

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

**Application No :** 16/00692/FULL1

**Ward:**  
**Mottingham And Chislehurst  
North**

**Address :** Eltham College Grove Park Road  
Mottingham London SE9 4QF

**OS Grid Ref:** E: 541794 N: 172968

**Applicant :** Eltham College

**Objections :** YES

### **Description of Development:**

Erection of temporary two and single storey mobile classrooms for the use by the sixth form (1 x 2 storey block, 2 x single storey blocks and single storey toilet block forming 12 classrooms, offices and medical rooms), 2 x construction site compounds and construction access road.

Key designations:

Areas of Archaeological Significance  
Biggin Hill Safeguarding Area  
Green Chain  
London City Airport Safeguarding  
Metropolitan Open Land  
Open Space Deficiency  
Smoke Control SCA 51

### **Proposal**

This application is for single and two storey temporary buildings for classroom accommodation and sixth form common room during the redevelopment of part of the school to provide a new sixth form building. Planning permission is sought for a 3 year temporary period. The proposal comprises:

- 10 temporary classrooms and a Sixth Form centre within one two storey modular building and a single storey 2 classroom music room and a single storey office unit on the periphery of the adjacent College playing fields to enable the schools continuing operation during the construction of a new classroom block and Sixth Form Centre
- Temporary buildings to be grey in colour, providing a total of 1,485sqm of accommodation
- 2 storey block measuring 6m in height, 52.5m in length and 10.8m wide to form 10 classrooms, sixth form centre and ancillary office space
- Single storey block 3.2m in height, 14.4m in length and 9.4m wide to provide 2 music rooms
- Single storey office block providing 2 offices, 2 medical rooms and a rest room 3.2m high x 15.1m in length and 10.8m wide

- Single storey toilet block 3.2m in height x 7.4m x 6.2m in width
- Temporary classrooms will be removed following completion of development and the playing pitches will be reinstated
- A contractor's compound to include storage/crane/parking/turning and site office is to be sited to the east of the temporary classrooms
- Construction access/egress is to be via the existing access from Grove Park Road
- Temporary access routes and works are proposed across the playing fields to the south west of the existing school buildings
- The contractor's compound along the Grove Park Road boundary is partially sited on an existing car park and will be used as storage, site office, turning and car parking
- 35 car parking spaces displaced and relocated to College Meadow car park
- Proposal involves temporary loss of use of 1st XI cricket square, an area of the 2nd XV rugby pitch and part of the hockey training pitch - this will be mitigated through enhancement of 2 existing cricket squares and establishment of a new rugby pitch on the London Marathon Playing Fields, whilst the reduction in size of the hockey training pitch will not materially affect its use.

The temporary buildings and construction access works will be located on Metropolitan Open Land (MOL) and the Applicant has set out 'very special circumstances' to justify the development as follows:

- classrooms will only be provided on site for a temporary three year period and the impact on the MOL will be temporary
- playing pitches will be reinstated to their original condition (or better) following construction of new permanent buildings
- temporary classrooms will have a limited short term impact on outdoor sport and recreation uses undertaken on the playing fields and the college will compensate for this loss
- wider playing field provision under Eltham College ownership has been enhanced for the benefit of the college and the wider community which will help consolidate and improve the core educational offer and supports continued investment and improvement in playing pitch provision
- temporary accommodation will reduce operational and environmental disturbance during the construction period
- Need to separate activities related to construction and the school due to health and safety factors and the need to maintain educational facilities throughout
- It is therefore necessary to provide temporary accommodation during the construction phase
- A 3 year period is sought to allow relocation of facilities at the end of each academic year (rather than part way through the year) to reduce the disturbance for pupils and teaching
- Most of the overall school site is MOL and there is no other suitable location
- The educational need for improved facilities and the temporary nature of the development on a small section of the MOL amounts to VSC

- The proposed temporary buildings are sited at a lower ground level than adjoining residential properties

In respect of the justification for the construction access route the following points have been identified:

- The use of the construction route is only for a temporary period and will not be used for day to day traffic after construction
- Works traffic will be planned outside of school drop-off and pick-up times
- There is no increase in the intensity of use on site or overall traffic numbers
- College Meadow car park has spare capacity during the day and will be used by 6th formers and contractors parking

Additional information and clarification has been sought since the submission of the application including a site section, additional privacy screens to the external staircase and obscure glazing of the all the north facing windows of the temporary classrooms.

Revised plans and the Transport Technical Note have recently been submitted changing the temporary construction access routes. These plans have resulted in the removal of a proposed second access point from Grove Park Road and the use of an existing route along the Northern boundary of the application site, to the rear of properties on Mottingham Lane which will no longer be used for construction access purposes and no longer forms part of this application.

This application is to be considered in conjunction with 16/00693/FULL1 for the demolition of existing sixth form centre, Jubilee Block, The White House building, temporary classrooms and pavilion; proposed replacement D1 educational facilities to include a 3 storey classroom building/extension comprising 20 classrooms, sixth form centre and single storey medical block and associated landscaping and is enabling development to allow this redevelopment proposal. The report is also on this Agenda.

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

Supporting Planning Statement includes the background to the proposal, outlining the proposed enabling development to provide 'decant' classroom accommodation to compensate for the loss of the educational floorspace during construction only, the justification for this location and siting being of the least operational impact. Compliance with policies is discussed with a limited impact on the locality and MOL and compliance with Sport England requirements. Sports facilities will not be affected during construction. This Statement includes a statement of community involvement and supporting statements from Eltham College in respect of sporting provision and mitigation.

Design and Access Statement includes sections relating to the sites context and its analysis, design brief and accommodation schedule, design approach, proposed design and layout of buildings and site, landscaping, access, servicing, environmental design and sustainability. Further sections replicate the key plans and a summary of the supporting technical reports.

Transport Technical Note: This outlines there will be no increase in student or staff numbers and car parking provision on site will not be affected or will need to be amended. The proposals will not give rise to any increases in movements to and from the site following implementation and consequently will not give rise to any material impact on the adjacent highway or transport infrastructure. It outlines car parking provision across the site, pupil and staff numbers and existing access arrangements.

The note recognises that further details and information will be required in respect of the 71 week construction phase in relation to HGV movements and the management of construction vehicles which includes a new temporary construction route along the edge of the playing fields using the existing access from Grove Park Road. Swept path plans have been submitted for construction vehicles. An existing car park used by 6th formers will be suspended.

Basic details in relation to construction traffic movements have been provided and identify a 20 week demolition/ground work and frame construction period being the most intensive, which could result in 8 HGV's per hour. After this period movements would reduce to 10 HGV's per day. These movements would be planned to be outside of school drop-off and pick-up hours. Construction hours would be 8am to 6pm Mon-Fri and 8am and 1pm on Saturdays. It is expected that a Construction Management Plan condition would address the more detailed logistics of the use of these construction routes.

An existing car park at College Meadow with 70 spaces has been identified for a temporary sixth form car park and contractors parking during construction. This is currently underused during the week.

Heritage Statement: Identifies the historic context of the site and buildings and in particular Fairy Hall and the adjoining structures which are locally listed. It identifies the characteristics and significance of the buildings. It is noted that this does not relate specifically to this application, but on balance it is considered that the positive effects of the redevelopment proposals will outweigh any heritage impacts.

Archaeological Desk Based Assessment: The report assesses the known and potential heritage resource within the site and the surrounding area and to assess the likely impact. The site lies within an Area of Archaeological Priority designated around the historic settlement of Mottingham. The report concludes there have been only a modest number of sites and finds pre-dating the Post-Medieval period within a 1km radius and a watching brief on the proposed set down/pick up area, 30m south east which recorded no archaeological deposits or features of interest. The construction of the existing college buildings within the eastern half of the site will have removed any potential for the remains of Fairy Hall within this part of the site. On the basis of the available evidence it is concluded that there will be no requirement for further works on this site.

