

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

**Application No :** 15/05633/REG3

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

**Address :** Poverest Primary School Tillingbourne  
Green Orpington BR5 2JD

**OS Grid Ref:** E: 546288 N: 167923

**Applicant :** Mr Mike Myles

**Objections : NO**

### **Description of Development:**

Proposed one/two storey and first floor extension to existing primary school to provide a single form entry increase, internal and external elevational alterations, landscaping including the re-grading of land to provide ramped access between the buildings, provision of a multi-use games area with fencing, extension to the existing car park to provide 28 additional spaces, additional vehicular access and boundary treatment.

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 23  
Urban Open Space

### **Proposal**

Full planning permission is sought for a proposed one/two storey and first floor extension to the existing primary school to provide a single form entry increase, internal and external elevational alterations, landscaping including the re-grading of the land to provide ramped access between the buildings, provision of a multi-use games area with fencing, extension to the existing car park to provide 28 additional spaces and new boundary treatment.

### **Location**

Poverest Primary School is a single form entry school with two reception classes and two year one classes. The school caters for pupils from ages 4-11 and has a nursery unit for ages 0-3 years. It is proposed that the school will become two form entry increasing pupil numbers from 278 to 420 with 15 additional staff members, 69 in total.

The application site is 2.2ha in size and slopes steeply with the highest point in the south west of the site and the lowest point to the south-east. The majority of the buildings on site are located to the east and west of the site, separated by an area of grass. To the western side of the site is the dining hall and kitchen building. This is a single storey structure however due to the changes in land levels appears as

the most prominent building within the site. The main school building is to the east and appears as one and two storeys in height. The school is accessed via a short one-way road leading from Churchill Wood to the west with a small amount of off-road parking to the north-west of the school buildings. A number of mature trees are located along the northern boundary with a mature hedge forming the eastern boundary. The remainder of the boundaries comprise a mix of metal and wire mesh fencing. The site is designated as Urban Open Space.

The site has a Public Transport Accessibility Level (PTAL) rating of 2 (on a scale of 0 - 6 where 6 is the highest). The school is bounded to the east and south by residential dwellings, with an adult education centre to the west. To the north, the school faces an area of open space with residential dwellings approximately 140m from the school site.

Details of the proposal are as follows:

- Increase in Gross Internal Area of 959sqm
- Relocation of the dining hall and kitchen to a new two storey block adjoining the main school building measuring 12.3m in width and 28m in length with a first floor corridor extension along the spine of the school building to provide joined access at first floor level. Pupils will be able to access the first floor of the building directly from the playing fields, given the change in topography. A single storey plant, kitchen and bin store is proposed to the front of the two storey hall measuring 16m in depth and 6-13m in width.
- Elevational alterations to the new school building and the existing kitchen/dining block utilising buff brick and white/brown render facing materials
- Increase in car parking spaces from 15 to 34 for the school and 9 for the nursery
- Landscaping including the construction of a ramp and hardstanding leading from the new reception/nursery block to the school building
- Construction of a MUGA adjacent to the car park, between the two buildings with 3.1m high weldmesh fencing.
- Landscaping throughout the site

The application is supported by the following documents and reports with their findings summarised as follows:

Planning Policy and Education Statement (February 2016) - The report covers the specific need for increasing primary provision within this locality and the impact on the scheme upon the Urban Open Space. It is concluded that the scale, size and layout of the proposals will maintain the open character of the site and the wider Urban Open Space whilst there is a clear and evident need for school places within the Borough.

Preliminary Ecological Statement (November 2015) - The report concludes that there are no recommendations to be made regarding nature conservation sites. Wildlife and woodland on site should be retained and protected. The pond within

the wildlife garden should be enhanced. All recommendations made within the Daytime Bat Survey should be adhered to. Vegetation clearance should be undertaken outside of the bird nesting season. All excavations that need to be left overnight should be covered or fitted with mammal ramps.

Daytime Bat Survey ( November 2015) - The report concludes that no bat roost was identified within the main school building or the dining block. It is unlikely bats will be found however if they are work should cease on site immediately and a qualified ecologist should be contacted. Habitat fragmentation can be minimised through the provision of unlit areas of planting, particularly to the south.

Arboricultural Impact Assessment (2nd February 2016) - The assessment states that 16 trees are to be removed, 2 of which are of moderate amenity value but none are highly visible or significant within the surrounding landscape. The hard-surfacing to be removed from the RPA of T46 will be required to be broken and removed by hand. Tree protection and methods within the report should be followed.

Chemical Interpretative Report (December 2015) - The report concluded that no elevated concentrations were identified within the tested samples, however asbestos fibres were identified within BH1. Suitable on site health and safety precautions should be taken by workers on site.

Phase 1 Desk Top Study (December 2015) - The report concluded that given the site is to be used by young children, a phase II intrusive investigation is required to assess potential risk to future site residents end users and to recommend any remediation, should any be required. Waste acceptance criteria tests are also recommended to be undertaken to classify the soil for suitable waste disposal purposes. A demolition and asbestos survey is also recommended to be undertaken prior to development.

