

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 16/00311/FULL1

**Ward:**  
**Cray Valley West**

**Address :** Leasons Primary School Leasons Hill  
Orpington BR5 2GA

**OS Grid Ref:** E: 546538 N: 168730

**Applicant :** Ms Amanda Rush

**Objections : YES**

### **Description of Development:**

Single storey extension to accommodate 6 new classes, hall learning resource area and ancillary facilities, minor demolition works, new entrance lobby, two new pedestrian entrances located opposite 303 Chipperfield Road and 16 Swan Close, re-instatement of one way vehicular access with exit only gate, reorganisation of onsite parking with 10 new additional spaces, and associated external works to facilitate the expansion of the school from one form entry to two form entry and new nursery play area

Key designations:

Urban Open Space  
Smoke Control SCA 17

### **Proposal**

Planning permission is sought for a single storey extension to accommodate 6 new classes, hall learning resource area and ancillary facilities, minor demolition works, new entrance lobby, two new pedestrian entrances located opposite 303 Chipperfield Road and 16 Swan Close, reinstatement of one way vehicular access with exit only gate, reorganisation of onsite parking with 10 new additional spaces, and associated external works to facilitate the expansion of the school from one form entry to two form entry and new nursery play area.

The existing school has 262 students aged 4 - 11. However the school is seeking to expand from 1 form entry to 2 forms of entry. This will increase the number of pupils by 158 and the total number of pupils will be 420. The applicant advises that there are presently 58 members of staff. The number of staff is predicted to increase to 70. The nursery will also be reinstated for 32 children per sessions. As such, there will be a maximum of 452 children on site at any one time, however it is expected to be lower than this.

A single storey extension is proposed along the southern boundary, abutting the existing hall and linked to the main school building by a corridor. The building footprint kinks at this point, with shared facilities located within this space. The corridor then forms the central spine of the new block with three classrooms to

each side. Materials will include timber cladding with some metal cladding and a sedum roof.

The applicant advises that the overall increase in floor space will be 718sqm (currently 2185sqm). Landscaping works will be carried out around the new block with tarmac paths, timber canopies and planters to soften the overall appearance of the building.

The following additional external works are also proposed:

- A new entrance lobby and seating area
- New access doors to the main hall
- New windows and doors to the nursery wing
- New nursery play area and canopy
- New refuse area
- Photovoltaics on the new extension

Two new pedestrian access points are also proposed - one opposite 303 Chipperfield Road and one opposite Swan Close. These entrances will be available for the school and nursery to use at drop off and pick up times only and will be locked at all other times. The existing main pedestrian access on Leasons Hill will remain in situ. The existing vehicular exit will be reinstated to provide a one way route. 10 additional parking spaces and two additional cycle racks are also proposed.

## **Location**

The application site abuts three road frontages; Silverdale Road to the south west, Leasons Hill to the south and Chipperfield Road to the north east. Residential properties are located opposite the school on all three sides. To the northern boundary, the site abuts a new housing development within Cygnet Close.

Two vehicular accesses are located on the site frontage with Leasons Hill, although currently only the eastern most access is in use with the western access locked. Vehicular access to the site is reserved only for staff, deliveries and refuse collection and is regulated by an intercom. There are 26 car parking spaces on site including one disabled space. 12 of the parking spaces are bay parking spaces and the remainder are parallel parking spaces.

Pedestrian access to the site is via a gate onto Leasons Hill which is again controlled by an intercom system outside of school pick up and drop off times. There is an additional access to the site from Chipperfield Road, however this is currently not in use and the gate remains locked.

The site lies on land designated as Urban Open Space in the Bromley Unitary Development Plan.

## Consultations

Nearby properties were notified, three site notices were erected along the three frontages and a notice was displayed in the local paper. Representations can be summarised as follows:

### Parking and Highways

- Parents don't care where and how they park - cars park across driveways
- Where will these extra cars park?
- Parents park on both sides of Silverdale Road restricting the already narrow road. Emergency services would not be able to get through.
- On Leeson's Hill, parents park opposite the T junction of Silverdale Road and Leeson's Hill and there is a bus stop on the corner. Traffic moves fast on Leeson's Hill Road and there are lots of bends, parking along this road is dangerous and it stops the flow of traffic. Impedes view of the crossing attendant.
- Potential for accidents to occur
- Transport statement drawings are incomplete where no parking is shown on Silverdale Road. Also fails to show the daily problem of parking fully on the pavement.
- Proper monitoring by parking attendants should be in place

### Impact on Amenity

- More litter and junk left outside houses
- Already noise from new houses across the school and this will be increased

### External consultees

Sport England - The proposed development would be sited on an existing area of playing field, locating these aspects of the proposed development on the existing playing field would prejudice the use of the playing field. Sport England therefore strongly objects to this aspect of the proposal.

