets and Archaeology
7.14 Improving Air Quality
7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
7.16 Green Belts
7.18 Protecting open space and Addressing Deficiency
7.19 Biodiversity and Access to Nature
7.21 Trees and Woodland
8.1 Implementation

SPG's:

Social Infrastructure SPG (2015)

Accessible London: Achieving an Inclusive Environment (2014)

The National Planning Policy Framework 2012 (NPPF) is relevant, including paragraphs 32 (Highways) 72 (education) 79-91 (Green Belts) and 211 - 216 (status of adopted and emerging policies).

Planning History:

Trinity:

Various planning applications approved for single storey extensions, mobile classrooms and alterations from 1991 - 2015.

Recent applications:

14/01436/FULL1 Single storey extension to Hall for use as Served Store Approved 10.07.2014

15/00487/FULL1 A single storey extension to an existing classroom, incorporating an increase in roof height Approved 06.05.2015

15/05048/FULL1 Installation of a freestanding external canopy to existing Reception Year playground Approved 22.01.2016

Bishop Justus:

DC/01/02282/OUT Secondary School and community sports centre with associated recreation areas playing fields, two all-weather pitches; car parking with vehicular access to Magpie Lane cycle and pedestrian accesses; diversion of public footpath; relocation of part public golf course onto Recreation Ground, all with associated works and landscaping (Outline) Refused 29.01.2002, Allowed at Appeal 25.05.2003

03/02936/DET Part details to outline permission 01/02282 comprising the erection of a secondary school building, access roads, car parking, coach set-down facility, location of sports pitches, together with the layout of access roads and turning areas, provision of sightlines, car parking and turning spaces, bicycle parking, existing site levels and building slab levels. Approved 25.09.2003

03/02947/DET Part details pursuant to outline permission 01/02282 comprising relocation of part public golf course onto Parkfield Recreation Ground with associated works, landscaping and relocation of public footpath. Approved 18.12.2003

09/00684/FULL1 Single storey extension for dance studio (205sqm) Approved 28.05.2009

11/00291/FULL1 First Floor extension for sixth form common room and office/seminar room with 2 storey staircase extension (211sqm) Approved 19.04.2011

12/00642/FULL1 Resurfacing of existing grass pitch with new synthetic surface to include underground heat recovery system, new perimeter fencing maximum height 5 metres with associated netting area, and 8 no. floodlight columns, maximum height 15 metres, to be used 8.00 to 22.00 Mondays to Saturdays and 08.00 to 18.00 Sundays and Bank Holidays Refused 21.08.2012, Allowed at Appeal 05.02.2013

Conclusions

It is considered that the main planning issues relating to the proposed scheme are as follows:

- o Principle of Development
- o Need for School Places
- o Green Belt
- o The impact of the development on the availability of playing fields
- o Access Road, Highways and Parking
- o Design, Siting and Appearance
- o Impact on Residential Amenity
- o Other technical considerations

Principle of Development

Paragraph 72 of the NPPF identifies that the government attaches great weight to the need to create, expand or alter schools and says that Local Planning Authorities should work with school promoters to identify and resolve key planning issues at an early stage, while Paragraph 73 of the NPPF says that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of Communities.

The London Plan in Policy 3.18 encourages proposals which enhance the expansion and provision of educational facilities including new build, expansion of existing or change of use to educational purposes. Those which address current and projected shortages of primary school places will be particularly encouraged.

Chapter 13 of the UDP sets out the Council's objectives in supporting the provision of local community services. Policy C1 of the UDP states that proposals for

development that meet an identified education need will normally be permitted provided it is accessible by modes of transport other than the car and accessible to members of the community it is intended to serve. Policy C7 of the UDP identifies that new or extensions to existing educational establishments will be permitted provided that they are located so as to maximize access by means of transport other than the car.

In response to increasing pressure for school places and the emphasis on the need to ensure sufficient places in the London Plan and the NPPF the emerging Draft Local Plan includes draft policies 6.5 "Education" and 6.6 "Educational Facilities". The limited availability of appropriate land for education is such that the Local Plan process recently involved a "Call for Sites" exercise for new education options.

Draft Policy 6.5 advises that the Council will assess the need for education infrastructure and allocate sites accordingly safeguarding education sites for the plan period. Draft Policy 6.6 supports proposals for new educational facilities which meet local need, looking first at opportunities to maximise the use of existing Education Land.

The principle of extensions to the existing schools and buildings is therefore well established in planning policy from a national to a Borough level. The sites offer options for additional education facilities and fulfil a need which will be discussed further below. The key issues in regard to this application are the consequential impact on the Green Belt as a result of these proposals, which involves weighing up the educational need against the impact on the green belt and any other material factors.

Need for School Places

The Education Act (2011) places a statutory duty on Local Authorities to provide sufficient pupil places for every child of school age in their local area and keep this under review. The Borough recognises the need to prepare overall strategies to meet the current and future supply of Primary and Secondary School places with Bromley experiencing a particular growth in demand for school places from increases in birth rates and migration.

The Primary School Development Plan (PDSP) suggests meeting the need across the Borough through the provision of additional FE at existing schools and the provision of 5 new primary Free Schools. Planning Area 5 (consisting of 3 wards - Bromley Common & Keston, Petts Wood & Knoll, Farnborough and Crofton) is indicated as having a strong forecast growth, such that even with the proposed expansion of Trinity to 4 FE it will be necessary to consider additional places at Farnborough or Southborough schools after 2017/18.

The Review of Secondary Education dated January 2015 identified a need to an additional 20 forms of entry from 2016/17. The review suggests that expansions at 7 existing secondary schools and the provision of 4 new secondary schools would be necessary. Bishop Justus is identified for expansion in Secondary Provision.

The NPPF at para.72 and policy 3.18 of the London Plan also highlight the strategic importance of education facilities. In particular regard should be given to safeguarding land already in educational use and identification of new sites to ensure local authorities meet demand for additional school places and a choice of places available.

Trinity is identified as a school site with the potential for expansion since 2013, despite acknowledging its location in the Green Belt. Bishop Justus is also identified as an existing school with potential to offer an increased intake. If the planned expansion of Trinity by 2FE is not progressed there will be insufficient school places in this planning area from 2016 onwards. Therefore both schools are required to increase their intake by 2FE by 2016 to comply with the relevant legislation and provide sufficient school places to meet demand.

The educational need is therefore a very strong material consideration in the assessment of this planning application and also with regard to a case of very special circumstances in relation to the provision of new development in the Green Belt. It is clear that both schools need to expand in the medium to long term to address the impact of capacity and that from an educational perspective there is considered to be the potential for growth on both school sites. Furthermore, there is a long term goal to merge the two sites and provide a campus style facility accommodating both school and their facilities.

The above policies in respect of education and the assessment of need clearly provide support at all levels for these additional educational facilities and the extension of the school buildings to provide additional school places. Consideration of the impact on the Green Belt and compliance with all other relevant planning policies still, however, needs to be addressed and a balance struck when assessing all the relevant planning issues and material considerations in such a case.

Green Belt

The site lies within the Green Belt where education is not identified as an appropriate use, and would therefore be, by definition, an inappropriate form of development, which should only be allowed in "very special circumstances".

The proposals would result in an increase in built form across the site, increasing the size and form of the existing buildings and the impact they will have on openness and the visual amenities of the Green Belt. In addition, separate assessments also need to be considered with regard to the additional facilities required in support of the school extensions, the proposed MUGA and the new access road.