Transport Assesment (January 2016) - The summary of the findings of the report states that the number of movements by public transport and bicycle are considered to be very low and of minimal impact. The report also demonstrates that the site has a low level of access by modes of transport other than the private car. Secure and covered cycle storage is provided within the site and can accommodate the predicted additional demand in accordance with the Council's standards. It is concluded that there are no highway or transportation reasons to object to the proposed development.

Drainage Design Report (April 2015) - The proposed foul drainage network will be entirely led by gravity to the site boundary. There is an existing foul water network onsite that the new network will connect to.

Energy Strategy Report (August 2016) – The Energy statement states that an overall reduction of 35.7% in carbon dioxide emissions in line with the requirements of the London Plan (2015).

The application is also accompanied by a Design and Access Statement in which the applicant submits the following points in support of the application (summary):

- The relocation of the dining hall means that pupils will not have to take an external route in order to have their lunchtime meal.
- The tower is to be refurbished so it forms part of the school
- The creation of the new reception area to the main school building gives the school a clearly visible, and identifiable entrance point.
- Community consultation was undertaken prior to submitting the planning application
- The school becomes more compact
- No loss of useable play space
- Improved access to first floor teaching space
- Good access for construction traffic and ability to safeguard children
- The design is robust, hard-wearing, economic and sustainable
- The existing chimney will be clad with white and grey composite panels with remaining brick thermally upgraded
- Solar shading is provided to the south facing elevation of the new reception/nursery block to manage heat gain in the summer
- A total of 46 trees and 8 groups are located around the school site with one of high amenity value. The proposals require the removal of 10 trees, with one being of moderate value.
- The development will provide nesting/roosting habitats including the installation of nest boxes and bat boxes

## **Consultations**

Nearby owners/occupiers were notified of the application by letter and a site notice was also displayed. No representations were forthcoming.

## Consultee Comments

### Highways

Poverest Primary School is located between Poverest Road and Tillingbourne Green. The main entrance and the vehicular access is in Tillingbourne Green and there is a pedestrian access from Poverest Road. The section of Tillingbourne Green by the school is one-way from Church Hill Wood. The site is within a low (2) PTAL area.

The school currently has 278 pupils on the school roll with 54 staff. The proposal is to have 420 pupils and an additional 15 staff once the school is full. This will increase year on year with a new reception class each year moving through the school. There is also a nursery on the site which currently has 18 children with 4 staff. This is proposed to increase to 53 children with 11 staff.

There are 15 parking spaces on the site and this will increase to 34 spaces for the school and 9 spaces for the nursery.

Staff

A Transport Statement (TS) was included as part of the planning application. A staff survey was carried out in November 2015 which showed the following modes of travel with a pro rata estimate for the additional staff. The survey covered 44 of the 54 staff.

Mode	Surveyed staff	Mode,%	Current staff	Add'l staff
Walk (all the way)	2	5.0	3	2
Car (straight from home)	38	86.0	47	13
Car (stopping to pick up)	1	2.25	1	
Rail	1	2.25	1	
Cycle	1	2.25	1	
Bus	1	2.25	1	
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Totals	44	100	54	15

Extrapolating the survey to cover all the staff would indicate that a potential 60 staff could drive to the school with an additional 9 nursery staff (if the same modal split is used). Not all staff are full time. As there are an additional 28 parking spaces being provided these will accommodate the new staff who drive to the school and also some of the staff who currently park on street. The plans show amendments to the accesses to the car park with one being widened and one now redundant. The layout will need to be agreed with Area management.

#### Pupils

The modes of travel for pupils, with an estimate for the increased numbers are shown in the table below. This is based on the assumptions that the existing proportions of modes of travel will be the same for the new pupils and the catchment area for the school will not significantly change.

Mode	Current pupils	Mode %	Add'l pupils
Walk (all the way)	95	35.0	50
Car (straight from home)	129	47.5	68
Car (share)	3	1.0	1
Park & Stride	12	4.5	6
Bus	22	8.0	11
Cycle/scooter	11	4.0	6
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Totals	272	100	142

This shows an additional 68 vehicles associated with pupils once the school has reached capacity.

The operating times of the nursery are slightly different than the school. The school starts at 08.45 and the nursery morning session at 09.00. The school finished at 15.10 or 15.20 and the nursery afternoon session finishes at 16.00. However, the earliest arrivals at the nursery are likely to be when the last of the school traffic is there in the morning although in the afternoon the finish times have a wider separation.

### Parking surveys

Parking surveys were carried out in November 2015. Based on the surveys there was a total parking demand identified of 130 vehicles in the morning peak, which is likely to include the nursery and 74 vehicles in the afternoon. The maximum demand for parents parking at any one time was 39 vehicles during the morning drop off and 21 vehicles during the afternoon pick up. It is not clear why there are parents surveyed picking children up before 2.30pm given the school finishing times unless these are associated with the nursery.

There is no indication about any changes to the catchment area. Applying the same modal split as with the existing situation, the increase in pupil numbers will generate an additional 68 car trips adjacent to the School for pupil drop-off and pick-up times.