Sport England raise no objection to the footpath, car park and nursery play area

### Internal consultees

Highways - No objections subject to conditions and an agreement in place to fund the zig-zag markings, signs and traffic management orders.

Tree officer - The Arboricultural Survey & Report supplied in support of the application addresses the tree constraints associated with the proposals well. Sufficient protection measures have been proposed to ensure trees retained are not at risk of damage. No objection subject to condition

Drainage: No objection subject to conditions

Education: Supports expansion. Early Years are supporting this application as the nursery is in the ward of Cray Valley West which has been recognised in the Childcare Sufficiency report as an area where childcare places are required

especially for identified families with children able to access Two Year Old 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.

Relevant UDP policies include the following:

- C1 Community Facilities
- C7 Educational Uses
- G8 Urban Open Space
- T2 Assessment of Transport Effects
- T3 Parking
- T7 Cyclists
- T18 road safety
- BE1 Design of New Developments
- NE7 Development and Trees
- NE9 Hedgerows and Development
- IMP 1 Planning Obligations

### **Emerging Bromley Local Plan**

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. The most relevant policies include Draft Policies and Designations Policies (2014)

- 6.5 Education
- 6.6 Educational facilities
- 7.1 Parking
- 7.2 Relieving congestion
- 7.3 Access to services for all
- 8.1 General design of development
- 8.7 Nature and trees
- 10.3 Reducing flood risk
- 10.4 Sustainable Urban Drainage Systems
- 10.10 Sustainable design and construction
- 10.11 Carbon reduction, decentralised energy networks and renewable energy

Draft Allocation, further policies and designation document (Sept 2015)

In strategic terms the most relevant London Plan 2015 policies are:

3.18 Education

3.19 Sports facilities

5.1-5.7 Climate Change Mitigation and Renewable Energy

5.11 Green roofs and development site environs

5.12 Flood risk management

5.13 Sustainable Drainage

8.2 Planning Obligations

The National Planning Policy Framework 2012 is also relevant. Paragraph 72 states that 'The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.' Local authorities should take a proactive, positive and collaborative approach to meeting the requirements, and to development that will widen choice in education. They should give great weight to the need to create, expands or alter schools.'

## **Planning History**

The site has been the subject of numerous previous applications, the most relevant are summarised as follows:

07/03187/FULL1 - Single storey extension comprising replacement boiler/kitchen/canteen addition and single storey detached building for caretaker's office/workshop. Approved 29.10.2007

09/00541/FULL1 - Replacement boundary fence and gates. Approved 01.06.2009

09/00922/FULL1 - 13 additional car parking spaces, footpath, play area and 1.2m high fence

## **Conclusions**

The main issues to be considered are:

Principle of development including;

- Impact on Urban Open Space
- Impact on playing fields
- Impact upon local character
- Impact on the highway network
- Impact on the amenity of occupants of nearby residential properties
- Impact on trees
- Impact on biodiversity

### Impact on Urban Open Space

The site lies within designated Urban Open Space. Under para 216 of the NPPF the emerging Local Plan carries some weight dependent upon the stage of preparation, the extent to which there are unresolved objections and the degree of consistency with the NPPF (see below).

Policy G8 of the UDP permits built development in Urban Open Space where it is related to the existing use and Council will weigh any benefits to the community against a proposed loss of open space. In all cases, the scale, siting and size of the proposal should not unduly impair the open nature of the site.