Arboricultural Statement including Tree Survey, Impact Assessment and Tree Protection Plan: An assessment of the impact on trees within the application site

and a full survey of all existing trees. Most trees are to be retained and protected, which includes all mature trees, but 13 smaller species are to be removed these are in 2 areas - a section along the temporary access road and within the existing quadrangle courtyard. This is to enable construction works and a revised landscape strategy across the site. The report identifies protective measures throughout all works. It concludes that trees adjacent to proposed works will be subject to special measures within the Root Protection Zones, these will be sufficient to protect and retain the affected trees. Special measures include a reduced dig construction methodology, building up from existing ground levels to protect roots, foundation design and any top surface to be permeable. Areas of protective fencing are also shown.

Drainage Assessment: The report identifies the existing drainage characteristics for surface and foul water drainage and anticipated run-off rates. In terms of surface water drainage infiltration drainage has been eliminated due to existing ground conditions, 3 cellular attenuation storage tanks are proposed as part of the works.

Phase 1 Habitat Survey: An assessment of ecologically sensitive sites and protected species has been undertaken and has identified the site is not capable of supporting most protected species or habitats. However, due to the number of buildings to be demolished a further bat survey is required. The proposed site area is close to a large amenity grass area, woodland, hedgerows, a pond and a small undesignated nature reserve therefore the area provides good potential for commuting and foraging for protected species. The study revealed the potential impact from the works upon protected species is negligible and there are no designed sites on or adjacent to the proposal. Ecological enhancements could be secured by condition.

The agent has responded to local objections and a copy of this is on file.

## **Location**

- The College is set within extensive grounds of 25 hectares at the northern limits of the Borough to the south of the A20 Sidcup by-pass
- Located on the outer edge of Mottingham, 1km from Mottingham Railway Station
- The school playing fields form part of the South East London Green Chain and the site lies within an Area of Archaeological Significance.
- The College playing fields, which are all designated Metropolitan Open Land (MOL), lie to the west and south and form part of a larger area of MOL
- There is suburban housing to the north and east on Mottingham Lane and Grove Park Road.
- Dwellings directly adjoining the northern boundary of the site comprise a mixture of single to three storey dwellings with the rear gardens forming the common boundary. Most have mature gardens and garden outbuildings
- The boundaries are mixed with brick boundary walls of various heights or fencing
- The built campus is confined to an area west of the junction of Mottingham Lane and Grove Park Road on the north-eastern corner of the overall site

- The school buildings are centred around Fairy Hall, a locally listed building which dates from circa 1700
- The site has developed incrementally over the centuries and includes a number of different types of buildings and structures to facilitate the school. This includes a chapel, sports hall and a more recent arts building off Mottingham Lane.
- The buildings behind Fairy Hall surround an internal courtyard - quadrangle - which features a lawn and large sculptures - the existing Jubilee Block from the north western section of this courtyard
- The site of the proposed temporary classrooms and construction compounds fall within MOL
- The junior school is to the west of the site, with direct access to Mottingham Lane and is a Grade II listed building
- The playing fields are made up of 6 rugby pitches, 5 cricket squares, 2 hockey pitches, 3 tennis courts and 6 mini soccer pitches
- School also has long leases on College Meadow and Marathon Sports Ground which both have extensive pitches and sporting facilities

## **Consultations**

### **Comments from Local Residents**

Properties were notified and site and press notices issued. Representations have been received from Mottingham Residents Association

Representations received from neighbouring properties/residents raise a number of objections which can be summarised as follows:

- Nearby properties in Mottingham Lane not consulted by letter
- Concerns regarding additional traffic on Mottingham Lane which is already congested and narrow
- Mottingham Lane is not suitable for construction vehicles and should not be allowed
- There are 2 existing suitable access points on Grove Park Road for construction vehicles
- Mottingham Lane is already seriously affected by traffic, parking problems and congestion caused by Eltham College, any increase to this would be unacceptable
- Mottingham Lane entrance is on a bend and unsafe, it is also the only section of pavement along the Lane
- The construction access from Mottingham Lane is not wide enough
- Mixing the use of this access for construction vehicles along with existing school traffic is unsafe
- Increased levels of pollution for adjoining properties
- Neighbours trees need to be removed and rear gardens used to allow construction access but this are not covered in the tree survey or design and access statement
- Neighbours trees are there to obscure the school buildings and side windows and should not be removed for only access purposes

- Restricted construction delivery times will not address the traffic problems
- Proposed construction hours are unacceptable
- There is no commitment from the school of the protection of existing residential amenities during construction or in the long term
- The proposed building is inappropriate in the context of existing buildings
- All north facing windows should all be obscure glazed
- Access to terrace facing residential properties is an invasion of privacy
- The application has not been updated from the original 2011 application and information is therefore inadequate which is not acceptable
- Additional noise and disturbance for residents
- There has been no neighbour consultation from the school in respect of these proposals, further details should be provided
- Concern regarding further light pollution at night from the school buildings/site
- Additional traffic (pupils, staff, parents and buses) as a result of this proposal, any expansion is unacceptable
- It would appear that student numbers are to be increased
- No construction work on a Saturday should be allowed and during the week up until 16.00 hrs only
- The MOL should not be built on even temporarily contrary to Policy G2
- MOL has the same protection as Green Belt land and development should only be allowed in very special circumstances, therefore contrary to policy
- Additional noise both during and after construction will have a significant impact on residential amenities
- Temporary classrooms are inappropriate development and very special circumstances have not been put forward, setting a precedent. Temporary buildings are not allowed under policy
- Temporary buildings on sports pitches are not acceptable
- The temporary buildings are to be 6m in height, of very poor design and are out of keeping in these surroundings
- Unacceptable overlooking and overbearing from the temporary buildings of residential properties
- Intensification of this part of the school site and impact on residential amenities, contrary BE1
- The siting and design of the existing buildings will severely affect residential outlook for 3 years
- Contrary to Article 1 & 8 of the Human Rights Act being the right to peaceful enjoyment of a home and garden and a respect for a private life
- What alternative locations were considered for the temporary buildings
- Why are the temporary buildings there for 3 years when construction period is 70 weeks.
- Mottingham Lane is part of a Green Chain Walk and its use by construction traffic is contrary to Policy G7
- External lighting should be controlled
- These building will detract from the open character of the MOL
- Application submitted on basis of creating the minimum distances to the school with consequential impacts on adjoining residents
- Development should not be allowed at the expense of its neighbours

- This is the most unsuitable position available
- A 3 year temporary permission is too long and the buildings will get reused and become permanent like the existing temporary buildings on site
- 35 car parking spaces are to be lost during development, where will these cars now park, what are the alternative arrangements
- Loss of mature trees at end of neighbour's garden will allow direct views of house and garden from construction vehicles
- A site next to the existing school entrance should be used instead
- What alternative locations for the temporary buildings have been considered.

Mottingham Lane Residents Association have reiterated neighbours' concerns regarding use of the Mottingham Lane access for construction traffic stating that it is too narrow, there are existing congestion problems which will only be much worse. Furthermore recent events at the school have caused chaos, have been unmanaged and residents have been blocked in. Use of the road by pedestrians is also a concern. Overall new facilities are welcome but the concern by the disruption during construction for up to 3 years is a very real concern.

Use of Mottingham Lane for construction traffic will add to an already intolerable situation for existing residents. Residents have complained over the years but the parking and traffic problems are only getting worse. Grove Park allows two-way access, parking and turning space and is more suitable.

Loss of amenity to residents of Mottingham Lane is significant two storey classrooms are intrusive, noise insulation will not be up to standards, the steps are not safe. An additional single storey block should be considered. There is also a loss of amenity for the homes adjacent to the Grove Park entrance. The contractor's compound would need to be strictly controlled.

