

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

**Application No :** 16/02435/FULL1

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

**Address :** Castlecombe Primary School  
Castlecombe Road Mottingham London  
SE9 4AT

**OS Grid Ref:** E: 542214 N: 171455

**Applicant :** Mr Roger Ward

**Objections :** YES

### **Description of Development:**

Ground and first floor extensions to provide an additional storey to facilitate an increase in pupil numbers, elevational alterations, canopy and covered play area to eastern elevation, additional car parking spaces, refuse store and bicycle parking, along with temporary works to include 3 mobile classrooms and external works.

Key designations:

Biggin Hill Safeguarding Area  
Green Chain  
London City Airport Safeguarding  
Metropolitan Open Land  
Sites of Interest for Nat. Conservation  
Smoke Control SCA 10  
Smoke Control SCA 51

### **Proposal**

- A phased development to enable the expansion of the school from a 1 form entry to a 2 form entry is proposed. The capacity of the school will be doubled to 420 pupils as a result of the development. It is estimated that staff numbers will increase by a total of 16 staff (full-time equivalent);
- The applicants are proposing a phased development with temporary classroom accommodation and hardstanding for a contractors compound being provided on site for the duration of the phase 1 works, which the applicant states will be required until September 2019.

### **PHASE 1:**

- Includes the provision of 4 new classrooms, refurbished classrooms, a new library, a new music room, a studio, Hygiene room, new and refurbished WCs, an interview room;
- construction of ground floor extension to eastern side of building;

- external canopy to eastern side of building provide outdoor covered play area for reception classrooms;
- construction of ground floor infill extension within part of internal courtyard along with raised external deck;
- first floor extension over part of south wing of the existing building measuring approximately 8.6m high from ground level; and
- new bin store adjacent to front boundary and new cycle store adjacent to western side of building;
- Widening of existing service access from Castlecombe Road to provide 10 additional parking spaces;

#### PHASE 2:

- includes the provision of 3 new classrooms, refurbished classrooms and staff room, a changing room and additional administration space;
- additional ground floor extension to the eastern side of the building to extend reception classrooms, provide a lobby and re-position covered play area;
- first floor extension over remainder of south wing; and
- elevational alterations including replacement of the entire south façade;

#### TEMPORARY WORKS:

- 3 modular buildings each comprising 2 classrooms are proposed adjacent to the southern site boundary along with a temporary container and hardstanding;
- Hardstanding measuring approximately 1524sqm in area to form a contractors compound and vehicular access route via an existing access serving the children's and family centre off Castlecombe Road.
- Landscaping including a replacement pond and ecological habitat area adjacent to the southern site boundary is also proposed.

The applicant has submitted the following documents in support of the application:

- Landscape Appraisal (July 2016)  
The document assesses the visual impact of the development from 13 different viewpoints in the vicinity of the site and considers that the development will be visible from 4 of the viewpoints assessed.
- Transport Statement (May 2016)  
The report assesses the existing modes of travel of pupils and the estimated increase in each mode, based on an increase of 210 pupils and predicts an additional 14 car trips as a result of the development. However, in the short term the majority of the additional pupil intakes will be from pupils transferring to Dorset Road School which, based on a speculative assumption of how those pupils will travel to school, estimates an additional 47 car trips in the short term. An additional parking demand for 8 cars is predicted in relation to the additional staff proposed. On-street parking surveys were carried out in January 2016 to assess the current levels of parking in the vicinity of the school before, during and after pick-up period.

The main conclusions are that there is a large amount of parking space available in the area however, parking congestion around the school is caused by a small minority of drivers parking inconsiderately and often seeking to park as close to the school gate as possible, despite on-street parking being readily available within 50-100m. The report considers that the additional 47 car trips estimated to be generated in the short-term by the transfer of pupils from Dorset Road Infant School will add significantly to these demands and pressures. Possible mitigation measures recommended are to eliminate footway parking along the school frontage by extending the guard-railing or bollards and the zig zag markings, extending the zig zag markings to the opposite side of the road but still allowing pavement parking for residents and on-street parking outside of school times, and promotion of more considerate parking behaviour through the School Travel Plan.

- School Travel Plan Edition I (May 2016)

Identifies existing issues, outlines consultation undertaken with pupils, parents and staff and outlines an action plan aimed at increasing the number of pupils undertaking 'park and stride', promoting sustainable transport through the school curriculum and promoting the school travel plan effectively. A plan to review and evaluate the Travel Plan is also included.

- Tree Survey (February 2016)

The survey records the condition of trees on the site which could be affected by the development and grades them accordingly. The report also notes that two ash trees at the western end of the northern boundary with Castlecombe Road will be removed. Proposed tree protection measures in respect of retained trees are shown.