Further The Draft Policies and Designations (Feb 2014) set out the draft Urban Open Space Policy 8.20 which amends the adopted UDP policy (as shown below) to increase the flexibility for school expansions on Urban Open Space sites

"Where there is a demonstrable need for additional education buildings sensitive siting will be sought to ensure that the impact on the open nature of the site is limited as far as possible without compromising the educational requirements. In all other cases, the scale, siting, and size of the proposal should not unduly impair the open nature of the site"

Draft Policy 6.5 defines existing school sites as "Education Land" indicating that education provision of will be achieved by  
...(iii) permitting extensions to existing schools which seek to address local need, subject to Local Plan open space and conservation policies, unless there are demonstrably negative local impacts which substantially outweigh the need for additional education provision, which cannot be addressed through planning conditions or obligations. Proposals for school extensions on land adjacent to Education Land will also be considered favourably"

Additionally the policy notes

"In all cases new development should be sensitively designed to minimise the footprint of buildings and the impact on open space, particularly playing fields, as well as seeking to secure, as far as possible the privacy and amenities of any adjoining properties, whilst delivering the necessary educational infrastructure".

On the basis of the Local Plan Education Background Paper (Sept 2015) the Council consulted on its "Draft Allocations, further policies and designations document" which sets out the Councils proposed allocations to meet educational needs. Table 3 of the consultation document indicates primary school sites, including Leeson's Primary school, identified as having potential for expansion to meet the need, set out in the Primary School Development Plan agreed by the Council (Portfolio Holder) in Jan 2015.

Whilst the single storey development would increase the floorpace of the school by 717sqm, it has been designed to minimise the overall impact of the building on the site. Due to the topography of the site, the building will sit lower than the adjacent road (Leeson's Hill) and will be obscured by existing fencing and tree line. The new entrance lobby will enclose the existing overhang of the building and as such will minimise the overall impact. Furthermore, the use of cladding and the proposed sedum roof will also help to minimise its visual impact. The mass of the building is

articulated at the front elevation to break up the visual appearance and the creation of a feature of the central corridor will be clad in a composite metal cladding.

Landscaping works are proposed around the new block with tarmac pathways, timber canopies and planters to soften the overall appearance of the building. The eastern elevation will host a trellis and planters to allow plants to be grown this façade.

The emerging Local Plan UOS policy facilitates educational development for which there is a need. Whilst the emerging policies for both education expansion (6.5) and for Urban Open Space (8.20) would usually tend towards a building of smaller footprint over more than one storey, the particular nature of this site is such that the impact on the open nature of the site is minimised by a single storey development.

Policy G8 recognises that additions or extensions may be necessary, provided that they are related to and essential for the function of the existing main use. There is a demonstrable need for school places and there is policy support for the proposal to meet education infrastructure. Therefore on balance, given the proposal has been designed to minimise its visual impact, the proposal is considered to be acceptable in this instance.

#### Impact on 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. Existing open spaces and playing fields should not be built on unless 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 the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Sport England were consulted on the application and have objected to the application on the grounds that the proposed extension would be sited on an existing area of playing field which would prejudice the use of the playing field and does not accord with any of the exceptions to Sport England's playing fields policy or with Paragraph 74 of the NPPF.

The school have discussed their options with Sport England to try and negotiate a mutually acceptable solution. Sport England suggested a way forward would be to relocate the proposed school buildings on one of the areas of playground and convert the garden area into a playground. An alternative would be to create a playground/move the garden area adjacent to the car park entrance.

In response to Sport England's suggestions, the applicant has stated that during the early stages of the design, they considered a range of alternative proposals including building in the playground and a two storey option. The two storey option was considered in order to reduce the building footprint and minimise the impact of the expansion on the lower playing field. However this was not anticipated to be acceptable in planning terms due to the detrimental impact on neighbouring residential properties and the open space.

Further, due to the layout of the existing school, building in the playground required the creation of a central courtyard in order to maintain windows to existing classrooms. As a result, this proposal resulted in extensive circulation which would compromise the functionality of the school. With classrooms and students spread out over a larger area the Head teacher felt this would be difficult to manage and detrimental to the overall sense of community that they had worked hard to create.

In regards to the external sports provision, the current provision will be unaffected by the scheme as there is sufficient space for the existing football pitch to be remarked in a new orientation. The school also has two hard surface netball courts and a large upper playing field and has a main hall with a separate dining hall. As part of the proposal, an additional studio hall will be provided to better utilise the main hall for sports and activities. It is also intended to refurbish the hall with a new floor to further optimise its use.