Currently parents are parking mainly in Tillingbourne Green with a few in the nearby roads. When the Highways Officer was on site during the afternoon period there was some parking very close to the Tillingbourne Green / Lee Green junction but there appeared no serious issues.

The TS identified a number of available parking spaces within about 200m with a minimum of 79 spaces in the morning and 71 in the afternoon. These spaces are mainly in Tillingbourne Green and Englefield Crescent. Parents look to park as close to the school as possible so issues could arise if parents start parking in more inappropriate locations but there is capacity in these roads to accommodate more short term parking.

### Servicing

The current servicing arrangements are that delivery and refuse collection vehicles normally stop on Tillingbourne Green. This will not change with the proposed expansion.

### Road Safety

There were a number of accidents in the roads around the site although none in Tillingbourne Green.

### Mitigation measures

There were no mitigation measures proposed.

### Construction phase

A detailed construction management plan will be needed if permission is forthcoming.

### Cycle parking

It is not clear how many cycle spaces there are currently on the site but the proposal is for an additional 16 spaces to be provided. Given the number of staff and pupils who travel by bike this would seem adequate. Any increase in demand should be covered by the Travel Plan.

### Conclusions

There are short term parking and congestion issues around most schools in the Borough during drop off and pick up times and the current situation here does not appear to be particularly worse than at other schools. The section of Tillingbourne Green fronting the school does not have any houses and there does not seem to be a particularly high level of non-school related on-street parking nearby.

The increase in pupils is likely to increase the area over which parking takes place. It is not possible to second guess what people will do in the future should the school expand but surveys shown in the TS indicate there is spare capacity in surrounding roads for additional short term parking. These are obviously further from the school than where parents are parking at present.

The School Travel Plan should be updated to take account of the additional pupils and staff. No objections are made to the scheme subject to conditions

### Transport for London

The site of the proposed development is located approximately 650m from the A224 Cray Avenue which forms part of the Strategic Road Network (SRN). While the Local Planning Authority is also the Highway Authority for those roads, TfL is the Traffic Authority and has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.

The London Plan cycle parking standards detailed in Table 5.1 of the Transport Assessment are incorrect. The proposed development requires an additional 19 long stay spaces and 1 short stay space for the school and an additional 5 long stay spaces for the nursery. The uplift in cycle parking should be secured by condition.

Given the proposed uplift in car parking on site it is disappointing that the school Travel Plan has not been appended to the Transport Assessment together with updated targets to reduce car travel to the site. In addition, it would have been useful to have included a plan detailing the postcodes of existing pupils and staff. Regardless of the limitations of the Transport Assessment provided, subject to the above, the proposal as it stands would not result in an unacceptable impact to the Strategic Road Network (SRN).

## 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 light of the National Planning Policy Framework (particularly Para 74) and Sport England's Playing Fields Policy, which is presented within its Planning Policy Statement titled 'A Sporting Future for the Playing Fields of England'.

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/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

## Multi Use Games Area (MUGA) with fencing

This aspect of the proposed development involves the construction of a fenced Multi Use Games Area.

The proposed MUGA would appear to be sited on existing playing field.

As this aspect of 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, this aspect of the proposal is considered to meet exception E5 of the above policy.

## Proposed one/two storey and first floor extension to existing primary school, extension to the existing car park to provide 28 additional spaces and additional vehicular access and boundary treatment

Having assessed the application, Sport England is satisfied that these aspects of the proposed development broadly meet 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.

This being the case, Sport England does not wish to raise an objection to this application.

## Metropolitan Police

It is believed that this development, should it proceed, should be built to achieve security specifications required 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. That said, to achieve this; extension / renovations would require that every exterior window and door in easy access would need to be changed (or already be tested and accredited).

It is not possible to achieve secured by design in say, and extension to an existing development when the interior doors lead from the new build directly through to the older part of the school. There would need to be some degree of a divide between the two, at the least, in the shape of a tested lockable door. I understand that within a school, this might not prove to be practicable.

I am otherwise happy to liaise and consult with the school regarding wider security improvements.

Employing the standards and principles of Secured by Design will provide a sensible and practical level of security, which will not adversely affect the efficient running of the school, is essential to the successful teaching and learning environment.

The majority of criminal incidents in schools relate to property crime. This is because modern schools contain a vast array of portable and desirable goods with a ready market, such as personal computers, laptops, digital projectors and other valuable equipment.

Other crimes that occur, particularly in our larger cities, are acts of vandalism, such as graffiti, arson and assaults. Assaults range from staff being physically assaulted by parents and students, to bullying by one or more students against another. In more recent times 'cyber' bullying has become a noticeable problem in schools, although there are now software solutions that are proving to be most effective. The victims of school crime can also extend beyond the staff and students as many schools open into the evenings and at weekends for use by the local community for activities such as adult education, sport and social events.

### Historic England

No Archaeological Requirement

### Environmental Health (Pollution)

The assessment finds no significant contamination other than one location where Chrysotile asbestos fibres were located. The report finds that this poses a low risk to ground workers only and this will be managed by appropriate health and safety measures during construction. No further remediation is required. 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.

## Noise

There is likely to be a small but noticeable increase in general noise from increase in children and vehicle movements but this is unlikely to be significant in acoustic terms.