Further representations following the submission of additional information and re-consultation have been raised:

- The revisions do not change or overcome any objections
- The section plan is wrong and misleading, there is not a 3m difference between residential properties and the temporary buildings
- These buildings will not be removed after 3 years
- No further justification for the buildings on MOL and this siting have been put forward
- The headmaster has made suggestions and comments but these have not been considered or shown on any plans
- Letters of notification have not been received
- All neighbours should be visited
- The impact on neighbours of the temporary classrooms has not been addressed
- The college advised further neighbour consultation would take place, this has not happened
- This affects 23 residential properties
- Further consideration of residential properties is required

- Car park survey was for a limited period over half term
- The plans are incorrect
- Impact on outlook has not been considered
- Amendments were submitted over school holiday period
- Adjoining neighbours do not agree to the loan or sale of garden land
- The proposal will deprive residents of the peaceful enjoyment of their homes and gardens
- No consideration of residents views has been given
- The temporary buildings should be sited closer to the school buildings
- Have alternative sites been considered, why are other sites not suitable
- These temporary buildings will set a precedent
- Submitted material is misleading
- Why is the proposed temporary accommodation greater than the building to be demolished and the previous scheme for temporary classrooms

Mottingham Residents Association have also commented further:

On behalf of residents, may I say that we entirely support the plans to improve facilities at Eltham College. We also welcome the decision to access the site from Grove Park Road. This decision will make a considerable difference to the quality of life for residents living in the Mottingham Lane area.

The MRA's remaining concern is the insistence on siting the temporary classrooms, particularly the two storey block, so close to the boundary fences of people's homes. These residents are the closest to the site of the building work. They will bear the brunt of the noise, dust and fumes for this extended project. It is unreasonable for them to suffer being overlooked in addition to that.

The need for pupils to be accommodated close to the main school is entirely sensible for health, safety and safeguarding reasons as well as the cost of extending infrastructure. However, the decision not to use the Mottingham Lane entrance could offer the possibility of sitting another single storey block, or two smaller ones, within that area. I hope that this option will be carefully considered at the forthcoming planning meeting.

### **Comments from Consultees**

Highways: The proposal is to provide temporary classrooms during the demolition of existing buildings and the provision of new classrooms. A separate application (16/00693) has been submitted for the new buildings.

Grove Park Road is a classified road, a London Distributor Route, and part of the B226. A Transport Technical Note (TN) was supplied with the application to cover the demolition / construction phase which is indicated to last 71 weeks. There are 2 access options for this phase.

Option 1 includes a new access from Grove Park Road to the existing 6th form car park. It is said this is the location of a previous access but, if so, it has been gone for some time and I think should be treated as a new access.

Policy T11 of the UDP deals with new accesses and for London Distributor Routes says that, subject to road safety requirements, "limited access will be permitted only where there is no suitable alternative".

The existing access to the car park is some 40m to the north of the proposed access and I am not clear why this cannot be used even if minor internal alignment alterations are needed. The TN indicates that there will be no HGV movements during the school drop off and pick up times so there should be no conflict. A Construction Management Plan will be needed, whichever option is decided, and details can be given in that. The current proposal would seem to be contrary to policy T11.

The TN indicates that some 30 cars use this car park and will be displaced. The latest aerial views I have (2014) show over 40 cars in the car park. I would imagine the use varies over the academic year. Although the TN indicates students will be encouraged not to drive to school and park on-street during the construction phase I am not sure how this would occur or how much weight this would have. This number of vehicles on-street would have an impact and it would be preferable if the cars could be accommodated elsewhere on site.

Option 2 is access via the existing entrance on Mottingham Lane. Mottingham Lane is not classified, is narrower and has road humps. I understand use of this access would bring construction traffic into more conflict with pupils and staff. However, subject to the issues above being resolved I would have no objection to option 1.

Comments following amendments: Grove Park Road is a classified road, a London Distributor Route, and part of the B226. A Transport Technical Note (TN) was supplied with the application to cover the demolition / construction phase which is indicated to last 71 weeks. A revised TN has now been received.

The intention is now to use only the existing Grove Park Road access for the construction phase. The existing 6th form car park will be used as a site compound. There are 35 spaces in the car park and aerial views show up to 40 vehicles parked there. There is another car park to the south of the site, known as the College Meadow Car Park, accessed from Marvels Lane, which is proposed to be used instead. However, this is some distance from the school, around a 1km walk, which may put people off from using it particularly in the dark or inclement weather.

The TN indicates "pupils will be advised not to park on the surrounding highway and will be at risk of a penalty should they be found doing so". However, I am not sure how this would be enforced or what penalties could occur. Can this be incorporated into a condition or otherwise enforced? It would be preferable to have alternative parking available within the school grounds either in the existing drop off car park or in a new temporary facility nearby.

The worst case scenario would be if parking started taking place on-street in inappropriate locations affecting junctions or accesses. I appreciate this is a

temporary situation but it will last for over a year and so a sum should be deposited with the Council, say £3k, so temporary waiting restrictions can be installed if required. If part or all is not used it would be returned at the end of the construction period.

A detailed Construction Management Plan will be needed if the proposal goes ahead which the TN acknowledges. The TN does give some information about the construction period and it estimates that during the peak period for construction traffic there is a likelihood of 8 HGV's per hour. This equates to one every 7½ minutes. The site compound will undertake a number of functions including storage, site office, parking etc. and it is not clear if this number of vehicles can be accommodated and turned around within this timescale. Vehicles cannot queue on the highway and there should be no HGV movement to/from the site during the school drop off and pick up periods. The CMP will therefore need to be very detailed about the compound layout, how deliveries will be handled, site parking, delivery timings and the other points covered in para 1.32 of the TN.

In addition to a financial contribution, if permission is granted please include the conditions relating to wash-down facilities and construction management plan.

Drainage: Please impose standard conditions D02 & D06

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

Surface Water Drainage - 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.

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

Sport England: Summary: Sport England raises no objection to this application subject to conditions relating to reinstatement of playing field.

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

statutory requirement. Sport England has considered the application in the light of the National Planning Policy Framework (particularly Para 74) and Sport England's policy to protect 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.

The Proposal and Impact on Playing Field - The application would result in a temporary loss of usable playing field and therefore is contrary to Sport England Playing Fields Policy. However, Sport England is mindful of confirmation from the College that the sporting curriculum will not be disrupted during the construction phase and that sporting activities will be redeployed elsewhere on the existing playing fields. In addition, Sport England considers that the building works will only result in a temporary disruption of playing pitch use.

Conclusion Given the above assessment, Sport England does not wish to raise an objection to this application owing to the temporary nature of the proposed development. The absence of an objection is subject to a condition being attached should the local planning authority be minded to approve the application in relation to the reinstatement of playing field and/or other outdoor sports facility. If the Council decides not to attach the above condition(s), Sport England would wish to raise an objection to this application.

Should the local planning authority be minded to approve this application without the above condition, then given Sport England's subsequent objection the application should be referred to the Secretary of State via the National Planning Casework Unit.

Historic England: The proposal is unlikely to have a significant effect on heritage assets of archaeological interest. Although within an archaeological priority area, the archaeological impacts from the proposed temporary classrooms and access route will be small and localised. No further assessment or conditions are therefore necessary.

Greater London Authority (GLA): Have concluded that the temporary nature of the proposal and the reinstatement of the land to the original condition (or better), will not have significant impact on the openness of the Green Belt. The proposal does not raise any strategic planning issues. Therefore, under article 5(2) of the Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.

## **Planning Considerations**

In determining planning applications, the starting point is the development plan and any other material considerations that are relevant. The adopted development plan in this case includes the Bromley Unitary Development Plan (UDP) (2006) and the London Plan (March 2015). Relevant policies and guidance in the form of the

National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) as well as other guidance and relevant legislation, must also be taken into account.