- Preliminary Ecological Appraisal (amended October 2016)

The site survey was undertaken in August 2015 which involved classifying and recording habitat types and features of ecological interest and assessing the potential of the site for protected species. The report concludes that the site does have the potential to support common bird species, hedgehogs and commuting and foraging bats and areas of the site unaffected by development were considered to have lower potential to support common toad and stag beetles. A bat roost tree survey was carried out and it was concluded that the trees on the site have low to negligible potential to support bat roosts. Overall, the report concludes that the development would have minor adverse impacts on bats if lighting was proposed as part of the development, and minor adverse impacts on birds with noise disturbance likely during construction. Site clearance should also take account of the likely presence of hedgehogs. The impact on these species is likely to be reduced to neutral if the suggested mitigation measures are undertaken. Furthermore, the proposed replacement pond and wildlife area would result in some minor/neutral-minor beneficial impacts for bats and amphibians. Precautionary mitigation and enhancement measures are recommended.

- Drainage Strategy (May 2016)

The report concludes that due to the position of the proposed extensions, there is no increase in impermeable area on the site and no increase in surface water runoff. The new roof within the central courtyard will be drained into the same

surface water system as the existing roof and the run-off from the high level roof will replace that from the existing single storey roof. The surface water system connects into the surface water main in the road. The additional toilets and foul drainage connections will be taken into the existing foul water drainage system which connects to the main in the road and it the report concludes that this will be sufficient to carry the small additional flow.

- Energy Assessment (October 2016)

The overall energy strategy set out in the report is to improve refurbished building fabric performance as much as is practicable given that the project is principally refurbishment / modernisation works. A number of energy-saving measures are proposed to be incorporated into the building's design including insulation levels significantly better than Building Regulation requirements; natural ventilation systems and energy efficient lighting systems. Various forms energy efficient heating infrastructure were considered including Combined Heat and Power and Community/District Heating, however these were not considered viable for this development. A number of low or zero carbon technologies have also been assessed however the preferred option for the development is the installation of photovoltaics (PVs) which will be roof mounted to the required pitch on the southern elevations of the site. The report concludes that around 164m<sup>2</sup> of photovoltaic cells will be required for this particular development in order to meet the minimum reduction in carbon dioxide emissions required by the London Plan.

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

- One of the very special circumstances associated with this development is the educational need for the additional classrooms at the school;
- The proposed development has been carefully considered by largely maintaining the footprint of the existing building, reducing the site coverage of development on the site, preventing further built form extending into areas of the site which are currently undeveloped;
- This ensures the openness and permanence of the site, and MOL, are preserved;
- The proposed design has the least harmful impact on the MOL;
- The design, type and level of accommodation proposed is derived from DFE standards ensuring the necessary space requirement for the additional form of entry are met;
- The Council, in its emerging plan, is proposing to re-designate the school from MOL to Urban Open Space (UOS);
- Once the school is re-designated as UOS extensions to the school will no longer be defined as inappropriate development;
- Have demonstrated that the very special circumstances associated with the development which clearly outweigh the harm by reason of inappropriateness;
- Careful consideration has been given to the siting and positioning of the temporary mobile classrooms to ensure the school playing fields can continue to function during the build;

- Due to the positioning and location of the proposed extensions to the existing school, the development will not have any impact on residential amenity to adjoining occupiers in regards to privacy, noise, light and outlook;
- By retaining the footprint of the existing school building the visual amenity of the adjoining occupiers will be retained;
- The closest public right of way runs along the southern boundary of the site and will therefore be unaffected by the development;
- The proposed development will respect site coverage and existing built form and will therefore preserve the character and function of the Green Chain;
- All new classrooms will have a min. floor area of 55sqm and enjoy natural ventilation and healthy natural daylight levels;
- The new accommodation will not encroach on either the existing playground or playing fields;
- With the new accommodation focussed along the south wing of the school, the visual impact of the extension on Castlecombe Road is minimised and the character of the original school frontage is maintained;
- The height of the extension is lower than the ridge line of the existing hall suggesting that the scale will not unduly impact on the amenities of the occupiers of neighbouring dwellings or on the character or appearance of the area;
- The architectural language is intended as a natural extension to that of the existing school building;
- The existing school sits approximately 1-1.5m below playground level which would help to mitigate the apparent height of the extensions when viewed from the south;
- The proposal would not prejudice the access arrangements to and within the site - staff and visitor vehicular access would remain off Castlecombe road;
- Existing pedestrian access from Castlecombe Road will remain;
- Internally the new building will ensure level access throughout;
- A platform lift has been proposed to enable movement between ground and first floor levels in compliance with Part M;
- Deliveries will remain as per the current arrangements;
- A consultation meeting was held with the Designing out Crime Officer discussing CCTV, access arrangements, fencing, doors and windows and lighting;
- A public consultation was held in which concerns were raised over the increase in traffic on Castlecombe road at pick up and drop off times;
- London Borough of Bromley Education Capital team will continue to work with the school to ensure that any operational issues arising from the expansion are considered and managed and stakeholders will continue to be well informed and consulted on developments.