The main concern would be noise from use of the MUGA. If this is for use by the school only I would not object subject to a condition to prevent hires or use of the MUGA except directly by the School and for inter-School competitions etc. I would also recommend a restrictive condition to restrict hours of use of the MUGA to 8am to 6pm Monday-Friday only. If they wish to have expanded use then I would suggest that we need an acoustic assessment to comment on the feasibility of this. I would recommend that the following informative is attached:

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.

## Lighting

I am presuming no lighting is provided to the MUGA but if this is not correct then we would need to see the details. Other lighting is unlikely to have a significant impact on amenity but could be conditioned for submission of details prior to commencement if it is considered necessary.

## Air Quality

I would recommend that the following conditions are attached:

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality in accordance with London Plan policies 5.3 and 7.14

- o Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site (identifying efficiency and sustainability measures to be undertaken during construction of the development) has been submitted to and approved in writing by the Local Planning

Authority. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

Reason: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14 and to minimise the impact of construction activities on local air quality in accordance with London Plan Policy 7.14.

#### Thames Water

No Objections

#### Drainage

It is confirmed that the submitted Drainage Design Report carried out by ellis+moore Consulting Engineers dated 20/04/2015 is in principle acceptable.

At the detailed stage of the strategy, we expect the applicant to provide more details about the proposed water butts, the construction materials of the car parking and MUGA including the storage capacity of the sub base and detailed calculations demonstrating that the storage capacity is sufficient to reduce surface water run-off to greenfield rate. No in principle objections subject to conditions.

#### Natural England

No comments

#### Tree Officer

The proposal will require the loss of a number of trees along the edge of the existing car park. These trees are visible from Tillingbourne Green and form part of an earlier landscape arrangement. The trees are of limited value based on future retention span and past management. A number of the trees proposed for removal are of poor form and will require a level of correctional management, regardless of the development application. The trees are considered replaceable as part of the new landscape scheme. There would appear to be scope to replant trees along the boundaries of the proposed car park extension.

It is recommended that conditions are applied to secure details of tree planting, in the event that planning permission is granted.

### **Planning Considerations**

The Most Relevant Unitary Development Plan (2006) policies include the following:

BE1 Design of New Development  
BE7 Railings, Boundary Walls and Other Means of Enclosure  
C7 Educational and Pre-School Facilities  
ER10 Light Pollution  
G8 Urban Open Space

- L1 Outdoor Recreation and Leisure
- L6 Playing Fields
- NE3 Nature Conservation and Development
- NE5 Protected Species
- NE7 Development and Trees
- NE12 Landscape Quality and character
- T2 Assessment of transport effects
- T3 Parking
- T5 Access for people with restricted mobility
- T6 Pedestrians
- T7 Cyclists
- T8 Other Road users
- T15 Traffic Management
- T16 Traffic Management and Sensitive Environments
- T18 Road Safety

### 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:

- 6.5 Education
- 6.6 Educational Facilities
- 7.1 Parking
- 7.2 Relieving congestion
- 8.1 General design of development
- 8.3 Development and Nature Conservation
- 8.4 Wildlife Features
- 8.6 Protected Species
- 8.7 Development and trees
- 8.11 Landscape Quality and Character
- 8:20 Urban Open Space
- 8.22 Outdoor Recreation and Leisure
- 8.23 Outdoor Sport, Recreation and Leisure
- 10.4 Sustainable Urban Drainage Systems
- 10.6 Noise Pollution
- 10.7 Air Quality
- 10.9 Light Pollution
- 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
- 7.14 Improving Air Quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.18 Protecting open space and Addressing Deficiency
- 7.19 Biodiversity and Access to Nature
- 7.21 Trees and Woodland
- 8.1 Implementation

The following London Plan SPG's are relevant to this application:

Accessible London: Achieving an Inclusive Environment" (2014)  
Sustainable Design and Construction (2014)

Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF) (2012) and National Planning Practice Guidance (NPPG) must also be taken into account. The most relevant paragraphs of the NPPF include:

- 14: achieving sustainable development
- 17: principles of planning
- 56 to 66: design of development

69 - 70, 73 - 74: promoting healthy communities  
96 - 103: climate change and flooding  
109 -111, 118, 120 - 121, 121: nature conservation and biodiversity

The NPPF makes it clear that weight should be given to emerging policies that are consistent with the NPPF.

## **Planning History**

There is a substantial planning history with regard to this site, of which the most recent applications include:

05/04185/DEEM3 - Conversion of soft landscape to tarmac within playground of autistic spectrum disorders unit - Permitted

06/01551/FULL1 - Storage container in playground RETROSPECTIVE APPLICATION - Permitted

07/02439/FULL1 - Canopy in infant playground - Permitted

07/02824/DEEM3 - Formation of children's play area on land adjacent to Cray Valley Road including canopy and 1.2m high chain-link fencing - Permitted

15/03538/FULL1 - UPVC doors to northern, southern and eastern elevations - Permitted

## **Conclusions**

The main issues to be considered are:

- Principle of Development - including development within the Urban Open Space
- Scale, layout and design
- Impact on nearby residential dwellings
- Parking and cycling provision and Highways impacts
- Trees, Ecology and landscaping
- Loss of playing fields
- Flooding and Drainage
- Sustainability and Energy
- Pollution and Contamination

### Principle of Development

UDP Policy C7, London Plan Policy 3.18 and paragraph 72 of the National Planning Policy Framework set out requirements for the provision of new schools and school places.