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

BE1 Design of New Development  
BE7 Railings, Boundary Walls and Other Means of Enclosure  
BE18 Ancient Monuments and Archaeology  
C1 Community Facilities  
C7 Educational and Pre-School Facilities  
C8 Dual Community Use of Education Facilities  
ER7 Contaminated Land  
ER10 Light Pollution  
G2 Metropolitan Open Land  
G6 Land adjoining Green Belt/MOL  
G7 Green Chain  
L6 Playing Fields  
T1 Transport Demand  
T2 Assessment of Transport Effects  
T3 Parking  
T7 Cyclists  
T11 New Accesses  
T16 Traffic Management and Sensitive Environments  
T18 Road Safety  
NE3 Nature Conservation and Development  
NE5 Protected Species  
NE7 Development and Trees  
NE9 Hedgerows and Development  
NE12 Landscape Quality and Character  
NE13 Green Corridors  
IMP 1 Planning Obligations

#### Supplementary Planning Guidance 1: General Design Principles

The Council intends consulting on the next stage in the preparation of its Local Plan. The consultation will focus on draft site allocations, a limited number of revised draft policies and designations. The Council's Local Development Scheme is available on the website, and will be updated to reflect the consultations taking place. The Draft Local Plan is a material consideration (albeit it of limited weight at this stage). Of relevance to this application are policies:

7.1 Parking  
7.2 Relieving congestion  
8.1 General design of development  
8.6 Protected Species  
8.7 Development and trees  
8.11 Landscape Quality and Character  
8.12 Green Corridors

8.15 Metropolitan Open Land  
8.18 Land adjoining MGB or MOL  
8.23 Outdoor Sport, Recreation and Leisure  
8.41 Ancient Monuments and Archaeology  
10.4 Sustainable Urban Drainage Systems  
10.10 Sustainable design and construction  
10.11 Carbon reduction, decentralised energy networks and renewable energy  
11.1 Delivery and implementation of the Local Plan

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

2.6 Outer London: vision and strategy  
2.18 Green Infrastructure  
3.18 Education Facilities  
3.19 Sports Facilities  
5.2 Minimising carbon dioxide emissions  
5.3 Sustainable design and construction  
5.6 Decentralised energy in development proposals  
5.7 Renewable energy  
5.8 Innovative energy technologies  
5.9 Overheating and cooling  
5.10 Urban Greening  
5.11 Green roofs and development site environs  
5.12 Flood Risk Management  
5.13 Sustainable Drainage  
5.18 Water Use and Supplies  
5.21 Contaminated Land  
6.3 Assessing Effects of Development on Transport Capacity  
6.8 Coaches  
6.9 Cycling  
6.10 Walking  
6.12 Road Network Capacity  
6.13 Parking  
7.2 An Inclusive Environment  
7.3 Designing our Crime  
7.4 Local Character  
7.6 Architecture  
7.8 Heritage Assets and Archaeology  
7.14 Improving Air Quality  
7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes  
7.17 Metropolitan Open Land  
7.18 Protecting open space and Addressing Deficiency  
7.19 Biodiversity and Access to Nature  
7.21 Trees and Woodland  
8.1 Implementation

Mayor's SPG's:

Social Infrastructure SPG (2015)

Accessible London: Achieving an Inclusive Environment (2014)

The National Planning Policy Framework 2012 (NPPF) is relevant, including paragraphs 32 (Transport Impacts), 61-64 (Design), 72 (education), 73 & 74 Open space and Playing Fields, 87-90 (Green Belt) and 211 - 216 (status of adopted and emerging policies).

## **Planning History**

There is an extensive planning history for this site over a long period. The most relevant history is listed below:

DC/99/02840/FULL1 Siting of two detached single storey mobile buildings for classrooms for a temporary period. (renewal of permission 97/1104) Approved 10.11.1999

DC/03/04469/RENEW Construction of a two storey music school building, alterations to vehicular and pedestrian access to Mottingham Lane, revised car park layout and associated landscaping Renewal of application 97/01500 granted on appeal Approved 12.03.2003

DC/04/03813/FULL1 Single storey infill extension to boarding house and its conversion into music teaching and practice rooms Approved 24.11.2004

DC/07/02015/FULL1 Two storey extension/elevational alterations including additional windows and glazed entrance façade and access steps/ramps Approved 12.07.2007

DC/09/02240/FULL1 Two storey detached educational art building with single storey link building/associated landscaping and alterations to front gate/fencing Approved 02.11.2009

DC/10/00242/FULL1 Two storey detached educational art building with single storey link building/associated landscaping and alterations to front gate/fencing (amendments to 09/02240/FULL1 to reposition footprint of art facility building and colonnade link and extend link roof to hip of Anthony Barnard Hall) Approved 25.03.2010

DC/10/03221/FULL1 Two storey detached educational art building with single storey link building/associated landscaping and alterations to front gate/fencing (amendments to 09/02240/FULL1 including elevational changes, acoustic screen and sub-station) Approved 24.01.2011

DC/11/03476/FULL1 Single and two storey temporary buildings for classroom accommodation and sixth form common room during redevelopment of part of school Approved 30.03.2012

DC/11/03482/FULL1 Three storey block comprising classrooms and sixth form accommodation Approved 01.05.2012

DC/11/03489/FULL1 Replacement single storey pavilion/changing room buildings  
Approved 01.03.2012

DC/11/03923/FULL1 Temporary use and erection of temporary structures including  
vehicle access area and fencing for a London 2012 Training Venue Approved  
11.04.2012

13/00778/FULL1 First floor extension to science block Approved 30.04.2013

14/01093/FULL1 Single storey detached building for use as cricket score hut  
(retrospective) Approved 13.05.2014

14/01837/FULL1 Erection of new tractor storage shed Approved 03.09.2014

## **Conclusions**

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

- Principle of Development
- Impact on Metropolitan Open Land (MOL)
- Loss of Sports Pitches
- Siting, Layout and Design
- Impact on Neighbours Amenity
- Highways and Traffic Matters
- Trees and Landscaping

## **Principle of Development**

Planning permission has previously been approved on the playing fields and MOL under ref: 11/03476/FULL1 for two and single storey temporary classrooms and sixth form room for use during the redevelopment of the same part of the school for a period of 3 years. This original proposal for temporary school buildings was sited further to the east, adjacent to the proposed replacement school building. This permission although now expired, has to a certain degree established the principle of temporary classrooms and associated facilities on MOL land and designated playing fields during the redevelopment of the adjacent school building. The proposal now submitted for consideration is for a very similar form of temporary buildings and footprint. However, it also includes a temporary construction route along the playing fields and two contractors' compounds which would be sited in the MOL.

In respect of educational policies paragraph 72 of the NPPF identifies that the government attaches great weight to the need to create, expand or alter schools and says that Local Planning Authorities should work with school promoters to identify and resolve key planning issues. The London Plan in Policy 3.18 encourages proposals which enhance the expansion and provision of educational facilities including new build, expansion of existing or change of use to educational purposes. Whereas, Chapter 13 of the UDP sets out the Council's objectives in supporting the provision of local community services. Policy C1 of the UDP states

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

In response to increasing pressure for school places and the emphasis on the need to ensure sufficient places in the London Plan and the NPPF the emerging Draft Local Plan includes draft policies 6.5 "Education" and 6.6 "Educational Facilities". Draft Policy 6.5 advises that the Council will assess the need for education infrastructure and allocate sites accordingly safeguarding education sites for the plan period. Draft Policy 6.6 supports proposals for new educational facilities which meet local need, looking first at opportunities to maximise the use of existing Education Land.