The applicant states that the large upper playing field is the most frequently used due to its larger size giving greater flexibility. The playgrounds provide a near all-weather surface for a range of sports, best suited to hard courts throughout the year and the hall is used regularly when the weather is poor. The lower field is most frequently used for football but also for athletics which would be unaffected by the proposal.

In discussions with Sport England, a Multi Use Games Area (MUGA) was also suggested, utilising one of the netball courts to improve sporting provision. However concerns were raised from a planning perspective in terms of proximity to residential areas. The required fencing would also further impact upon the visual amenity and sense of openness. Furthermore as the existing hard courts already provide all season playing surfaces, there would not be significant benefits to the school which would outweigh the concerns raised and impact on the open space.

Sport England's comments are noted, however as demonstrated above, the proposed extension is not considered to significantly impact upon the existing sporting facilities at the school. On balance, given the need for the school places and that the proposal does not significantly impact upon the openness, it is considered that this outweighs the loss of the playing field. Given Sport England's objection, should Members be minded to grant planning permission for the development then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, the application should be referred to the Secretary of State, via the National Planning Casework Unit.

#### Impact upon local character

The proposed extension is single storey in nature, close to the southern edge of the site which is away from local residents. The building is lower than the adjacent road and the existing trees and bank would create a visual and acoustic buffer which minimises the visual impact of the proposal. The proposed use of timber cladding and a green roof provides a contemporary extension which would appear to compliment as well as contrast with the existing building. The carefully considered massing of the extension responds well to the character of this site,



respecting the existing topography and not detracting from views to a significant degree.

### Impact on the highway network

There have been a considerable number of objections to the proposal that have been summarised above. Many have written objecting to the proposed development on highway grounds. The objectors are concerned that the already busy roads will become further congested at school pick up and drop off times due to this proposal. Residents are concerned that additional traffic movements associated with the expanded school will lead to more accidents. In addition there are complaints about inconsiderate parking by parents over driveways which block access for residents.

The applicant has submitted a Transport Assessment (TA) that sets out the impact of the proposed development on the local highways network. The TA assesses the impact of car parking for the school when it is fully functioning with an extra 158 pupils. It should be noted that there will not be a sudden increase in pupil numbers as the additional year groups will be introduced over a four year period.

In terms of staff parking there are 26 existing parking spaces on site. The parking surveys showed that there were 25 occupied on the day of the survey. The travel surveys showed that currently 36 members of staff (62%) drive to work which would imply that up to 10 vehicles are parked on street. If the same modal split is applied to the additional staff then there will be an additional 7 cars. As part of the proposal the existing parking layout will be reconfigured and an additional 10 spaces will be provided. The additional parking proposed is therefore likely to reduce the level of on street parking for staff.

The "hands up" travel survey within the TA showed that the majority of pupils (53%) walked to school and that 29% of pupils travelled to school by car alone and 2% car shared. This would equate to 79 car trips. From the parking surveys carried out there were 43 drop offs in the morning and 35 pick-ups in the afternoon. If the same modal split (29% by car) were applied to the additional pupils there would be a potential additional 52 cars. Using the number of vehicles from the parking survey, there would be an additional 29 cars.

Parking surveys were carried out each quarter of an hour in roads around the school within an approximate 200m walking distance. These were between 7.30 - 9.30 and 14.00 - 18.30 on a day in December. There is already a demand for parking in the roads around the school prior to the school start time and after the finish time from commuters. This is also reflected in the on-street parking which takes place during the school holidays.

The only two roads where drop- offs and pick- ups were seen to take place were Silverdale Road and Leasons Hill. Silverdale Road and Swan Close were identified as having particularly heavy parking. At the peak times the parking caused congestion mainly around the existing access where parents are trying to get as close to the access as possible although there are available spaces further away. A site visit was carried out by Council's highway officer during the afternoon

pick up period and confirmed the parking was generally in line with that shown in the parking surveys. There were vehicles parked in Leasons Hill near the school access and also on the east side of Silverdale Road on the footway.

The proposal includes providing two new pedestrian accesses to the school, one in Silverdale Road and one in Chipperfield Road. The additional accesses will only be open at school pick up and drop off times and are proposed to ease congestion and parking from the existing one entrance at Leasons Hill. The TA indicates that the Chipperfield Road access is likely to attract the most additional vehicle trips. The parking surveys did not extend 200m from the proposed accesses. However the TA also indicates there are spaces in adjoining streets that parents could use that will spread the load on the congested roads and cause minimal impact on the highway network. Nevertheless as is the case with most schools, parents will wish to be as close to the entrances as possible.