The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (para.87, NPPF). Paragraph 88 clarifies that very special circumstances will not exist unless the

potential harm, by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Paragraph 89 of the NPPF states that local authorities should regard the construction of new buildings as inappropriate in Green Belts, exceptions to this are:

- provision of appropriate facilities for outdoor sport, outdoor recreation, 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;
- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), ... 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 .

The NPPF at paragraph 90 lists other forms of development - other than the construction of new buildings - that are also not inappropriate within the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. None of the forms of development listed are applicable to these proposals.

London Plan policy 7.16 deals with development in the Green Belt and reinforces that the Green Belt should be given the strongest protection in accordance with national guidance, inappropriate development should be refused except in very special circumstances and development supported if appropriate and secures the objectives of the Green Belt.

Policy G1 of the UDP is relevant, and also reinforces national guidance and London Plan policy. It identifies that permission will not be given for inappropriate development unless there is a case of very special circumstances that clearly outweighs the harm. It identifies that new buildings or extensions are inappropriate development unless it complies with a number of specific circumstances which do not apply in respect of this proposal except the provision of outdoor sports facilities.

Further due weight must, however, be attached to the more up to date NPPF guidance which has been issued more recently than the adoption of Policy G1 of the UDP. This allows for the appropriate extension or alteration of all existing buildings in the Green Belt, as long as they do not result in disproportionate extensions. Previous policy, as referred to in Policy G1, related to only extensions to existing dwellings being appropriate. Now all extensions to existing buildings are considered appropriate within the Green Belt, regardless of their use, as long as they do not result in disproportionate additions over and above the size of the original building.

Trinity

In respect of Trinity primary school, the existing school buildings have been subject to a substantial number of extensions over the years. As it stands a number of

buildings are to be removed, amounting to 351sqm, with the proposal adding a subsequent 567sqm of total additional floorspace. The removal of 351sqm of existing floorspace would mitigate some of the impact upon the Green Belt of the proposed extensions and due weight needs to be attached, but this in itself would not amount to very special circumstances being demonstrated.

As outlined at the start of this section, education related development is not itself appropriate development in the Green Belt. Exceptions to this, as set out at paragraph 89 of the NPPF, include limited infilling or the partial or complete redevelopment of previously developed sites, 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. Whilst it is noted that the GLA have concluded that the extensions to Trinity School would fit within this category as an exception to inappropriate development, the additional floorspace proposed, when considered in the context of the existing buildings on site would be substantial and the extensions would result in a greater impact on openness than the existing development, particularly where the proposed extensions projects beyond the front and rear building lines of the existing school buildings, resulting in an enlarged footprint and building envelope.

The submitted visual impact assessment clarifies that views into the site are limited from certain directions and that the proposed extensions would be seen in the context of the existing buildings. A further assessment of the proposed PV panels to be sited on the roof of one of the proposed rear extensions also finds them acceptable from a Green Belt perspective for similar reasons relating to the context of the siting in relation to existing buildings and structures. It is therefore considered that the extensions would give rise to a limited degree of harm to the visual amenities of the Green Belt.

In summary it is considered that the proposed school extensions would be inappropriate development in the Green Belt, but with limited actual harm to openness and visual amenity. The applicant has set out a case for very special circumstances in the submitted Planning Statement, which in relation to the proposed extensions to Trinity School, is primarily based on the need for additional school places which would be facilitated by the development. This is a significant consideration to be weighed against the harm to the Green Belt by reason of inappropriateness, and other harm, in the overall balance in determining whether very special circumstances exist to allow an exception to normal Green Belt policy.

The demand for school places, together with the positive support for education development in principle, has been considered in detail in the preceding sections of this report. On balance and given the limited degree of actual harm to openness and visual amenity, it is concluded that the other considerations advanced by the applicant, including primarily the significant need for school places in the Borough, would be sufficient to clearly outweigh the harm by reason of inappropriateness and any other harm identified in this report, to demonstrate very special circumstances and allow an exception to normal Green Belt policy.

Bishop Justus

In terms of Bishop Justus School the building has already had 2 small extensions since occupation and the proposal now put forward amounts to 1,097sqm of additional floorspace. This is a combination of 2 storey, first floor, second floor and 3 storey extensions. Three of these additions are within existing courtyards or additional floors to the existing building. These elements are therefore self-contained and the total height of the building does not increase as a result. Consequently, these elements will have a limited overall impact on the openness and visual amenities of the Green Belt and could be considered to constitute limited infilling of a previously developed site, as an exception to normal Green Belt policy in accordance with Paragraph 89 of the NPPF.

The two larger additions include a two storey hall extension to the north of the building and a three storey office extension to the existing reception area of the building to the west. The Applicant has submitted that the proposed extensions to Bishop Justus amount to a 9.8% increase in the footprint of the building, with the two larger extensions amounting to a 6.6% increase. These extensions are prominent given their siting at the 'front' of the school, and would result in an enlargement of the building envelope and a greater impact on openness. The submitted visual impact assessment identifies a limited visual impact from all of the proposed extensions, and the larger extensions will also have a limited impact on longer distance views from the adjacent Green Belt land to the east, due to their respective siting in relation to the existing building and other associated school structures.

Therefore, when considered cumulatively, it is considered that the proposed extensions would constitute inappropriate development in the Green Belt, which would result in a limited degree of harm to openness and visual amenity. The applicant has set out a case for very special circumstances in the submitted Planning Statement, which in the case of Bishop Justus is again principally based on the demand for school places in the Borough. With particular regard to the office accommodation proposed, the Planning Statement sets out that this is required as part of the day-to-day operation of the Aquinas Multi-Academy Trust who operate both the Bishop Justus and Trinity Schools alongside 5 others in the borough. The applicant submits that the proposed office accommodation could not be accommodated on any other Aquinas sites, many of which operate on small (mostly Green Belt) sites, since the existing administration function takes place at Bishop Justus already and to operate anywhere else would incur significant additional costs for the Academy Trust.

As set out in the preceding sections of this report, the need for school places within the borough is significant, and having regard to the positive support in the development plan for education related development, should be afforded a significant degree of weight in the overall balance. In addition, it is also of note that the original grant of outline planning permission for the school was for a building of 12,000sqm, and the submitted proposal would result in a school of 11,916sqm. The extended building as proposed would therefore be within the original anticipated size of the school building which is considered to be a substantial factor to be considered in the overall balance.

With particular regard to the proposed three storey office building extension, it is noted that there would be a degree of additional harm as a result of the PV panels proposed, given their extent and siting which will cause them to be visible from a wider area with a consequential impact on the openness and visual amenities of the Green Belt. This part of the development is, however, considered necessary in providing a sustainable and energy efficient building which minimises carbon emissions and complies with current sustainability standards.

Consequently, it is considered that there are other considerations which would clearly outweigh the harm to the Green Belt by reason of inappropriateness and any other harm identified in this report, and demonstrate very special circumstances to allow an exception to normal Green Belt policy in this case.

However, further consideration must be given to the other forms of development being proposed as part of this proposal in the Green Belt, which includes the associated facilities in connection with the proposed extensions including car parking, bike stores and hard games court, the proposed MUGA and new access road to serve Trinity which shall be addressed below.

Multi-use Games Area

Paragraph 89 of the NPPF identifies exceptions to normal Green Belt policy. It includes the provision of appropriate facilities for outdoor sport, outdoor recreation, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it. Outdoor sports and recreation are therefore normally considered to be appropriate development and does not conflict with the purposes of the Green Belt.

Policy G1 of the UDP also defines development for outdoor sport and recreation as appropriate development in the Green Belt. In addition, Policy L1 identifies that outdoor recreation use is permitted in the Green Belt as long as it constitutes appropriate development, the development does not adversely affect the character and functioning of the designated area and is accessible by a choice of transport.