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

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

London Plan Policy 3.18 encourages new and expanding school facilities particularly those which address the current predicted shortage of primary school places.

Draft Policy 6.5 of the emerging Local Plan defines existing school sites as 'Education Land.' Policies 6.5 and 6.6 of the Draft Local Plan support the delivery of education facilities unless there are demonstrably negative impacts which substantially outweigh the need for additional education provision, which cannot be addressed through planning conditions or obligations. In the first instance, opportunities should be taken to maximise the use of existing Education Land. Paragraph 216 of the NPPF enables due weight to be given to emerging policies depending on their degree of consistency with the policies in the Framework. In this instance it is considered that there is significant compliance with existing policies and so greater weight can be given to the emerging policies.

UDP Policy C7 supports applications for new or extensions to existing schools provided they are located so as to maximise access by means other than the car.

Policy G8 of the UDP permits built development on Urban Open Space only in the following instances:

- (i) where it is related to the existing use or
- (ii) is small scale and supports the outdoor recreational uses or children's play facilities on site or
- (iii) any replacement buildings do not exceed the site coverage of existing development on the site.

This approach is further emphasised in Draft Policy 8.20 which, in relation to schools, further states "where there is a demonstrable need for additional educational 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".

The proposal cannot be considered to be small scale given the size and scale of the extensions and the increase in pupil and staff numbers, but as an intensification of an existing school site it could be considered an appropriate form of development in principle.

The extensions to the school are within nearby proximity to the existing school buildings and are sited in a manner which consolidates the built form on the site.

Due to the topography of the land, when viewed from the south and west, the extension to the school appears as single storey which is considered beneficial in respect of the retention of the openness of the site. The proposed built form maintains the open character of the west and south portion of the site and will be minimally visible from the southern residential area due to the location of mature planting along the south boundary. It is noted that the proposed MUGA will be enclosed by a 3.1m high chain link fence which is sited within a centralised position between the two school buildings. Whilst this is considered to encroach onto the open setting of the playing fields, given the fencing specification, views through the fencing are retained and may be considered acceptable. From the north, given the extension to the car parking, increased landscaping and the introduction of the MUGA, the site appears more urbanised and views of the playing fields to the rear may be partially obscured when viewed from Tillingbourne Green. However, whilst it is appreciated that the open space provides a function, its role when viewed from Tillingbourne Green is considered to be limited given the topography of the land which precludes most of the site being viewed from the north as existing. On balance, the impact of the scheme upon the Urban Open Space is considered to be acceptable.

In terms of need, the Bromley Primary and Secondary School Plan (2015) confirms that the number of reception places in the Borough will need to increase by 4081 by 2018 to meet demand. The Plan specifically recommends the expansion of Poverest Primary School from 1FE to 2FE. Minutes from the School Places Working Group Meeting on the 15th November 2015 confirms that Members support the expansion of Poverest Primary School from 1FE to 2FE.

The scheme is considered compliant with paragraph 72 of the National Planning Policy Framework (2012) in that it will contribute towards providing a 'sufficient choice of places'. It is also considered to meet the requirements of Policy 3.18 of the London Plan which supports the 'provision of childcare, primary and secondary school... facilities adequate to meet the demands of a growing population and to enable greater educational choice'. The scheme is also considered compliant with Policy C7 of the Unitary Development Plan, in that it seeks to extend existing school sites where located in a sustainable location and accessible by other forms of transport

#### Scale, siting, materials, design

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. 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.

The extensions to the school are close to the existing school building and are sited in a manner which consolidates the built form on the site. The proposed development of the main single/two storey extension will project 12.3m in width and 28m in length with a first floor corridor extension along the spine of the school building to provide joined access at first floor level, only visible to the north. The first floor extension will be sited no higher than the ridge of the existing school building, and will provide visual interest through the inclusion of coloured composite panelling when viewed from the north. The two storey extension is connected to the existing school building by a two storey glazed link which also acts as the new entrance/reception area, with the cumulative width of the extension measuring 22.6m from the original school building. Pupils will be able to access the first floor of the building directly from the playing fields, given the change in topography. A single storey plant, kitchen and bin store is proposed to the front of the two storey hall measuring 16m in depth and 6-13m in width.

The extensions to the school are not considered dis-proportionate to the size and scale of the existing buildings, nor the wider school site. The two storey extension projects no further towards the highway than the existing school building, with the single storey element retaining a 4.6m gap to the northern boundary which is considered acceptable. Solar panels are proposed on the roof of the hall extension, however given their centralised siting, will not be visible from the wider public realm. The scaling of the proposed buildings allows for a legible scheme, with the entrance/reception appearing more prominent when accessing the site from Tillingbourne Green. A varied palette of high quality materials are proposed to be utilised inclusive of buff brick, coloured composite panels and a minimal use of render. The proposed materials are considered to be well thought out and allow for the extension to appear as a high quality addition to the existing school building. Further alterations are proposed to the existing elevations of the school building to bring a more holistic approach to the scheme throughout the site, inclusive of the single storey dining/hall block. The window arrangements add interest to the design and relate well the proposed landscaping, specifically on the southern elevation with the proposed amphitheatre.