The Council's highways officers have reviewed the position of the proposed access with regard to the proposed zig-zag markings and have raised no issues. The applicant will need to fund the installation of the signs, lines and traffic order and this will be dealt with by condition.

The additional pupils will lead to additional trips which will have the potential to add to any existing issues. However there is a Travel Plan in place which is understood to be in the process of being updated to include the proposed expansion and the nursery. Issues have been identified in the Travel Plan including parking on the existing zig zag markings and parking near the gates causing congestion. It is proposed that the Site Manager is present on the road at the drop off and pick up times and this has been reported in the Travel Plan as having a beneficial effect. However, targeting inconsiderate parking should be taken forward and strengthened and other methods to reduce car use should be included in the Travel Plan and a condition requiring the update of the Travel Plan, can be included to any permission.

There is non-school related parking on the roads around the school. As with all schools there are likely to be periods when there is a high degree of associated parking, some inconsiderate or illegal, and with an element of congestion around the site. This school does not appear to currently have any significantly greater problems than other schools. The provision of alternative access points will give parents a choice and should reduce the pressure on the existing access point, spreading the demand for parking over a wider area.

In view of the above it is considered that the evidence of demand for parking and mitigating measures indicate that the highway network can accommodate the additional vehicle parking and activity generated as a result of the development without compromising highway safety and resulting in a significant detrimental impact on the occupants of surrounding streets.

#### Impact on the amenity of occupants

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development

proposal upon neighbouring properties by way of visual impact, general noise and disturbance and traffic and parking impacts.

The impact of the development on nearby residents is likely to be from additional vehicle activity which is dealt with above.

As discussed above the single storey extension is considered acceptable from a visual perspective and given the sufficient setbacks from the boundaries and the nearest properties are separated from the site by Leasons Hill and Chipperfield Road, it is unlikely to have a significant impact on the visual amenities of adjacent residents. Given the single storey nature of the building, there would be no issues of overlooking.

The new nursery play area would be to the south of the nursery block and it is not considered that there would be any adverse impacts on the amenity of the residents in Cygnet Close

#### Impact on trees

No trees are proposed to be removed. Sufficient protection measures have been proposed in the Arboricultural Impact Assessment to ensure that trees to be retained are not at risk of damage.

#### Refuse

It is proposed to relocate the refuse area to the north of the site to reduce traffic and improve safety on Leasons Hill, as well as improving safety risk by separating refuse collection from the main student and staff entrance on Leasons Hill. It was noted on site that given the topography of the site and the fact that there are only steps from the storage area to natural ground level, it would not be feasible to drag large bins from this point to the front of the site on collection days. A proposed solution would be to use a refuse chute to assist the school caretaker but with the majority of bins stored in an enclosed refuse area adjacent. It is proposed to create a refuse area with gated access internally and externally. The internal gates would be locked on refuse collection day to allow the external gates to be unlocked remotely when the refuse collection driver uses the proposed intercom. The gates will be also be fitted with a fire vehicle override key. This Council's highways officers have raised no issues with this arrangement subject to parking/waiting being kept to a minimum. This solution is considered to be acceptable in principle but further details on refuse storage and collection would need to be secured by a condition.

#### Energy and Sustainability Measures

An energy statement has been submitted with the application which presents an overall energy strategy to reduce predicted energy and CO2 requirements, supply energy efficiently and introduce renewable energy. The reduction in energy through on site renewables is achieved through the proposed use of solar photovoltaic panels to the flat roof of the school building. The PV panels can be applied to the building as electrical generating stations that substitute incoming electrical supplies

for communal lighting or heating. The number and location of the PV panels shown on the plans are for indicative purposes only and will need to be confirmed. A condition requiring this information is recommended.

Other measures to ensure that total energy requirements are minimised as much as possible through good building design and construction will include insulation to walls, roofs, floors and windows, low energy LED lights with daylight sensors and absence detection

A sedum roof is also proposed on the extension and a condition will be attached requiring further details.

## **Conclusion**

In assessing this application it is necessary to balance a number of factors. It is considered that the most important factor is the demonstrated need for additional school places for pupils that already attending the school and for rising pupils numbers in the borough. There is both a borough wide need for pupil places as well as a need within this part of the borough.