The proposed multi-use games area (MUGA)/sport pitch provides outdoor sport facilities to serve a number of different sports requirements for Trinity School. Its provision will allow sporting activities to take place on the existing playing fields all year round due to the artificial sports pitch. (Use of the playing fields is currently restricted in the winter months due to issues with drainage on the playing fields and therefore results in a deficiency and an under provision of suitable sports facilities for the primary school.) The MUGA is development which is ancillary to the school and consequently will not affect the function of the Green Belt. The proposed MUGA therefore provides necessary and appropriate facilities for outdoor sport and recreation which complies, in principle, with paragraph 89 of the NPPF and policies G1 and L1 of the UDP.

The provision of an artificial pitch also, however, includes the erection of a 4 metre high chain link fencing around the proposed MUGA. The impact of this element and the overall provision of this sports facility therefore necessitates an

assessment of the impact on openness in the Green Belt. The proposed fencing is clearly necessary to enable the appropriate use of the MUGA. The form of the fence and the type of fencing proposed would enable views through it, and although a permanent structure, due to its lightweight appearance, it would not be considered to impact sufficiently on the openness of the Green Belt so as to result in an unacceptable form of development. Its provision would therefore still comply with paragraph 89 of the NPPF as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.

The potential for floodlighting would be considered to result in an additional impact on the visual amenities of the Green Belt, as would its use for other purposes not associated with the school. These shall be discussed in more detail later in the report, as will a discussion on Sport England's requirements due to the loss of the existing playing fields. Nevertheless, the principle of the proposed MUGA and associated works, for use by the school in the Green Belt is acceptable and in line with established policy considerations.

Access Road

The proposed access road to Trinity school to form a new one-way system into the school site and a dedicated drop-off/pick-up area is also to be sited on the existing playing fields and requires assessment with regard to Green Belt policies.

Given this aspect of the proposal, and that educational use is not listed within paragraphs 89 or 90 of the NPPF, it is the view that this element of the proposal amounts to inappropriate development within the Green Belt and as such other considerations must exist that clearly outweigh the harm to the Green Belt by reason of inappropriateness as well as any other harm. There is therefore, a need to demonstrate very special circumstances to allow permission to be granted. Careful consideration needs to be given, to the impact of the development on the openness and visual amenity of the Green Belt. Permission will not be given for development within or conspicuous from the Green Belt which might be visually detrimental.

There may, however, be a case to be made in relation to "very special circumstances" stemming from the overall benefits for education and traffic safety considerations. The application submission includes a case of very special circumstances which outlines a case based on a need for additional school places and the Boroughs need, the need for Aquinas Office Accommodation and a need for enhanced sports facilities. The submitted case does not specifically include a case of very special circumstances for the principle of the proposed access road or its proposed design and layout.

Nevertheless, the need for the development, including the pressure on the local highway network and parking must also be taken into consideration, as well as, the further clarification as to the rationale behind the proposed layout, the reason for encroaching on existing playing fields and justification for the loss of the open green belt land provided by the Applicants.

These aspects were clarified by the Applicants in the form of a submitted Technical Note from the Highway Consultants. This emphasises the justification for the new internal access road in terms of the introduction of the access road so as to create an in and an out system allowing traffic to flow more freely along Princes Plain and Church Lane, thereby reducing congestion on the surrounding roads. The intention is to improve existing traffic movements as well as enabling an increase in school set-down and pick-up capacity to be accommodated.

It is submitted that there is a current problem with congestion and available parking spaces on the surrounding roads, thereby this proposal would reduce the existing pressures and accommodate the additional traffic resulting from the increase in pupil capacity which needs to be accommodated at the school for the reasons already discussed in the preceding sections.

Further justification has also been provided in respect of the need for the access road to be from Church Lane rather than a revision to the existing car parking arrangements or a second access from Princes Plain. It has been demonstrated that a new in/out system accessed from Princes Plain would not provide a long enough loop system to enable the provision and capacity of the required drop-off and pick up areas, without resulting in the loss of a significant number of car parking spaces available on site. Furthermore, the need for the number of car parking spaces has been clarified.

Notwithstanding the above, it is considered that a case of need for the access road in this location has been demonstrated in terms of its impact on the Green Belt and that alternative options which result in a lesser impact on the openness and visual amenities of the Green Belt have been explored in relation to the provision of the appropriate facilities across both school sites. The proposal before us therefore provides a suitable case of very special circumstances to overcome the existing and increased traffic implications of the increase in pupil numbers at Trinity School.

Therefore the impact of the development on the Green Belt is supported by a case of 'very special circumstances' and the potential harm to the Green Belt by reason of inappropriateness, and harm to its openness and visual amenities, is outweighed by the need to address the existing and proposed traffic implications of the proposed development which amounts to a significant material consideration for this element of the proposed scheme. A sufficient case has therefore, on balance, been demonstrated and justifies the impact of this element of the proposal on the Green Belt.

Other associated facilities

There are also a number of other elements of the proposals which require further justification in their own right, which includes the additional car parking provision on both school sites, cycle parking and a hardball games area for Trinity School. These works could all be identified as inappropriate in nature in terms of the impact on the openness and visual amenities of the Green Belt. However, as has already been assessed in some detail, the need for these facilities to support the increased educational facilities and capacity of the site is strong and amounts to a case of very special circumstances for the proposals which outweighs the harm caused to

the Green Belt and is a significant material consideration. These elements are therefore considered to be acceptable and in line with national and local policies on the long term protection of the Green Belt.

The impact of the development on the availability of playing fields

The NPPF para.74 and the London Plan Policy 3.19 preclude the loss of open space, sports and recreational land, including playing fields and wherever possible, multi-use public facilities for sport and recreational activity should be encouraged. Policy L1 of the UDP identifies that outdoor recreation use is appropriate and acceptable in the Green Belt, whereas policy L6 of the UDP seeks to protect the loss of playing fields.

Existing open spaces and playing fields should not be built on unless:

- o an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- o the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- o the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

As set out above, the the essential characteristics of Green Belts are their openness and their permanence and very special circumstances would be required to demonstrate that the harm, as a result of the loss of existing open space, can be outweighed by other considerations. A balance therefore needs to be made between the policy requirements of the Green Belt, the provision of appropriate sports facilities on this site and any other material considerations.

A multi-use games area (MUGA) is proposed on existing playing fields to the south of the Trinity School buildings. The provision of a MUGA is considered to be uplift in terms of the quality and quantity of the replacement pitch. Sports facilities at Trinity are currently under provided, as the majority of the playing field suffers drainage issues which mean it is unusable for large parts of the year. The proposed MUGA will meet this deficiency and ensure pupils at the school benefit from high quality sports provision all year round and the sport related benefits this facility will deliver for the school. The MUGA will provide an under 10's football pitch, three 5-aside pitches or mini hockey. The proposed 4m high chain link fencing is considered to be as visually unobtrusive as possible so as not to detract from the openness and visual amenities of the Green Belt.

As the site forms a playing field, as defined in legislation, Sport England have made representations in respect of the application being a Statutory Consultee. They have expressed the view that the resultant loss of playing field is acceptable as it provides improved outdoor sports facilities and therefore meets exception test E5. They have consequently raised no objection, but subject to, a condition attached that requires the artificial pitch to be used by other community organisations outside school hours and a community use agreement be prepared to secure community access to the sports facility. Sport England has further

stated that without this condition, attached to the sports pitch they would wish to raise a statutory objection to this application on the basis that it needs to be available for use by the wider community. Such an objection requires the application to be referred to the National Planning Casework Unit.