The principle of an extension or replacement buildings to all types of existing schools and buildings is therefore well established in planning policy from a National to a Borough level. The replacement school building/extension offers options for additional education facilities and fulfils a need at the school. The proposed temporary classroom buildings, sixth form centre and associated facilities are therefore required to enable the redevelopment of the school building and provide temporary replacement accommodation during construction works at the site. The educational need to supply temporary replacement facilities, associated with redevelopment of facilities on site in the long term is therefore a significant material consideration in the assessment of this planning application. Without these temporary buildings the redevelopment proposal could not take place to upgrade the provision of educational facilities on site. Therefore the temporary buildings are required to facilitate these proposals.

The other key issues in regard to this application are the consequential impact of the temporary accommodation, construction compounds and access road on the MOL and its visual amenities, the siting of the buildings and associated works, the temporary loss of designed school playing fields and the impact on adjacent residential amenities as a result of this proposal, this will involve weighing up the educational need against these issues and any other material considerations which is considered in the following section of the report.

The above policies in respect of education and need clearly provide support at all levels for educational facilities and the provision of temporary facilities to enable the extension of the school buildings to provide improved facilities. Consideration of the above issues and compliance with all other relevant planning policies and considerations still, however, need to be addressed and a balance struck when assessing all the relevant planning and material considerations in such a case.

### **Impact on Metropolitan Open Land (MOL)**

The application site is sited within Metropolitan Open Land (MOL) which is afforded the same protection as the Green Belt. Policy G2 of the UDP states that the construction of new buildings within MOL will be inappropriate unless for

agriculture and forestry, essential facilities for outdoor sport and recreation, cemeteries and other uses which preserve the openness of the land; limited extensions, alteration or replacement of existing buildings; or limited open air facilities that serve the whole or significant parts of London.

The material change of use of land, engineering works and other operations within MOL will be inappropriate unless they maintain the openness and do not conflict with the purposes of including land in the MOL. The openness and visual amenity of the MOL shall not be injured by any proposals for development within or conspicuous from the MOL which might be visually detrimental by reasons of sale, siting, materials or design.

Draft Policy 8.15 of the Local Plan is also relevant and is an update of Policy G2 which identifies the MOL has the same protection as Green Belts and permission will not be given for inappropriate development except in very special circumstances.

London Plan policy 7.17 supports this position by requiring that the strongest protection is given to MOL and inappropriate development should be refused unless there are very special circumstances, giving the same level of protection as the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of the MOL.

The site is also within the Green Chain and as such Policy G7 of the UDP is relevant. Development proposals will be required to respect and not harm the character or function of the Green Chain and the Green Chain Walk.

The principle issues in respect of the development of the temporary classrooms to the west of the existing and replacement school building is the impact on the long term protection of the MOL, its open character and its visual amenities. The key test being whether there is any harm to the designation, its function and the objectives of such a designation and whether very special circumstances have been demonstrated to justify inappropriate development on MOL.

As stated, planning permission was previously granted for a similar scheme being single and two storey temporary classroom buildings and sixth form block, albeit in a nearby location, under the 2011 permission, for a temporary period of 3 years with the playing fields reinstated within 3 months of removal. This permission has expired but was previously found to result in an acceptable impact on the MOL since being of a temporary nature.

Nevertheless, educational uses in any form in the MOL are not identified as an appropriate use and would therefore, by definition, be an inappropriate form of development which should only be allowed in "very special circumstances". Very special circumstances will not exist unless the potential harm, by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

The proposals would result in a temporary increase in the built form on the MOL and wider site, increasing the level of buildings and the impact they will have on

openness, character and the visual amenities of the MOL. In addition, the temporary construction compounds and access road required in relation to the construction stages will result in clearly defined structures and engineering works within the MOL. If these structures were to be permanent their impact on the openness, character and visual amenities of the MOL would be significant and would be resisted in line with the clearly defined planning policies in relation to inappropriate development in the MOL. However, these structures are proposed for a 3 year temporary period only, during the construction of the replacement school building which is not in the MOL and once completed will be removed and the land reinstated to its former condition. For this reason the impact on the MOL will only be for a limited period and will not have a long term or permanent impact on the openness, character or visual amenities of the MOL. The temporary nature of the buildings is therefore a significant consideration to be given due weight in the Green Belt/MOL balance.

There is also the case in respect of the educational needs of the school, which are justified as an important policy consideration in respect of the provision of upgraded school facilities on the overall site. The need for these buildings and structures is only to allow temporary facilities during construction and for no other purpose. It is also clear that the Applicant does not consider there to be a more appropriate location outside of the MOL and although other options for siting the buildings have not been put forward with the application it is accepted that there are very limited alternatives available and none that are acceptable outside of the MOL. This therefore amounts to a case for other material considerations in relation to the specific requirements to enable redevelopment of the permanent school building.

The siting of the temporary school buildings, construction compounds and access road are also to be sited at the edge of the MOL (and school playing fields), adjacent to existing development and buildings, which results in a reduced impact on the openness of the rest of the MOL, its permanence and wider visual amenities. Therefore although there will be a temporary impact on its openness and visual amenities on this part of the MOL, it would not affect wider views or amenities, which would largely be retained across the rest of the MOL. As a result the purposes of including land in MOL will not be affected by the proposal.

Therefore the essential characteristic of the MOL, its openness and permanence would be retained, to a certain extent, in the short term and would not be affected in the long term following the removal of the buildings and associated development. This therefore amounts to a case of very special circumstances for this proposal which has demonstrated that the harm can be outweighed by other considerations, being the temporary nature of the proposal, educational need and siting. On balance it is considered that the above justifies making an exception to the policy requirements on MOL and the provision of temporary development on this site.

In terms of the design, materials and scale of the proposed temporary buildings, it is considered that as these are only temporary structures with no long term impact, therefore these elements overall have limited weight or impact on the wider MOL

and its long term protection. It would not, therefore be appropriate to resist such a proposal on these considerations due to the temporary nature of the development.

Consequently, although the proposal would result in inappropriate development there is a suitable case of other material considerations that therefore amounts to a case of very special circumstances that outweighs the harm by reason of inappropriateness or any other harm, in accordance with planning policies. The proposal has therefore been justified on the basis of the operational and educational benefits of the accommodation being provided in this location, the need for the temporary school accommodation during the construction period and the requirement to enable the redevelopment of the permanent school building.

### **Loss of Sports Pitches**

Paragraph 73 of the NPPF says that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. The NPPF para.74 and the London Plan Policy 3.19 preclude the loss of open space, sports and recreational land, including playing fields and wherever possible, multi-use public facilities for sport and recreational activity should be encouraged. Policy L6 of the UDP seeks to protect the loss of playing fields.

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

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- 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.

The vast majority of the school's 25 hectare site comprises playing fields and the applicant has set out a mitigation strategy to address the loss of the sports pitches whilst the temporary buildings are in place. It is considered that there will be no detrimental impact resulting from the loss of sports pitches as a result of the proposal.

The loss of a section of the school playing fields (which are also used by a number of clubs and wider community uses) is outlined in the detailed mitigation strategy submitted with the application which states how the loss of the relevant sports facilities will be compensated during the construction phase. The playing field facilities that will be unavailable during the construction phase are already available on other parts of the wider school site which have or shall be upgraded accordingly and therefore the temporary loss of these facilities has been addressed and mitigated as far as practical. As a result there is no overall temporary loss of playing field facilities during construction and all facilities will be fully reinstated once works are completed.

As the site forms a playing field, as defined in legislation, Sport England have been consulted and have made representations in respect of the application. They have expressed the view that the resultant loss of playing field is acceptable as other playing field facilities of a similar quality are available and the sporting curriculum will not therefore be affected. They have consequently raised no objection on the basis of the temporary nature of the proposals and temporary disruption of playing pitch use but subject to a condition that the playing fields are reinstated to an equal or enhanced provision once the replacement school building has been completed can be added. Such a condition identifies a timescale for the playing pitches to be reinstated and to the relevant standards.