Of some concern to Officers was the utilisation of the white composite panelling to the existing chimney and high level plant room on the existing dining hall block, in terms of longevity of the colouring and the impact of the weather on the materials given the exposed location of the block. This element of the scheme, given the topography of the land, will be the only element of the application highly visible to the south and therefore the treatment of the facades is important in this regard. Should permission be forthcoming, further details of these materials will be required to be submitted prior to the development commencing to ensure that they

are of the highest quality. Given the range and layout of other high quality materials proposed to this element of the scheme, on balance Officers consider the alterations to the elevations acceptable.

On balance, the overall design, siting and size of the proposed extensions are considered acceptable subject to an assessment of all other matters including impact upon residential amenity, loss of playing fields and highways matters.

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 attached.

#### Enhanced sports provision and loss 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. Temporary facilities may provide the means of mitigating any loss as part of proposals for permanent re-provision. Wherever possible, multi-use public facilities for sport and recreational activity should be encouraged. Policy L6 of the UDP seeks to protect the loss of playing fields.

It is understood that the site forms part of 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'.

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.

Sport England have considered the proposed scheme in two parts:

#### Multi Use Games Area (MUGA) with fencing

This aspect of the proposed development involves the construction of a fenced Multi Use Games Area.

The proposed MUGA would appear to be sited on existing playing field. As this aspect of 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, this aspect of the proposal is considered to meet exception E5 of the above policy.

Proposed one/two storey and first floor extension to existing primary school, extension to the existing car park to provide 28 additional spaces and additional vehicular access and boundary treatment

Having assessed the application, Sport England is satisfied that these aspects of the proposed development broadly meet 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.

Sport England raise no objections to the loss of the playing fields.

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 (para. 73). The London Plan (at policy 3.18) encourages proposals which maximize the extended or multiple use of educational facilities for community or recreational use. Policy C8 of the UDP also supports proposals which bring about the beneficial and efficient use of educational land for and by the community provided that the privacy and amenities of adjacent properties are safeguarded and the proposal does not adversely impact on on-street parking or highway safety.

The application proposes the siting of a MUGA between the two school buildings on land currently utilised as playing fields and increased hardstanding in the form of ramps and pathways to give level and easy access between the two buildings. The new MUGA includes the erection of new perimeter fencing of 3.1m in height constructed of weldmesh which would retain views through the site. The proposed fencing is clearly necessary to enable the appropriate use of the MUGA and given that limited views of this are restricted to the north of the site and will not be overtly visible to surrounding residential properties, Officers consider the siting of the games area acceptable and will not adversely impact upon the urban open space. No floodlighting to the pitches is proposed therefore the times of the day in which they can be used is limited. The MUGA will not be available to be used by the public and will not be available to be used outside of school operating hours. Should permission be forthcoming a condition can be added to restrict the use of the outdoor games area to the school and other educational activity between stated hours. Overall, it is considered that the proposed development successfully achieves the standards of inclusive and accessible design as required by the London Plan. Should the proposal be considered acceptable overall, conditions restricting the hours of use of the sports pitches, precluding the use of floodlighting and requiring details of the proposed fencing are recommended.

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 TA. 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 site has 2 car parks, one along the northern boundary for the main school building, and the other to the west of the site providing surface parking for us of the new reception/nursery block. Both car parks are existing and are proposed to be extended. The site is within a low (2) PTAL area.

There are 15 parking spaces on the site and this will increase to 34 spaces for the school and 9 spaces for the nursery.

Extrapolating the survey data submitted to cover all the staff would indicate that a potential 60 staff could drive to the school with an additional 9 nursery staff (if the same modal split is used). Not all staff are full time. As there are an additional 28 parking spaces being provided these will accommodate the new staff who drive to the school and also some of the staff who currently park on street. The plans show amendments to the accesses to the car park with one being widened and one now redundant.

The operating times of the nursery are slightly different than the school. The school starts at 08.45 and the nursery morning session at 09.00. The school finished at 15.10 or 15.20 and the nursery afternoon session finishes at 16.00. However, the earliest arrivals at the nursery are likely to be when the last of the school traffic is there in the morning although in the afternoon the finish times have a wider separation.

Parking surveys were carried out in November 2015. Based on the surveys there was a total parking demand identified of 130 vehicles in the morning peak, which is likely to include the nursery and 74 vehicles in the afternoon. The maximum demand for parents parking at any one time was 39 vehicles during the morning drop off and 21 vehicles during the afternoon pick up. It is not clear why there are parents surveyed picking children up before 2.30pm given the school finishing times unless these are associated with the nursery.

There is no indication about any changes to the catchment area. Applying the same modal split as with the existing situation, the increase in pupil numbers will generate an additional 68 car trips adjacent to the School for pupil drop-off and pick-up times.