The existing playing fields and the proposed MUGA are sited in relatively close proximity to a number of residential properties on Church Lane and Princes Plain. As will be discussed in further detail below it is considered that the proximity of these dwellings does not make the site and proposed MUGA suitable for use outside of extended school hours due to the potential for noise and disturbance to these existing properties and their residential amenities. This level of concern has been further clarified by the Environmental Health Section who have requested conditions in respect of hours of use to be restricted to 8am to 8 pm Monday to Friday and 9am to 5pm on Saturday which allows for after school clubs, extended school hours and additional school use on a Saturday. They have also requested that the pitch is not used by any third party at any time and that no artificial lighting is used at any time.

In view of the proximity of residential properties and the open character of this part of the site it is considered that these conditions are reasonable and necessary to control the use of the pitch and ensure noise, disturbance and pollution are kept to a minimum as a result of this proposal.

In addition, there are two existing artificial sport pitches on the Bishop Justus site that are already in use 7 days a week (8am to 10pm Monday to Saturday and 8am to 6pm on Sundays and Bank Holidays) which also already have the benefit of artificial lighting. Both of these were allowed at appeal, the larger pitch was approved with the erection of the school buildings and a smaller additional pitch allowed in 2012.

Consequently, it is not considered that there is an under provision of available sports pitches in the locality for community uses and use of this pitch for that purpose would result in an unacceptable impact on the existing residential community that cannot be supported. For these reasons, the applicant is not proposing the use of the MUGA on a wider basis than its use by Trinity school.

These aspects have been formally highlighted to Sport England by the applicant and at the time of writing Sport England have not clarified their position, following the submission of information in relation to the context of the site, the immediate area and existing facilities. Therefore at this stage the Recommendation is subject to the clarification of Sport England's position and, if necessary, referral to the National Planning Casework Unit.

It is also worth noting that it is considered unlikely that any future planning application for artificial lighting, a permanent extension of the hours of use or use for other purposes not associated with the school would be viewed as acceptable, not just because of the impact on existing residual amenities but also the additional impact on the visual amenities and open character of the Green Belt and the purposes of including land within it. It is the view that the provision of flood lighting

would cause harm to its visual amenities and additional use would require further detailed assessment against Green Belt policy.

At the time of writing, further details of the proposed surface water drainage system for the MUGA have been requested to ensure this is to be adequately dealt with in view of the existing surface water drainage issues on the playing field. It is likely that further details of the proposed surface water drainage system and the proposed surface materials of the MUGA shall be dealt with by condition.

Access Road, Highways and Parking

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that generate significant amounts of movement should be supported by a Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site and safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Para.32).

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Proposals relating to primary schools will also be required to produce and adopt a School Travel Plan (Policy C7) identifying measures which will assist in reductions in car usage, reduced traffic speeds and improved safety particularly for pedestrians and cyclists. Policies T1, T2, T3, T6 and T18 of the UDP relate to the Council's requirements in terms of parking, transport assessments and highway safety in addition to London Plan Policies under Section 6 including Policies 6.8 - 6.10 & 6.13. The requirements for car parking are laid out within Table 6.2 of the London Plan and details of secure cycle parking spaces (for staff, pupils and visitors) should be provided in accordance with the standards set out in table 6.3.

Developments should provide adequate levels of parking provision suitable for the required use and taking into account the different modes of transport available near to the site to reduce car usage as identified in the Transport Assessment. The submitted assessment shows the likely trip generation in comparison and in addition to the existing use, with accompanying plans showing the servicing strategy, swept paths analysis and predicted car and cycle parking requirements.

The proposal for a new one-way in /out highway arrangement to serve Trinity School involves the construction of a new access road across the existing playing field within the Green Belt. An assessment of the impact of this element on the Green Belt has already been considered and there are other considerations which would, on balance, clearly outweigh the harm to the openness and character of the Green Belt and demonstrate very special circumstances.

In terms of the traffic impacts of the proposals, Princes Plain in particular has a highly restricted level of vehicular access due to its narrowness and the existing residential use with any increase in activity, due to an increase in pupil and staff numbers, being considered highly sensitive in this location. The solution proposed is to create a new access road from Church Lane through the playing field. Whilst this may be seen as a positive step from a highways perspective, there are concerns, as previously expressed, with regard to the impacts upon the land to be used.

The loss of playing field also needs to be mentioned in respect of the access road, as the area of the existing playing field would be reduced. On this aspect, Sport England advised they do not consider the access road would have an impact on the usability of the playing field. This is due to it being sited on the periphery and their view is that the existing pitch provision would not be affected by the proposal, and the reduction in the area of the playing field is unlikely to have an impact on the school's ability to meet PE needs.

The principle of the proposed access road has therefore, on balance, been found to be acceptable in terms of the suitability of this arrangement and compliance with other planning policies. Consequently, for similar reasons, it also complies with a number of policies in respect of traffic generation and movement as identified in the NPPF, London Plan and UDP outlined above.

In terms of the level of car parking provision it has been demonstrated in the Transport Assessment that the proposed level of car and other parking is satisfactory in relation to these two school sites. Trinity school currently has 75 spaces and 2 designated disabled spaces this is proposed to increase to 87 plus an additional disabled space. Bishop Justus currently has 115 spaces and 4 disabled spaces, this is to increase to 135 spaces.

It is generally considered that the number of spaces proposed is towards the maximum provision which is reflected in the low PTAL rating of 2. However, little attempt has been made to minimise further use of the car or the high number of single occupancy journeys. For these reasons TfL have requested a reduction in car parking number on the Bishop Justus site. The Applicant has identified that "considering the poor public transport accessibility rating it should therefore be borne in mind that there is an inherent limit in how far the School Travel Plan can influence travel behaviour amongst parents and staff in reducing car dependency, especially single occupancy vehicle trips". However, it is worth noting that only a small percentage change in the use of alternative means of transport, including walking, cycling or shared journeys would have a significant impact on the need for the required number of car parking spaces on the site and the additional parking being proposed. This is therefore, not considered in respect of a number of factors, to be the most sustainable approach to minimise the use of the car and encourage more sustainable forms of transport due to the high levels of car parking being proposed.

Therefore, whilst Highways have no in principle objection, this is on the basis that the proposal will reduce congestion on the local road network by virtue of the new vehicle access arrangements, rather than the provision of additional car and cycle

parking spaces. They have requested that a number of conditions are added to insure the proposals are acceptable including details of cycle parking spaces on both school sites. TfL have also requested that the number of cycle spaces is increased further on Bishop Justus, to bring it in line with the standards identified in the London Plan.

Currently, the proposal provides a total of 40 cycle spaces and 100 scooter cycle spaces on the Trinity site which allows for some future growth. On the Bishop Justus site 20 covered Sheffield cycle stands are proposed. The Applicants have suggested that additional cycle parking on Bishop Justus is controlled by condition and monitored as they consider the demand for the additional spaces, above that already being proposed, is not necessary at this stage but are happy for space to be set aside for this purpose if demand justifies it in the future. A condition is therefore recommended to secure details of the proposed bikes and the space to be set aside for future cycle spaces. On this basis, the cycle parking facilities are acceptable and in line with policy requirements.

The new access road would directly reduce the open nature of the site by introducing a large degree of hardstanding to an otherwise open part of the Green Belt. For this reason and notwithstanding the submitted plans, further details of the proposed materials and features of the proposed access road shall be submitted for approval with a view to minimising the impact on the openness and visual amenities of the Green Belt by ensuring appropriate surfacing materials are used as far as practical. Further details will also be necessary in relation to surface water drainage in this area and detailed methods of construction in the Root Protection Zones of the adjacent mature trees.