Consequently, it is not considered that there is an under provision of available sports pitches on the site and for wider community uses and therefore although some playing pitches will be temporary unavailable the proposal accords with Policies L6 of the UDP, 3.19 of the London Plan and paragraph 74 of the NPPF.

### **Siting, Layout and 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 (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.

The impact on the amenities of the occupants of nearby residential properties shall be discussed in the subsequent section of this report. All the proposed structures are to be sited on the edge of the MOL and will result in a limited impact on the wider character of the area and its openness.

Views have been expressed that alternatives locations should be considered on the wider site, including immediately adjacent to the existing school buildings, to the south of the school buildings or on other parts of the MOL. The siting is also different to the previous proposal which was further east, adjacent to the existing school buildings. This original siting is now proposed to form one of the construction compounds, being sited directly adjacent to the replacement school extension. Therefore, the original siting was not practical and did not allow sufficient space to allow construction works to be undertaken. The Applicants have advised that other locations are not considered suitable but have provided no

details of these or why they are not suitable. A number of the suggested locations would not be appropriate, i.e. adjacent to the existing school buildings, which would not allow construction works or access; or to the south of Fairy Hall, which is not a large enough area to site the required school buildings. All other options would also be within the MOL and on school playing fields which, as has been discussed, raises other policy considerations. The proposed siting is therefore considered acceptable and is the most appropriate siting in terms of the protection of the MOL, the reallocation and mitigation of the existing sports pitches and on the character of the wider area. There is not, therefore, a location that is considered preferably more appropriate for these buildings. Consequently, in terms of the built form of the area and the fact that the proposed buildings and works are temporary for a three year period, the siting is considered, on balance, to be acceptable.

The layout and design of the buildings have less weight, as a material planning consideration, as the buildings are temporary and will not result in a permanent form of development. Temporary mobile school classrooms are of a limited design and form, being designed to serve a particular purpose and to be only a temporary structure. They are therefore very simple in their form, with limited elevational treatment and flat roofs. This is to be expected and it would be unreasonable to request their design or materials to be of a higher quality under these circumstances. These elements, although not strictly in accordance with planning policies, are found to be appropriate for a temporary form of buildings.

The temporary school buildings have also been laid out to ensure the single storey structures are sited next to the adjacent residential properties, with the two storey element sited further away from the residential boundaries. The two storey element is sited 30m from the closest residential boundary, which is considered to be a reasonable distance to minimise harm to residential amenities in line with planning policies. Furthermore, the potential to reduce the height of these temporary school buildings, by requiring all the temporary classrooms to be single storey, would result in a greater impact and footprint within MOL and a further impact on the provision of school playing field provision which would both be contrary to established planning policies. Consequently, the siting and height proposed minimises the impact on MOL, playing field provision and the resulting impact on the wider character of the area. The proposed buildings, therefore, relate to the existing form of buildings and development in the more immediate area and are also screened behind adjacent tennis courts, existing landscaping and wider views of the site.

In terms of the siting of the proposed temporary construction compounds these are to be sited immediately to the west of the replacement school building and on an existing car park adjacent to Grove Park Road. Details of these compounds are limited at this stage and due to being sited in MOL and in close proximity to residential properties further details of their layout can be requested by conditions. In particular, the compound adjacent to Grove Park Road is also sited adjacent to a flank elevation of residential property on Grove Park Road and therefore its use and any structures within this compound need to be carefully controlled and managed to ensure there is no impact on the residential amenity of this property. This compound is also less likely to be as intensively used as the one sited

adjacent to the building works and the conditions suggested should minimise any impact of residential amenities.

Therefore whilst the siting of the temporary school buildings and compounds are unlikely to result in any significant harm to the character of the area from their respective forms, in principle, the impact on the residential amenities of the occupants of the nearby dwellings also needs to be considered in more detail below.

### **Impact on Neighbours Amenity**

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 overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

In terms of the adjoining residential properties these are a mixture of different styles. The majority are two storeys in height although there are a number of single storey dwellings. Boundary treatments vary although most are generally lower than is normally expected to allow views of the open playing fields beyond.

The siting of the temporary school buildings is however to the rear of a significant number of residential properties in Mottingham Lane. The adjacent properties (immediately to the north) on Mottingham Lane are sited 50m at the closest point, however, Pindl Lodge is the closest dwelling, to the north east, at 36m to the temporary buildings. All but one dwelling is therefore sited 50m or more away from the proposed northern elevation, with mature planting in the rear gardens or along the northern boundaries of those properties. The closest rear boundary is at 18m from the northern elevation of the single storey temporary classroom buildings and 30m from the two storey building. This is a significant distance between the proposed development, the residential properties and their private garden areas, being the immediate space to the rear of the dwellings.

In addition, the temporary school buildings are single storey at the closest point with the two storey element set back to reduce the overall form and scale of the temporary buildings in relation to those residential properties. Therefore there is unlikely to be a significant detrimental impact on the existing amenities of those properties as a result of the siting of the proposed school buildings.

When considering the distances involved Members may agree that this is a suitable distance in terms of the relationship between built forms. Adjacent residents have however raised considerable concerns locally in relation to the siting of these building directly to the rear of their properties and the detrimental impacts which will result. However, it is considered that the proposed buildings relate to the existing form of buildings and development in the more immediate area, being two storeys at the highest point and sited at a reasonable distance from adjacent residential properties.

In terms of loss of light or overshadowing, being sited at the distances identified above it is not considered that the temporary buildings will cause any loss of light or overshadowing of the dwellings or their respective private gardens. As the temporary school buildings would have a limited impact on loss of light or overshadowing of adjacent residential properties the proposal is acceptable in this regard.

In terms of overlooking or potential loss of privacy it is proposed to obscure glaze the limited number of windows being proposed to the northern elevation of the two storey building. This will largely remove any potential for overlooking or a loss of privacy to residential properties from this element of the proposal. However, to ensure privacy is maintained conditions have been added to also specify that no additional windows should be inserted to the northern elevations and all northern elevation windows to be obscure glazed. It is also considered necessary to require details of the opening and the control of noise from the north facing windows by condition, due to some of the closest windows serving music rooms. In addition, there are external fire escape stairs which although should have limited use, do have some potential for overlooking. Consequently, amendments have been submitted to include privacy screens to the top of these stairs and a condition has been suggested for further details of the screens to be submitted prior to occupation. These proposals and the additional conditions should ensure the impact on existing residential amenities as a result of this aspect of the proposal are maintained and therefore the proposal accords with Policy BE1 of the UDP.

Noise and disturbance from these buildings has also been identified as a concern by local residents as these temporary buildings will be used by school children during the week and school hours. The use by school children will be more intensive during these periods of the day however, the use of the overall site is already an established school. With conditions to ensure the northern elevation windows are kept shut, such a concern is minimised although it is appreciated that there are to be music rooms within the single storey element of the proposal. Nevertheless, this is a temporary proposal which will be largely in use during school hours. Their use should therefore not extend into the evening or weekends when residents are most likely to expect to be able to use their gardens. It is therefore considered that noise and disturbance would be at a level which is reasonable to expect adjacent to a school site and is unlikely to have a significant impact on residential amenities.

There are strong views expressed by adjacent residents that the buildings will harm their residential amenities due to their siting and although these concerns are appreciated, it is clear when each element of the proposal is considered that the impact on residential amenities is limited. It is further appreciated that for those residents adjacent, the view and the aspect from their properties and gardens will change for this temporary 3 year period, which is currently of open school playing fields. It is worth highlighting that a view is not, however, a material planning consideration and although this will clearly be changed during the construction period it will be reinstated after works are completed as no permanent consent for these buildings is being either applied for or recommended at the stage. Any permanent structures would require further planning permission and due to the strict policies in respect of MOL land and retention of school playing fields, it is

unlikely that any form of permanent consent for development of this land would be forthcoming in the future. Consequently, it is considered that these concerns, although valid, cannot form part of the determination of this proposal or are considered sufficient to justify a refusal.