Currently parents are parking mainly in Tillingbourne Green with a few in the nearby roads. When the Highways Officer was on site during the afternoon period there was some parking very close to the Tillingbourne Green / Lee Green junction but there appeared no serious issues.

The TS identified a number of available parking spaces within about 200m with a minimum of 79 spaces in the morning and 71 in the afternoon. These spaces are mainly in Tillingbourne Green and Englefield Crescent. Parents look to park as close to the school as possible so issues could arise if parents start parking in more inappropriate locations but there is capacity in these roads to accommodate more short term parking.

Officers consider that the supporting information supplied by the Applicant with regard to highways and parking is found to be acceptable. Sufficient off street parking has been provided within the site and the travel survey found suitable parking within the wider area suitable to accommodate the increase in pupil and staff numbers. The schools travel plan will be required to be updated regularly as the school expands over time.

### Cycle parking

It is not clear how many cycle spaces there are currently on the site but the proposal is for an additional 16 spaces to be provided. Comments from TFL were received that state that The London Plan cycle parking standards detailed in Table 5.1 of the Transport Assessment are incorrect. The proposed development requires an additional 19 long stay spaces and 1 short stay space for the school and an additional 5 long stay spaces for the nursery. The uplift in cycle parking can be secured by condition.

### Neighbouring Amenities

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 dwellings along Englefield Crescent are located over 100m from the front elevation of the school building, with those along Cray Valley Road and Poverest Road to the south being between 30-100m from the proposal

with views from this angle obscured by mature boundary planting. The siting of the proposed extensions will not, therefore, result in any potential for overlooking, loss of privacy, or a loss of light or overshadowing.

Whilst the materials proposed are of a modern design, which contrasts with the more traditional palette of materials found within the wider residential area, it is not considered that this would cause detrimental visual impact given the coloured panelling and cladding proposed being in keeping with the use of the site for educational purposes.

The car parking area is to be extended, however given the distances to neighbouring properties it is not considered that the additional vehicular movements would cause any further impact to residential amenity. All increased traffic pressures were found to be acceptable within the submitted traffic assessment. In terms of the presence of the MUGA, this again is sited away from residential properties and not available for use by the public which severely restricts the operational times of the outdoor sports facility. The use of this can also be conditioned.

The boundary treatment of the site is to be replaced, however apart from indicative 3D imaging; no finalised details as to this have been forthcoming. Details of the boundary fencing can be conditioned to be submitted.

### Technical issues

#### Refuse and Recycling

The refuse and recycling on the site is proposed to be located internally within the school building. The store has capacity for up to seven bins within a suitable distance from the highway. The refuse and recycling arrangements are considered acceptable.

#### Drainage/Flooding/Contamination

Policy 5.13 of the London Plan requires development to utilise sustainable urban drainage systems (SUDS), unless there are practical reasons for not doing so though supporting text to the policy 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.

The site is not located within a Flood Risk Area, however a FRA has been submitted as part of the application as well as a contamination assessment. No objections have been raised to any of the findings within these reports subject to conditions.

#### Trees and Ecology

Comments have been received by the Tree Officer in respect of the loss of the trees along the northern boundary of the site. The trees to be lost are of limited value and have a minimal retention span. A number of the trees proposed for

removal are of poor form and will require a level of correctional management. The trees are considered replaceable as part of the new landscape scheme. There would appear to be scope to replant trees along the boundaries of the proposed car park extension. Should permission be forthcoming, a detailed hard and soft landscaping plan can be submitted to ensure sufficient replacement planting is inserted along the front boundary of the school site and to enhance the overall aesthetics of the wider development area.

In terms of ecology, a bat survey has been submitted as part of the application documentation which concludes that no evidence of bats have been found in or around the school site. Nevertheless, policies NE2 and NE3 seek to protect sites and features which are of ecological interest and value and given the size and scale of the school site and the proposals, should permission be granted a condition will be added requiring ecological enhancement measures to be implemented throughout the site.

#### Sustainability and Energy:

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. For major development proposals there are a number of London Plan requirements in respect of energy assessments, reduction of carbon emissions, sustainable design and construction, decentralised and renewable energy. Major developments are expected to prepare an energy strategy based upon the Mayors energy hierarchy adopting lean, clean, green principles.

In accordance with the energy hierarchy in policy 5.2 of the London Plan, updated following the implementation of the 2013 Building Regulations (see the Mayor's guidance: Energy Planning (guidance on preparing energy assessments (2015)), developments should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible. The strategy shall include measures to allow the development to achieve a reduction in carbon dioxide emissions of 35% above that required by the 2013 Building Regulations. The development should also achieve a reduction in carbon dioxide emissions of at least 20% from on-site renewable energy generation.

An energy statement from the Applicant has been submitted. The Energy statement states that an overall reduction of 35.7% in carbon dioxide emissions in line with the requirements of Policy 5.2 of the London Plan (2015) through the use of a combination of energy efficiency improvements and PV panels. The proposal is therefore considered acceptable in respect of energy and sustainability. It would be appropriate to attach conditions requiring compliance with the energy statement.