Design, Siting and Appearance

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, indivisible from good planning and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings and public and private spaces. Developments are required to respond to local character and history, reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments, achieving the highest standards of inclusive design to ensure that it can be used safely, easily and with dignity by all (Para.3.114, London Plan).

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. Policy BE1 requires that new development is of a high standard of design and layout. It should be imaginative and attractive to look at, complement the scale, form, layout and materials of adjacent buildings and should respect the amenity of the occupiers of neighbouring buildings. Green roofs should be utilized as much as is practical to help the development blend into the landscape. Furthermore, the application of a high quality palette of materials is required as well as a high quality landscaping scheme demonstrating that the vast majority of trees on and around the site are to be retained.

As set out and discussed in principle above, the openness and visual amenity of the Green Belt shall not be injured by any proposals for development within or conspicuous from the Green Belt which might be visually detrimental by reasons of scale, siting, materials or design. The principle of the extensions in the Green Belt has been assessed but their visual impact also needs to be addressed. The visual impact of the proposed extensions has been limited by keeping the height to a minimum, not exceeding the height of the existing roof lines, emphasizing and maintaining the form of the existing buildings, and in most cases through the considerate use of materials including substantial green roofs.

The requirement for an exceptional level of design given the nature of the proposed use, use of high quality materials and a long term sustainable form of development are key considerations due to the sensitivity of the location. This is dependent upon the overall form and scale of the extensions relative to their locations.

In respect of the proposed extensions at Bishop Justus these are largely in keeping with scale, form and design features of the existing school building which is modern in its form and character and therefore there is considered to be no detrimental impact resulting from their design, siting or appearance. Consequently, these extensions are found to be acceptable in all regards, subject to a materials and details condition.

The proposed extensions at Trinity are all to be single storey and rationalise existing extensions and additions at the rear of this existing building. The visual impact of the proposed rear extensions is therefore limited due to their backdrop against the existing school buildings, their respective siting and simple design and materials. These extensions also result in the loss of a number of existing temporary additions and mobile structures which is seen as a benefit to the overall character of the school and form of built development.

The proposed single storey front extension is more innovative in its design and will form the new entrance and a focal point for the school. Internally this area will be form a new reception area, offices and will form an important link between the two principle buildings on site. For these reasons, this element of the proposal has been designed to stand out from the other parts of the school with a much more modern design approach and the use of brightly coloured materials (green tiles and purple cladding/render) to all elevations. The proposed materials have therefore been used to highlight the building and make it stand out from other parts of the school buildings.

Whilst there is no objection in principle to the design of this extension, there is a remaining concern that the applicant's choice of external facing materials (with particular regard to the bright colours specified) would not be sensitive to the character of the area, existing school buildings and in particular the visual amenities of the Green Belt. Notwithstanding the submitted plans, there is clearly scope to reduce the impact of the proposed materials without losing the essential focal point of this extension. A balance therefore needs to be found when taking into account all the relevant material considerations, and it is considered that

amendments to the materials are still necessary to make the design acceptable within the context of the site and to minimise the impact on the visual amenities of the Green Belt. It is therefore recommended that full details of the proposed materials be secured by condition, with a view to securing a more appropriate palette of materials given the sensitive context of the site. On this basis, the extension is acceptable and in all other respects the extensions at Trinity are appropriate in scale, form and siting relative to the existing buildings and the context of the site and are therefore in line with planning policies.

A full schedule of design details, materials and sample will be required by condition.

The proposal should also incorporate Secured by Design principles (as required by Policy BE1 (vii)) to take account of crime prevention and community safety. A condition securing measures to minimise the risk of crime is to be attached.

Impact on Residential Amenity

Given the siting of the proposed extensions relative to the existing school buildings it is unlikely that any particular harm would result in terms of residential amenity, due to the distances and the relationships between the existing school buildings and existing dwellings. The siting of the proposed extensions should not, therefore, result in any potential for overlooking or loss of privacy, or a loss of light or overshadowing.

In terms of the design of the extensions, these are all in keeping with the existing character of the area, except the extension to form the entrance to Trinity. As discussed above, any detrimental visual impact as a result of this extension can be addressed by condition and is therefore acceptable in principle and in accordance with policy, in particular Policy BE1 of the UDP.

A key consideration in terms of the impact of the proposed development on existing residential properties would be the impact of the proposed MUGA and access road in terms of noise, disturbance and pollution impacts. There are significant concerns over the proximity of the proposed MUGA/sports pitch to nearby properties in particular with regard to potential disturbance and noise pollution outside of extended school hours. This could result in an unreasonable and detrimental impact on existing residential amenities and the quiet enjoyment of nearby residential properties. Furthermore, there is also the potential for artificial lighting of the MUGA which could result in unacceptable light pollution for those same residential properties. These concerns have been raised in representations from nearby residential properties that have also highlighted the impact of the extended use of the existing sports pitches in the immediate area.

Environmental Health have also raised similar concerns due to the potential for noise, disturbance and light pollution resulting in a potentially unacceptable impact on residential amenities within the locality. Consequently, they have requested that an hours of use condition and no use of artificial lighting or third party use conditions are imposed to overcome these significant concerns. It is also unlikely that subsequent applications for lighting of the MUGA or its use for community purposes would be considered acceptable in the foreseeable future.

For the above reasons the application has not been submitted with the intention of the installation of flood lighting or on the basis of its use by external organisations within the community. Its proposed use is purely for educational/PE purposes in association with Trinity School. Sport England has, however, stated that the acceptability of the MUGA is conditional on its ability to also serve the community and enable full availability for community purposes in addition to the schools use. This matter has been referred back to Sport England and discussions are ongoing. However, it is unlikely the use of the MUGA could be supported for the reasons stated and conditions are proposed and considered necessary to control these aspects.

Further representations have also been received from local residents objecting to the use and principle of the proposed access road. There is concern that cars using and waiting on this road to drop-off, collect children will cause additional pollution and noise above that already experienced on the existing road network. This aspect is addressed in the transport section of report but it is considered that use of this new road is overall, on balance, a better long term solution than further congestion and cars waiting and blocking the existing road network with the resultant impact this has on the surrounding residential properties.

A noise impact assessment has also been submitted in respect of the assessment of noise from plant installed on the two school buildings and the need for this to comply with the relevant standards. It identifies that noise experienced at the nearest residential property is unlikely to result in adverse comment due to the significant distances between the buildings and the nearest residential properties. To ensure this situation is maintained it is suggested a further condition is added to maintain control over plant noise.

Other Technical Considerations

Trees and Landscaping

There are numerous trees on and around the site and a tree survey in accordance with BS 5837: 2012 and an arboricultural method statement have been submitted. A high quality landscaping scheme has been proposed which demonstrates that the vast majority of trees and mature planting on and around the site are to be retained and protected. The trees, particularly on the Trinity site, are considered to form part of the character of the locality and are an important element in the visual amenity of the area.

Adequate levels of additional screening to sensitive areas, such as the proposed car park to the eastern boundary, the MUGA and the new access road are being proposed and will compliment part of an overall landscape strategy that forms part of the design approach to the proposals on these sites. It is noted that two trees are shown to the eastern boundary that would have a number of parking spaces and hardsurfacing in close proximity and there are concerns regarding the pressures placed upon these trees both during and post-development. To a certain extent the concerns regarding the impact on the mature trees is covered within the accompanying arboricultural report.

All measures possible should be undertaken to retain and protect the existing mature trees on the site. Conditions are recommended to ensure all trees on site are retained and all works shall be undertaken in accordance with the arboricultural report. In addition, details of the proposed landscaping scheme and further details in respect of the method of construction of the access road in the Root Protection Zone of the trees shall be submitted by condition.