The siting of the construction compound in relation to residential dwellings in Mottingham Lane is sited 50m to the closest residential boundary at Colview Court with mature trees between it and the adjacent residential properties. As a result is unlikely to result in a detrimental impact on the amenities of adjacent residential properties. This part of the proposal therefore complies with Policy BE1 of the UDP and is acceptable.

The second construction compound adjacent to Grove Park Road and No. 2a Grove Park Road adjoins the flank elevation of this property which has no windows. There is some concern regarding the close proximity to this dwelling, but it has been sited in this location to minimise the impact on MOL and wider area and is sited on an existing car park. The conditions suggested in relation to the layout of this compound and its use should however minimise any impact on residential amenities as far as possible.

The proposed temporary buildings and structures are, on balance, considered to be appropriate in respect of their impact on residential amenities in relation to the adjacent residential properties. Overlooking, loss of privacy, loss of light, overshadowing and noise and disturbance have been minimised and are all acceptable in the context of the site, subject to the conditions identified, in line with established planning policies and BE1 of the UDP.

### **Highways and Traffic Matters**

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that generate significant amounts of movement should be supported by a Transport Assessment which 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. 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 schools will also be required to produce or update 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 applicants have confirmed in a Transport Technical Note that the proposed extension submitted under 16/00693/FULL1 will not result in the intensification of the use of the site or increased pupil numbers, as this proposal is to enhance the existing facilities available. There are however highway implications in respect of the proposed development from the construction stages. The construction impacts of the development raise transport, access and parking issues which include the use of a temporary access route, proposed routes of construction traffic to the site and car parking which have raised significant concerns from both a highways perspective and within the local community.

The original plans submitted included two construction routes into the site and a new vehicular access onto Grove Park Road. These construction routes included one along the edge of the playing fields (within MOL) and one along the rear/northern boundary of the application site. The northern boundary route was a narrow access along the rear boundaries of dwellings in Mottingham Lane and including use of the existing access on Mottingham Lane and the use of land at the end of one of these rear gardens to provide sufficient space for a HGV to gain access. This would also result in the loss of trees on this additional land. This temporary construction route resulted in a significant number of objections from local residents in respect of large lorries/HGV's using a route at the end of their rear gardens, construction traffic using Mottingham Lane and loss of the trees on the garden land to be used. This aspect of the proposals has now been removed to overcome these objections and it is now proposed to use a temporary construction route which extends from the sixth form car park adjacent to Grove Park Road, along the side of the playing fields to the site of the replacement school building.

The removal of the controversial construction access has therefore overcome a number of objections to this aspect of the scheme. In addition, construction traffic will no longer be using Mottingham Lane for access or routing purposes.

In addition, a proposed new (temporary) access on Grove Park Road has also been removed from the proposals as it was contrary to Policy T11 of the UDP being a London Distributor Route and as a result raised road safety concerns from a highways perspective. The existing main school access from Grove Park Road will now be used for all construction related traffic.

In that there is now proposed to be only one temporary construction access route on site and no new access works are proposed onto the public highway, many of the highway concerns that have been expressed during the course of this application have now been overcome and as a result Highways now raise no objection subject to appropriate conditions.

The construction stage does however still raise a number of issues that still have not been fully clarified. Two construction compounds are proposed, one adjacent to Grove Park Road on the site of an existing car park and one adjacent to the

proposed school extension. These compounds are to have a number of functions including, site offices, material storage, construction parking and turning areas for HGV's. In addition, the compound adjacent to the school will also be used to site a crane. Their size to serve all these functions is particularly limited and only details of swept path tracking for HGV turning have been provided at this stage. Further details of these compounds and their layout has therefore been added as a condition to ensure there is sufficient space for turning vehicles on site, offices, materials storage and parking.

Furthermore, it is not considered that there is sufficient space within these compounds and the wider school site for construction operatives' car parking. The submission identifies that construction operatives are most likely to arrive by public transport and therefore limited car parking is required, however, it is considered this is unlikely. It is further advised that the existing College Meadow car park will also be used, which is within the wider school site, but sited over 1km from the proposed works. Again it is felt that due to the distance that many construction workers would be unlikely to use this car park. As this matter still has not been adequately addressed and overall the school is sited on a large site it is considered necessary to require further details by conditions to minimise the potential for on-street car parking during construction.

For these reasons, Highways have requested that a contribution is secured to enable temporary traffic management measures to be implemented if necessary during the construction stage only. A request for £3000 has been identified, however, as a number of conditions have been suggested to address car parking by both construction workers and replacement 6th form car parking it is considered that these measures should be sufficient to address the concerns regarding on-street car parking. The requirement for a contribution to provide temporary management measures during construction would also need to comply with the three tests for planning obligations being, necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. It is questionable whether a contribution towards temporary traffic management measures during construction meets these tests as it would not be needed to make the development acceptable in planning terms and therefore it is not intended to request such a contribution.

In respect of the loss of the existing car park for the construction compound, it is advised that this car park has 35 spaces which are mostly used by the sixth form during the week and all sixth form car parking will be redirected to the College Meadow car park, which as stated above is over 1km away from the school. Although this is not considered the optimum solution, it is however within the control of the school and therefore a condition is considered necessary for further details of how this will be managed to minimise on-street car parking and ensure the safety of pupils during the construction period.

In terms of further details of numbers of lorries per day etc., routes to the site and other construction activity it is expected that these matters will be fully addressed in a construction management plan which can be dealt with by condition. With the significant revisions to the proposals and the conditions proposed it is considered

that the highway aspects of this proposal have been addressed accordingly and are in accordance with the stated planning policies.

### **Trees and Landscaping**

Policy NE7 requires proposals for new development to take particular account of existing trees and landscape features on the site and adjoining land. There are a number of trees on the site which are to be retained where possible. A tree survey/arboricultural report in accordance with BS 5837: 2012 has been submitted with the application which assesses these trees and identifies those trees to be retained which are of some merit.

A number of new trees adjacent to the existing school building and along the boundary of the playing fields will be removed and later replaced as part of these proposals. Their limited age and size results in their limited amenity value across the wider site and their loss is acceptable. There are however a number of more mature trees adjacent to the playing fields which are to be retained and specific protection measures and works close to their roots have been identified. These measures can be further controlled by conditions. This aspect of the proposal is therefore acceptable and accords with Policy NE7 of the UDP.

### **Other Technical Considerations**

#### Archaeology

The site is located within an Area of Archaeological Significance and as such Policy BE16 of the UDP is relevant. A desktop archaeological assessment has been submitted with the planning application. The reports have identified that there is unlikely to be any archaeological remains in the immediate locality and therefore no further investigative work will be required on site.

#### Ecology

The NPPF addresses ecology in paragraph 109 which states, the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.

UDP Policies NE2, NE3 and NE5 seek to protect wildlife features and protected species requiring development proposals to incorporate appropriate mitigation where damage may occur. The Phase 1 Habitat Survey submitted identified use of the site by commuting bats and limited use of the site by all other protected species and no habitats of significance or ecologically sensitive sites. No conditions are necessary due to the temporary nature of the proposals.

#### Sustainability and Energy

The London Plan provides the policy framework in respect of sustainable construction and renewable energy with Chapter 5 of the London Plan (2015) and

the Supplementary Planning Guidance entitled Sustainable Design and Construction policy BE1(vi) of the UDP providing the relevant policy background. As the proposals are for temporary buildings it would be unreasonable to apply such standards which largely applied to permanent consequently no conditions are necessary in this regard.