#### Pollution and Contamination:

A Chemical Interpretative Report (December 2015) was submitted as part of the application. The report concluded that no elevated concentrations were identified

within the tested samples, however asbestos fibres were identified within BH1 and recommended that suitable on site health and safety precautions should be taken by workers on site.

A Phase 1 Desk Top Study (December 2015) was also submitted in which the report concluded that given the site is to be used by young children, a phase II intrusive investigation is required to assess potential risk to future site residents end users and to recommend any remediation, should any be required. A demolition and asbestos survey is also recommended to be undertaken prior to development which can be conditioned to be submitted.

### Environmental Impact Assessment

The Council issued a Screening Opinion on 14th July 2016 pursuant to Regulation 5 confirming that the development would not be likely to have significant effects on the environment by virtue of its nature, size or location, thereby not generating a need for an Environmental Impact Assessment. It was considered that the application could be fully and properly assessed by way of technical reports without the need for a full EIA.

### Conclusion

In terms of the impact on Urban Open Space, the application is well considered and takes account and addresses the changes in land levels throughout the site in order to mitigate the impact upon the wider area. Additionally, it is considered that the development has been sensitively designed to minimise its visual impact, would be imaginative and attractive to look at and would appear sympathetic to its surroundings.

Officers find no highways or environmental health issues with the proposal subject to a comprehensive schedule of conditions to be submitted throughout the development process. Parking is provided to a good level and no impact upon the wider highways network as a result of the development is expected to occur. Furthermore, subject to the submission of landscaping plans to be submitted, the loss of the trees on the site to facilitate the development is considered acceptable, with those to be removed of poor quality.

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 a much needed educational facility, of a good standard of design. Consequently, it is recommended that the application be permitted.

### **RECOMMENDATION: PERMISSION**

#### **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 permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously 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 visual and residential amenities of the area.

**3** Details and samples of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any above ground works are commenced. A schedule for applying the approved render shall be submitted including the type of render and manufacturer and the procedure for application. The development shall be carried out in accordance with the approved details.

**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 the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed in accordance with the approved details.

**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.

**5** 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 the development is 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.

**6** Prior to first occupation of the development hereby approved a scheme for any external lighting that is to be installed at the site, including measures

to prevent light spillage shall be submitted to and approved in writing by the local planning authority.

**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.

**7** Use of the outside amenity areas only shall be restricted to use by Poverest Primary School only and shall not be used by the general public without express written permission from the Local Planning Authority.

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

**8** Before any part of the development hereby permitted is first occupied boundary enclosures, inclusive of the boundary enclosure to the MUGA, of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

**9** Ecological enhancement measures shall be fully implemented throughout the site, prior to completion of the development, including different types of bird boxes and feeding points, bat boxes and a Loggery for Stag Beetles. 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.

**10** All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

**Reason:** To protect local amenity and air quality in accordance with London Plan policies 5.3 and 7.14

**12** The proposed Multi-Use Games Area shall be used expressly by Poverest Primary School and for other inter-school competitions and shall not be hired out or used by any third parties. The proposed MUGA shall be used only between the hours of 8am-6pm Monday-Friday and not at any other time without written consent from the Local Planning Authority.

**Reason:** In order to protect the residential amenity of neighbouring properties and to allow for the Local Authority to make an assessment should arrangements change in compliance with Policy BE1 of the Unitary Development Plan and Policy 7.14 of the London Plan

**13** Prior to the occupation of the development hereby permitted, a scheme identifying cycle parking for 19 long stay and 1 short stay space for the main school building and 5 long stay spaces for the nursery shall be submitted and approved in writing by the Local Planning Authority prior to the occupation of the development hereby permitted.

**Reason:** In accordance with Policy T18 and T3 of the Unitary Development Plan.

**14** Before commencement of the use of the land or building hereby permitted parking spaces and/or garages 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 (England) 2015 (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.

**16** Within 6 months of the commencement of the use hereby permitted, a revised School 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

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

**17** Prior to the commencement of the development hereby permitted a Construction Management Plan incorporating a Construction Logistics 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 plan should also include management of all freight vehicle movements to and from the site (identifying efficiency and sustainability measures to be undertaken during construction of the development). The Construction and Logistics 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 in accordance with London Plan Policy 7.14.

**18**

**Condition:** The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

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

**19**

**Unless otherwise agreed in writing by the Local Planning Authority, the trees hereby approved as part of the landscaping scheme shall be of standard nursery stock size in accordance with British Standard 3936:1980 (Nursery Stock art 1:Specification for Trees and Shrubs), and of native broad-leaved species where appropriate.**

**Reason:** In order to comply with Policy NE8 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

**20**

**The development shall be implemented in accordance with the Tree Protection Plan (TPP) approved as part of the planning application, 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.

**21**

**The development shall be implemented in accordance with the Energy Strategy Report (August 2016) approved as part of the planning application in perpetuity.**

**Reason :** In accordance with policy 5.2 of the London Plan (2015).

**You are further informed that :**

**1**

**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 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.**

**Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) to determine if a building over / near to agreement is required.**

- 2 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.**
- 3 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.**
- 4 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.**