Sustainable Urban Drainage Systems

Policy 5.13 of the London Plan requires development to utilise a SUDS, unless there are practical reasons for not doing so, it also recognises the contribution 'green' roofs can make to SUDS. The hierarchy within that policy is for a preference for developments to store water for later use.

Flood Risk Assessments have been submitted in support of the application that identifies no to low risk of flooding throughout. The buildings are both sited within Flood Zone 1 although parts of the playing fields are within Zones 2 and 3. There are 2 ponds located within the southern corner of the Bishop Justus site which receive surface water drainage from across the site through a series of swales (open channels) and piped surface water drains. Surface water is expected to increase by 1%. Further clarification on the ability of the existing system to cope with the additional surface water flooding has been requested and at the time of writing is still outstanding; nevertheless, it is considered that this aspect can be addressed by a condition.

The south eastern corner of the Trinity playing fields is within Flood Zone 3 and at high risk from ground water flooding. It is proposed that the all-weather pitch will drain using an infiltration method but existing surface water is dealt with by surface water soakaways. It is considered that the opportunity to utilise a SUDS system is limited due to the existing ground conditions. Details of the means by which surface water drainage from the MUGA and the area around the access road will be dealt with has been requested and further clarification has been sought. At the time of writing this is still outstanding and it is anticipated that detailed aspects can be addressed by a condition. It is worth noting that representations from neighbouring properties have also been received raising concerns on this matter and existing flooding in the Trinity playing fields.

Sustainability and Energy

The London Plan provides the policy framework in respect of sustainable construction and renewable energy with Chapter 5 of the London Plan (2015) and the Supplementary Planning Guidance entitled Sustainable Design and Construction policy BE1(vi) of the UDP providing the relevant policy background.

The application is accompanied by an energy assessment which shows how the need for energy is to be minimised, and how it will be supplied. In accordance with the energy hierarchy, developments should firstly be designed to use less energy; secondly the energy needed should be supplied as efficiently as possible and thirdly should use renewable energy where feasible. The Energy Statement identifies how the building construction will provide energy efficiency savings that exceed the requirements of the Building Regulations 2013. The proposal complies

with Policies 5.7 - 5.11 of the London Plan and provides at least a 20% reduction in CO2 emissions from on-site renewable energy generating technology, being a significant number of PV Panels on each school.

Flat roofs are being proposed throughout which utilise green roofs across both buildings, as part of a wider sustainability strategy and form an integral part of the design approach meeting the minimum standards regarding sustainable design principles as set out in the Mayor's SPG. In addition, high levels of thermal efficiency in the fabric of the buildings are proposed. The submitted scheme therefore fully complies with the relevant planning policies.

Additional plans have been submitted which demonstrate the feasibility of installing the proposed PV panels and their siting in respect of each school building. On both schools the PV panels will be sited on a flat roof of one of the proposed extensions on each school. In respect of Trinity the PV are sited on the roof of one of the rear extensions to the existing school building. This will be seen against the backdrop of existing buildings. On Bishop Justus the PV panels are sited on the roof of the larger office extension, to the west of the school again set within the backdrop of the existing building where the impact on longer distance views is minimised.

Archaeology

A desktop archaeological assessment has been submitted with the planning application along with a further photographic addendum. Both reports have identified a limited likelihood of any archaeological remains in the immediate locality and therefore no further investigative work will be required on site.

Contaminated Land

Site investigation reports have identified limited contamination, with only elevated readings on the Trinity site. This position needs to be monitored during construction with a watching brief to ensure recommendations are complied with and remediation addressed as required if any contamination is found. This is needs to be controlled through a suitable condition and informative.

Ecology

Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged. Phase 1 Habitat Surveys have been submitted in respect of both sites, neither has identified an ecological sensitive site, habitat or the potential presence of any protected species, due to lack of features on site that would support such species. It is suggested that potential enhancement could include bird boxes and feeding points, bat boxes and Stag Beetle Loggery which could reduce or compensate for any negative effects to the locality. This can be secured by a condition.

Environmental Impact Assessment

The proposed development is Schedule 2 development (under paragraph 10(b)), being an "urban development project" with a site area of more than 1 hectare. Schedule 2 Paragraph 13 (b) being any change to or extension of development where that development is already authorised, executed or in the process of being executed. The applicable threshold is either the development as changed or extended may have significant adverse effects on the environment; or the

threshold and criteria applied to the change or extension are met or exceeded. Determination of whether EIA is required is considered in relation to Schedule 3 of the Regulations, by virtue of factors such as its characteristics, location and the characteristics of the potential impact. However the site is not within a sensitive area as defined by The Regulations.

Taking into account the selection criteria in Schedule 3 of The Regulations, the development would not be likely to have significant effects on the environment generating a need for an EIA by virtue of factors such as its nature, size, location or the characteristics of the potential impact and is not "EIA development"

Summary:

The proposed development of the two school sites has raised issues on a wide variety of different aspects, but perhaps most importantly the impact on the Green Belt which has required assessment against the need to provide suitable educational accommodation for a growing population, and the required facilities necessary to enable the increased use of these education sites.

An assessment of the different aspects and forms of the proposed development has been undertaken. Some elements of the proposed works have been considered to constitute appropriate development within the Green Belt; however the majority, including the extensions to both schools, the proposed access road and the associated site works including car parking and hardstanding, have been found to constitute inappropriate development, which would result in a limited degree of actual harm to the openness and visual amenities of the Green Belt. The applicant has advanced a case for very special circumstances, which includes the need for additional school places in the borough, the need for office accommodation on site and the need for enhanced sports provision. The support for education development in policy and the significant demand for school places in the borough has been afforded a significant degree of weight in the overall balance and assessment of the proposals against Green Belt policy and, when taken cumulatively with other considerations identified in this report including those advanced by the applicant, it is concluded that they would outweigh the harm to the Green Belt by reason of inappropriateness, as well as any other harm identified.

This report has considered those matters in the light of adopted and emerging development plan policies and other material considerations including third party representations. As discussed in this report the redevelopment of this site in the nature proposed is considered to make a positive contribution to this part of the borough in terms of providing much needed educational facilities.

Background papers referred to during the production of this report comprise all correspondence on file ref: 15/05392/FULL1, excluding exempt information.

RECOMMENDATION: PERMISSION (subject to any direction by the Secretary of State in the event that Sport England maintains an objection)

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.

REASON: Section 91, Town and Country Planning Act 1990.