### Sustainable Urban Drainage Systems

Policy 5.13 of the London Plan requires development to utilise a SUDS, unless there are practical reasons for not doing so, it is 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. Limited details have been provided with the application but it is considered that any such details can be addressed by a condition.

### **Conclusion**

The proposal for temporary school buildings, construction compounds and temporary construction access road have been put forward for a 3 year period only. A case of very special circumstances has been identified to justify such a development on MOL. Existing sports pitches will be suspended for a temporary period and mitigation measures identified during this period. All land is to be reinstated once works are completed. The proposed buildings and structures have all been found to be acceptable in terms of the siting, form and impact on residential amenities, whilst all highways aspects and parking have been addressed or can be controlled by conditions the application is therefore recommended for approval.

Background papers referred to during the production of this report comprise all correspondence on file ref: 16/00692, excluding exempt information.

### **RECOMMENDATION: APPROVAL**

**subject to the following conditions:**

- 1 The buildings, compounds, construction works and all associated structures hereby permitted shall be removed and the land reinstated to its former condition within three years of the date of this permission or within three months of the occupation of the replacement school buildings, whichever is sooner.**

**REASON: In the interests of the openness and visual amenities of Metropolitan Open Land, to ensure adequate provision of playing fields and the protection of the character and amenities of the locality in accordance with Policies G2, L6 and BE1 of the Unitary Development Plan.**

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

**Site Management Plan 3141-D-106 Rev. P3 dated 29.09.2016  
Site Ownership Plan 3141-D-051 Rev. P2 dated 29.09.2016**

Tree removal and retention 3141.L.905 Rev.P5 dated 23.02.2016  
Proposed Temporary Accommodation 3141.D.990 Rev.P2 dated 19.08.2016  
Site Section through Temporary Accommodation 3141-L-264 Rev.P1 dated 19.08.2016  
Location Site and Ownership 3141-D-050 Rev. T2 dated 09.03.2016  
Tree Protection Plan Arbtech TPP 01 Rev. D dated 12.02.2016  
Arboricultural Impact Assessment Arbtech AIA 01 Rev. D dated 12.02.2016  
Design and Access Statement Section A dated 08.06.2016  
Architectural drawings and information Section B dated 08.06.2016  
Design Team and Consultants Section C dated 08.06.2016  
Planning Statement dated 12.02.2016  
Revised Technical Note dated 03.10.2016  
Heritage Statement dated 12.02.2016  
Phase 1 Habitat Survey dated 08.06.2016  
Archaeological Desk Based Assessment dated 08.06.2016  
Arboricultural Method Statement Rev D dated 12.02.2016  
Drainage Statement dated 08.06.2016  
Car Park Survey dated 19.08.2016  
Email dated 08.06.2016  
Email dated 13.05.2016  
Email dated 19.08.2016

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

- 3 Notwithstanding the details submitted and 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, the hours of operation, and the number of vehicles using each construction route 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 and T18 of the Unitary Development Plan and in the interests of the amenities of the adjacent properties.

- 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 ensure satisfactory means of surface water drainage and to accord with Policy ER13 of the Unitary Development Plan.

- 5 Details of the means of privacy screening for the external escape stairs shall be submitted to and approved in writing by the Local Planning Authority before the completion of the buildings. The development shall be

carried out before occupation in accordance with the approved details and permanently retained as such.

**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.

- 6 Prior to the commencement of development details of all on-site car parking for construction operatives for the duration of the construction period shall be submitted to and approved in writing by the Local Planning Authority and shall be fully implemented and retained throughout the construction phases.

**REASON:** In order to comply with Policy T18 of the Unitary Development Plans and to ensure adequate on-site car parking during the construction period.

- 7 Before any external illumination becomes operational, full details of the lighting scheme including type, orientation and screening of the lights shall be submitted to and approved by the Local Planning Authority and shall be permanently maintained as approved thereafter.

**REASON:** In order to comply with Policy ER10 of the Unitary Development Plan and in the interest of amenity and public safety.

- 8 Details of the proposed slab levels/temporary foundations of the building(s) and the existing site levels (the height of which shall be minimised where practical) shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

**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.

- 9 The replacement car parking arrangements for all sixth form parking shall be fully implemented before works commence and details of these measures to ensure its safe use and management shall be submitted and approved by the Local Planning Authority before the commencement of works. The approved details shall be retained until all works on site are completed and shall not be varied without the prior approval of the Local Planning Authority.

**REASON:** To ensure sufficient car parking is available on site in the interests of the free and safe flow of traffic.

- 10 The development, works and contractors' compounds hereby approved and all other associated structures shall be removed from the site within three months or in the first planting season following removal, the playing field land shall be reinstated to a playing field of a quality at least equivalent to the quality of the playing field immediately before all the development was erected and be fit for use as a playing field in accordance with 'Natural Turf for Sport', (Sport England 2011) or the appropriate National Governing Body Performance Quality Standard.

**REASON:** To ensure the site is restored to a condition fit for purpose and to accord with Development Plan Policy L6 of the UDP and 3.19 of the London Plan.

- 11 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.

- 12 Whilst the development hereby permitted is being carried out, provision shall be made to accommodate operatives and construction vehicles off-loading, and turning within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority and such provision shall remain available for such uses to the satisfaction of the Local Planning Authority throughout the course of development.

**REASON:** In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

- 13 The total floor space of the proposed temporary buildings shall not exceed 1,485 sqm GEA at any time.

**REASON:** In the interests of openness and visual amenities of the Metropolitan Open Land and residential amenities in accordance with policies G2 and BE1 of the Unitary Development Plan.

- 14 The excavation works beneath the canopy of any trees shown to be retained on the submitted plan shall be carried out by hand or by tools held in the hand (other than power-driven tools). Any roots encountered of 50mm or more in diameter shall be carefully retained and protected from exposure and desiccation. Any damaged or severed roots shall be cut so that the final wound is as small as possible.

**REASON:** In order to comply with Policy NE7 of the Unitary Development Plan to ensure works are carried out according to good arboricultural practice, and in the interest of the health and visual amenity value of trees to be retained.

- 15 The development shall be implemented in accordance with the Arboricultural Method Statement Rev D and Tree Protection Plan submitted and dated 23rd February 2016 hereby approved and under supervision of a retained arboricultural specialist in order to ensure that the correct materials and techniques are employed throughout the course of the development.

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

**16 All windows facing the northern boundary of the site with the residential properties on Mottingham Lane shall be obscure glazed and shall be permanently retained thereafter.**

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

**17 Before the commencement of development details of the layout of the construction compounds including the siting and height of the site offices and associated buildings shall be submitted to and approved by the Local Planning Authority and such details as approved shall not be varied without the prior written approval of the Local Planning Authority.**

**REASON: The protection of the MOL, residential amenities and highway safety in accordance with policies BE1, G2 and T18 of the Unitary Development Plan.**

**18 No windows or doors additional to those shown on the permitted drawings shall at any time be inserted in the northern elevations of the buildings hereby permitted, without the prior approval in writing of the Local Planning Authority.**

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

**19 Prior to the occupation of the temporary school buildings hereby approved, details of the opening, restricted opening or otherwise of the north facing windows shall be submitted to and approved by the Local Planning Authority. Such details as approved shall be fully implemented and maintained throughout the occupation of the buildings.**

**REASON: The protection from noise breakout and in the interest of residential amenities of the adjacent residential properties in accordance with Policy BE1 of the UDP.**

**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 Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.**

**2 Recent 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 contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit their website at [www.thameswater.co.uk](http://www.thameswater.co.uk)**

- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres per minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development**
- 4 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.**
- 5 It is recommended that a restoration scheme for playing field land is undertaken by a specialist turf consultant. The applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled "Natural Turf for Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch team sports, for example the Football Association.**