The proposed built form of the development will result in the school meeting current standards for teaching and support services and will accommodate up to 158 new pupils. It is recognised that there will be an impact on openness of the designated Urban Open Space but it considered that the impact through appropriate design, use of materials and the topography of the site is not so significantly harmful to warrant refusal of this application.

Furthermore, whilst it is acknowledged that there will be some impact upon the highway network and parking, as with any school this is likely to be a peak times during morning drop off and afternoon pick up in term time. The provision of alternative access points will give parents a choice and should reduce the pressure on the existing access. Overall the proposal is not considered to cause significant detriment to warrant refusal in this regard.

Consequently, it is recommended that the application be permitted. Should Members be minded to permit the application, the application will be referable to the Secretary of State in accordance with Section 2(b) of the Town and Country Planning (Consultation)(England) Direction 2009 due Sport England's' objection to the loss of part of the playing field.

**RECOMMENDATION: PERMISSION (subject to any direction by the secretary of state)**

**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 shall be carried out strictly in accordance with the application documents, drawing and plans as detailed below

**Existing plans:** 5459-1000; 5459-1001; 5459-1002; 5459-1010; 5459-101; 5459-1012; 5459-1013;5459-1020;5459-1021;

**Demolition Plans:** 5459-1050; 5459-1051; 5459-1052;

**Proposed plans:** 5459-1100; 5459-1200; 5459-1201; 5459-1202; 5459-1250; 5459-1251; 5459-1253; 5459-1260

**Supplementary Reports**

**Design and Access Statement by ECD Architects**

**Transport Statement by i-Transport dated 21st January 2016**

**Energy Statement by Abbey Consultants (Southern) Ltd dated 08/12/2015**

**Arboricultural Survey and Report by MWA Arboriculture dated 02.11.2015**

**Flood Risk Assessment by ECD Architects**

**Reason:** To ensure that the development is carried out in accordance with the approved plans, documents and drawings submitted with the application and is acceptable to the local planning authority when judged against the policies in the London Plan 2015 and the Bromley UDP 2006.

**3** The materials to be used for the external surfaces of the building shall be as set out in the planning application forms and / or drawings unless otherwise agreed in writing by the Local Planning Authority.

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

**4** Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

**Reason:** To reduce the impact of flooding both to and from the proposed development and third parties

**5** Before commencement of the use of the land or building hereby permitted parking spaces and turning space shall be completed in accordance with the approved details 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 or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

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

- 6** While the development hereby permitted is being carried out a suitable hardstanding shall be provided 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.

- 7** Prior to the commencement 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 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.

**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.

- 8** Prior to the commencement of the use hereby permitted, a Travel Plan 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. 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.

**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** The development shall be implemented in accordance with the Arboricultural Survey and Report by MWA Arboriculture dated 02.11.2015 submitted and approved as part of the planning application and under the supervision of a retained arboricultural specialist in order to ensure that the correct materials and techniques are employed.

**Reason:** To ensure that works are carried out according to good arboricultural practice and in the interests of the health and amenity of the trees to be retained around the perimeter of the site and to comply with Policy NE7 of the Unitary Development Plan.

- 10 Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details approved by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained 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.

- 11 The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific needs of the application site and the development. Details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the 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 Policies H7 and BE1 of the Unitary Development Plan

- 12 The new pedestrian gates on Silverdale Road and Chipperfield Road shall only be available for use between 8am and 4pm on any day and shall remain locked at all other times.

Reason: To comply with Unitary Development Plan Policy BE1 and in the interests of the amenities of residents in Silverdale Road and Chipperfield Road

- 13 Prior to the commencement of works, details of how the refuse will be stored and collected shall be submitted and approved in writing by the Local Planning Authority and shall be permanently retained thereafter.

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

- 14 Prior to the commencement of works, further details of the photovoltaic panels and the implementation of an energy strategy shall be submitted and approved in writing by the Local Planning Authority.

Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 4A.7 of The London Plan and Policy ER4 of the Unitary Development Plan.

- 15 Prior to the first use of the new pedestrian accesses on Silverdale Road and Chipperfield Road, works to the highway including the zig zag markings, signs and the Traffic Management Order must be undertaken to the satisfaction of the Local Planning Authority.

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