- 2 The development hereby approved shall be carried out strictly in accordance with the application plans, drawings and documents as detailed below:

**Existing Site Plan Ref: XXX_G_001 rev A
Existing Site Plan 1 of 3 Ref: XXX_G_002 rev A
Existing Site Plan 2 of 3 Ref: XXX_G_003 rev A
Existing Site Plan 3 of 3 Ref: XXX_G_004 rev A
Block A Existing Ground Floor Plan Ref: XXX_G_005 rev A
Existing Floor Plans Ref: XXX_G_006 rev A
Block G Existing Floor Plans Ref: XXX_G_007 rev A
Block A Existing First Floor Plan Ref: XXX_F_001 rev A
Existing Elevations 1 of 3 Ref: XXX_E_001 rev A
Existing Elevations 2 of 3 Ref: XXX_E_002 rev A
Existing Elevations 3 of 3 Ref: XXX_E_003 rev A
Existing Sections Ref: XXX_S_0001 rev A
Proposed Site Plan Ref: 900_G_001 rev A
Proposed Site Plan 1 of 3 Ref: 900_G_002 rev A
Proposed Site Plan 2 of 3 Ref: 900_G_003 rev A
Proposed Site Plan 3 of 3 Ref: 900_G_004 ref A
Proposed Ground Floor Plan 1 of 3 Ref: 000_G_001 rev A
Proposed Ground Floor Plan 2 of 3 Ref: 000_G_002 rev A
Proposed Ground Floor Plan 3 of 3 Ref: 000_G_003 rev A
Proposed First Floor Plan 1 of 3 Ref: 000_F_001 rev A
Proposed First Floor Plan 2 of 3 Ref: 000_F_002 rev B
Proposed First Floor Plan 3 of 3 Ref: 000_F_003 rev B
Proposed Elevations 1 of 3 Ref: 000_E_001 rev A
Proposed Elevations 2 of 3 Ref: 000_E_002 rev A
Proposed Elevations 3 of 3 Ref: 000_E_003 rev A
Proposed Sections 1 of 2 Ref: 000_S_001 rev A
Proposed Sections 2 of 2 Ref: 000_S_002 rev A**

**Existing Site Plan Ref: XXX_G_001 rev A
Existing Site Plan Ref: XXX_G_002 rev A
Existing Ground Floor Plan 1 of 3 Ref: XXX_G_003 rev A
Existing Ground Floor Plan 2 of 3 Ref: XXX_G_004 rev A
Existing Ground Floor Plan 3 of 3 Ref: XXX_G_005 rev A
Existing First Floor Plan 1 of 3 Ref: XXX_1_001 rev A
Existing First Floor Plan 2 of 3 Ref: XXX_1_002 rev A
Existing First Floor Plan 3 of 3 Ref: XXX_1_003 rev A
Existing Second Floor Plan Ref: XXX_2_001 rev A
Existing Elevations 1 of 2 Ref: XXX_E_001 rev A
Existing Elevations 2 of 2 Ref: XXX_E_002 rev A**

Proposed Site Plan Ref: 900_G_001 rev A
Proposed Site Plan Ref: 900_G_002 rev A
Proposed Ground Floor Plan 1 of 3 Ref: 000_G_001 rev A
Proposed Ground Floor Plan 2 of 3 Ref: 000_G_002 rev A
Proposed Ground Floor Plan 3 of 3 Ref: 000_G_003 rev A
Proposed Ground Floor Plan Ref: 000_G_004 rev A
Proposed First Floor Plan 1 of 3 Ref: 000_1_001 rev A
Proposed First Floor Plan 2 of 3 Ref: 000_1_002 rev A
Proposed First Floor Plan 3 of 3 Ref: 000_1_003 rev A
Proposed First Floor Plan Ref: 000_1_004 rev A
Proposed Second Floor Plan Ref: 000_2_001 rev A
Proposed Second Floor Plan Ref: 000_2_002 rev A
Proposed Elevations 1 of 2 Ref: 000_E_001 rev A
Proposed Elevations 2 of 2 Ref: 000_E_002 rev A
Proposed Site Plan (Phase 1-3) No: 26372-900-G-001 Rev A
Proposed Site Plan (Phase 4-6) No: 26132-900-G-001 Rev A
Proposed Roof Plan No. 26132-000-R-001
Roof Plan Proposed PV Location No. 26372-000-R-001 Rev A
Site Location Plan No: 26372-OSG-001 Rev B
AGB Environmental Arboricultural Assessment for Trinity
AGB Environmental Arboricultural Assessment for Bishop Justus
Wessex Archaeology Archaeological Desk Based Assessment for Trinity and Bishop Justus
Wessex Archaeology Addendum: Aerial Photograph Assessment
Bailey Partnership Design and Access Statement for Trinity
Bailey Partnership Design and Access Statement for Bishop Justus
Syntegra Consulting Energy Strategy Report for Trinity
Syntegra Consulting Energy Strategy Report for Bishop Justus
AGB Environmental Flood Risk Assessment for Trinity
AGB Environmental REVISED Flood Risk Assessment for Bishop Justus
Hone Ecology Extended Phase 1 Ecological Habitat Survey Report for Trinity
Hone Ecology Extended Phase 1 Ecological Habitat Survey Report for Bishop Justus
NLP Landscape and Visual Impact Assessment
NLP Planning Statement
Lloyd Bore Landscape Masterplan for Trinity Ref: 3188_DR_001 rev A
Lloyd Bore Landscape Masterplan for Bishop Justus Ref: 3188_DR_002
AGB Environmental Phase 1 Contaminated Land Desk Study for Trinity
AGB Environmental Phase 1 Contaminated Land Desk Study for Bishop Justus
Red Twin Limited Plant Noise Assessment for Bishop Justus and Trinity Schools
Paul Mew Associates Transport Assessment for Trinity and Bishop Justus Schools
Sample of roofing material

**Email - Additional Transport/Bus Information
Paul Mew Associates Technical Note
Letter from agents dated 16.03.2016**

REASON: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority when judged against development plan policies in the London Plan 2011 and UDP 2006.

- 3** Prior to the commencement of each phase or phases of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site, measures to secure provisions of on-site delivery, off-loading, turning and parking of construction and operatives vehicles and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details in relation to each phase or phases.

REASON: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 4** Notwithstanding the approved plans, details and sample boards of all external materials to be used for the development, including roof cladding, wall facing materials and cladding, windows and door frames, window glass and decorative features, where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before each phase or phases of development is/are commenced above ground. The development shall be carried out in accordance with the approved details in relation to each phase or phases.

REASON: In order to comply with Policy BE1 of the Bromley Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 5** The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet specific needs of the application site and the development. Details of those measures shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of each phase of development hereby permitted and implemented in accordance with the approved details.

The security measures to be implemented in compliance with this condition shall achieve the Secured by Design accreditation awarded by the Metropolitan Police.

REASON: In the interest of security and crime prevention and to accord with Policy BE1 of the Unitary Development Plan.

- 6 Details of a scheme of hard and soft landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before each phase or phases of development is/are commenced. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

- 7 Prior to first occupation of each phase or phases of the development hereby approved a scheme for any external lighting that is to be installed at the site, (except any proposed floodlighting) including measures to prevent light spillage shall be submitted to and approved in writing by the local planning authority.

(ii) Any such external lighting as approved under part (i) shall be installed in accordance with the approved drawings relevant to that phase and such directional hoods shall be retained permanently.

(iii) The applicant should demonstrate that the proposed lighting is the minimum needed for security and working purposes and that the proposals minimise pollution from glare and spillage.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with Policy BE1 of the UDP.

- 8 Prior to the occupation of each phase or phases of the development hereby permitted, a School Travel Plan to include all staff and pupils from both school sites shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include measures

to promote and encourage the use of alternative modes of transport to the car and the provision of bicycle parking. It shall also include a timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating. The Travel Plan shall be implemented in accordance with the agreed timescale and details in relation to each phase or phases.

REASON: In order to ensure appropriate management of transport implications of the development and to accord with Policy T2 of the Unitary Development Plan

- 9 Prior to the occupation of each phase or phases of the development hereby permitted, details of bicycle parking (including covered storage facilities) and the allocation of a site for future provision shall be provided at the site/ made available in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The bicycle parking/storage facilities shall be permanently retained /made available thereafter.

REASON: In order to comply with Policy T7 and Appendix II.7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

- 10 Details of a scheme for the management of the car park for each school site shall be submitted to and approved in writing by the Local Planning Authority before any phase or phases of the development are first occupied. The car park shall be operated in accordance with the approved scheme relevant to that phase at all times unless previously agreed in writing by the Authority.

REASON: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 11 No development shall take place until details of a surface water drainage system (including storage facilities) have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of the development to which they relate. This shall include an assessment carried out into the potential for

disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details.

REASON: To ensure satisfactory means of surface water drainage and to accord with Policy 5.14 of the London Plan.

- 12 Prior to the access road being brought into use details of the proposed entrance gates, to include materials, construction, operation and access restrictions shall be submitted to and approved by the Local Planning Authority. The approved details shall be retained thereafter unless otherwise agreed by the Local Planning Authority.

REASON: In order to ensure appropriate management of transport implications of the development

- 13 Notwithstanding the plans hereby approved full construction details and surfacing materials of the access road, footpaths and associated works shall be submitted to and approved by the Local planning Authority prior to commencement of these works. Such details shall include permeable materials throughout, measures to minimise surface water flooding and details and method statements to ensure full protection of the root protection zones of the adjacent trees.

REASON: In order to comply with Policy BE1 of the Bromley Unitary Development Plan and in the interest of the appearance and the visual amenities of the area and to ensure satisfactory means of

surface water drainage and to accord with Policy 5.14 of the London Plan.

- 14 Notwithstanding the approved plans and prior to commencement of the new entrance extension (E1) to Trinity Primary School details of the external materials, elevational surfaces and joinery shall be submitted to and approved by the Local Planning Authority. Such details as may be approved shall be retained unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to comply with Policy BE1 of the Bromley Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 15 Before commencement of works in connection with the Multi-use games area, hereby approved, details of the artificial surface materials including the method of surface water drainage shall be submitted to and approved by the Local Planning Authority. The approved details shall be fully implemented and shall not be varied without the prior written approval of the Local Planning Authority.

REASON: In order to comply with Policy BE1 of the Bromley Unitary Development Plan and in the interest of the appearance and the visual amenities of the area and to ensure satisfactory means of surface water drainage and to accord with Policy 5.14 of the London Plan.

- 16 The development hereby approved shall be carried out in accordance with the Phase 1 Contamination Land Study and its recommendations. If contamination is discovered during development:

a) No remediation works shall commence on site prior to approval of a remediation scheme submitted to and approved in writing by the Local Planning Authority. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.

b) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.

c) Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of the remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of post-remediation sampling.

d) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

REASON: In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

- 17 Before commencement of any part of the use of the land or buildings hereby permitted parking spaces and turning space shall be completed in accordance with the approved details relevant to each school site and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development Order 1995 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land indicated or in such a position as to preclude vehicular access to the said land.**

REASON: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 18 While the development hereby permitted is being carried out a suitable hardstanding shall be provided, for each school site, with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.**

REASON: In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the Unitary Development Plan.

- 19 Surface water from private land shall not discharge on to the highway. The surface water drainage system shall prevent the discharge of surface water from private land on to the highway. Before any part of the development, phase or phases hereby permitted are first occupied; the relevant drainage system shall be**

completed in accordance with the approved plans and shall be retained permanently thereafter.

REASON: To ensure a satisfactory means of surface water drainage and to accord with Policy ER13 of the Unitary Development Plan.

- 20** Use of the multi-use games area/pitch shall be restricted to use by Trinity Primary School only. The pitch shall not be hired, leased or lent to any third party at any time.

REASON: In the interests of the protection of residential amenities in accordance with Policy BE1 of the Unitary Development Plan.

- 21** The multi-use games area/ pitch shall not be used outside the hours of 8am to 8pm Mondays-Fridays and 9am to 5pm on Saturdays.

REASON: In the interests of the protection of residential amenities in accordance with Policy BE1 of the Unitary Development Plan.

- 22** There shall be no artificial lighting used to illuminate the multi-use games area/ pitch at any time.

REASON: In the interests of the protection of residential amenities in accordance with Policy BE1 of the Unitary Development Plan protection of the visual amenities of the Green Belt.

- 23** The development shall be implemented in accordance with the arboricultural method statement submitted and approved as part of the planning application and under the supervision of a retained arboricultural specialist in order to ensure that the phasing of the development accords with the stages detailed in the method statement and that the correct materials and techniques are employed.

REASON: To maintain the visual amenity of the area in accordance with Policy NE7 of the Bromley UDP 2006.

- 24** None of the trees shown for retention shall be removed, felled, lopped or topped within a period of five years from the date of this permission, without the prior written permission of the Local Planning Authority. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be

replaced within the next planting season with others of similar size and species to those originally planted.

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

- 25 The development shall be implemented in full accordance with the energy strategy assessment hereby approved which includes the provision of 35.84% CO2 emissions savings for use of Solar PV Panels to achieve a reduction in carbon dioxide emissions of 30.62% from on-site renewable energy generation in respect of Bishop Justus School and the provision of 36.15% CO2 emissions savings for use of Solar PV Panels to achieve a reduction in carbon dioxide emissions of 29.6% from on-site renewable energy generation in respect of Trinity School. The approved scheme shall be retained thereafter and fully maintained.

Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and 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).

- 26 The development hereby permitted shall be carried out strictly in accordance with the slab levels shown on the approved drawing(s).

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area

- 27 The ecological enhancement measures identified in the Extended Phase 1 Ecological Habitat Survey Report hereby approved shall be fully implemented, prior to completion of development, in accordance with the submitted report. This shall include different types of bird boxes and feeding points, bat boxes and a Loggery for Stag Beetles, across both sites and these measures shall be retained thereafter.

REASON: In accordance with policy NE3 of the Unitary Development Plan and policy 7.19 of the London Plan.

- 28 Any plant shall be installed in full accordance with the findings of the noise assessment report, hereby approved and the plant shall be maintained to ensure its compliance with the maximum operating levels identified in the report thereafter.

REASON: To safeguard the amenities of the adjoining premises and the area generally and to comply with Policy BE1 in the Unitary Development Plan.

You are further informed that :

- 1 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.**
- 2 Street furniture/ Statutory Undertaker's apparatus "Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.**
- 3 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.**
- 4 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.**
- 5 A public right of way runs across/is in close proximity to the development and the applicant's attention is drawn to the need to safeguard the public using the route, and that it must not be damaged or obstructed either during, or as a result of, the development. Attention is also drawn to the fact that the grant of planning permission does not entitle developers to obstruct public rights of way. Enforcement action may be taken against any person who obstructs or damages a public right of way. Development in so far as it affects a public right of way should not be started and the right of way kept open for public use until any necessary order under the Traffic Regulations for a temporary diversion/closure has come into effect**

- 6** 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. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
- 7** There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.
- 8** In partnership with the construction industry, TfL has developed a Standard for Construction Logistics, to reduce risks to vulnerable road users of construction vehicles. The Standard seeks to promote improved driving practices and use of safer vehicles. A commitment from the applicant and their primary contractors to demand a higher level of safety should form a key part of the CLP. Signing up to the Standard, as well as the Fleet Operator Recognition Scheme (FORS) helps in part to achieve this. Please see:
<http://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/managing-risks-wrrr>

TfL requests the applicant and their contractors sign up to these standards and strongly encourages the use of construction contractors who are registered on the FORS. Any conflict points identified on the delivery routes, traffic and pedestrian management equipment and cycle specific safety equipment should ideally be considered and the detail of how risks can be reduced or mitigated provided. Contractor vehicles should include side-bars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists, other road users and pedestrians. The site is expected to contribute towards the site-wide measures proposed by the coordination team including the use of consistent site signage and safety measures in the sites vicinity.

- 9 Any additional or ancillary buildings or structures that may be required in association with the use and operation of the schools or the proposed works, which do not form part of this application, would be subject to the submission and approval of separate permission/approval.**