## **Location**

- The application site extends to an area of approximately 1.8ha and is situated on the southern side of Castlecombe Road;
- The entire site is designated as Metropolitan Open Land (MOL), South East London Green Chain and is adjacent to a Site of Interest for Nature Conservation;
- The site comprises a 1 form entry primary school, a school nursery and a children's/family centre;
- The primary school which is the subject of this application consists of a single storey school building located on the western side of the site with double

height hall and plant room, rectangular in shape set around a central landscaped courtyard;

- The building is set back from the highway and to the front (north) of the site is hardstanding for car parking, bin and cycle stores and some soft landscaping including trees;
- The site steps up to a higher gradient towards the south where the playground is located;
- To the rear the site is bordered by Elmstead Woods which are also designated as MOL;
- Immediately to the east of the school building are the Castlecombe Children and Family Centre and separate Youth Centre and the school nursery;
- The east/south-eastern side of the site is occupied by playing field which extends to the site boundaries;
- To the north on the opposite side of Castlecombe Road are more residential dwelling houses;
- There are also residential properties adjacent the site to the west along Castlecombe Road and bordering the eastern edge of the site along Beaconsfield Road;
- There are 2 existing vehicular access point off Castlecombe Road, the eastern access leading to the car park fronting Castlecombe Road and onwards access to the rear of the buildings and play areas;
- The vehicle access at the western end is for deliveries and servicing;
- One pedestrian access is located centrally off Castlecombe Road;
- The site has a Public Transport Accessibility Level (PTAL) rating of 1b (on a scale of 0 - 6 where 6 is the highest).

## **Consultations**

Nearby owners/occupiers were notified of the development in writing, a site notice was posted and a press advert was published. Representations were received which can be summarised as follows:

- oppose this application and the planning in relation to adding parking restrictions to an already busy road;
- It is near impossible to park outside my house already without adding an extra 90 parents cars if what 3 classrooms provide;
- Object to the additional railing that we understand will now run down opposite our property (99 Castlecombe Road), as well as the yellow zig zag lines that will be placed in front of our property;
- The pavement opposite is often used for parking, as the spaces outside of our property are not always available, often in use by parents from the school: the railing, will prevent us from parking close to our property;
- Combined with the yellow zig zag line, you are effectively robbing us of a car parking space in front of our property;
- After reviewing the proposed expansion plans for Castlecombe School it is apparent that the pupil intake has now grown from the original submission;
- objection is based on additional intake of pupils;
- Why is Mottingham Primary School allowed to opt out and not expand?
- With the intake of over 400 pupils the school has now doubled meaning Castlecombe will be bigger than some Secondary Schools;

- The noise levels at play times and light pollution will significantly increase with extending opening hours to include before and after activities;
- This includes the Nursery and Youth Centre where floodlighting is left on all night unnecessarily;
- will have an impact on my ability to continue to work from home;
- The traffic increase and lack of parking at peak times will mean the pickup and drop off will potentially flow into Beaconsfield Road;
- We are already experiencing commuter parking for Elmstead Woods Station at the top of Beaconsfield Road;
- The change from Metropolitan Open Land to Urban Open Space is a huge concern as this now takes away the protection rights of our green space and allows the ability for the school to expand further in the future
- concerns are that the playground will be expanded onto the green space;
- Drainage from the school field needs to be addressed: our garden flooded from rain water flowing off the school field during the recent June storms;
- Although we have no objection with the proposed design of the school and the use of the green space to introduce the wildlife, nature and forest areas there is no need to change the status from Metropolitan Open Land.

#### Consultee Comments:

The Council's Highways Development Engineer recognises that there are short term parking and congestion issues associated with this school during drop off and pick up times, as with most other schools in the Borough, however, outside of these times considers that there does not appear to be any significant parking issues. The increase in pupils is likely to increase the area over which parking takes place and hence those numbers of roads affected, however, there appears to be spare capacity in surrounding roads for additional short term parking. The measures proposed in the Transport Assessment to alleviate against inconsiderate and dangerous parking have been considered however it would not be appropriate to extend the parking restrictions in this instance as this would also prevent local residents from parking outside their houses. While it is not possible to determine what people will do in the future should the school expand, if parents do choose to park in inappropriate locations closer to the school then issues may arise. The School Travel Plan should therefore be updated and improved in line with the suggestions in the Transport Assessment.

The Council's Public Rights of Way Officer has advised that no public rights of way are affected by the proposal.

The Council's Drainage Engineer has raised no objections on the basis that there is no increase in impermeable area. The proposed connection into the existing sewer is also acceptable.

The Council's Environmental Health Officer has raised no objections in relation to noise but has recommended a condition relating to noise from any additional plant. While there are no records to suggest significant contamination is likely at this site contamination risk should be taken seriously during the development and a condition is recommended accordingly. Conditions relating to lighting, electric car charging points and construction management are also recommended.

The Metropolitan Police Designing out Crime Officer has stated that should the application proceed, it should be able to achieve the security requirements of Secured by Design and the adoption of these standards will help to reduce the opportunity for crime, creating a safer, more sustainable environment. Recommend a 'Secured by Design' condition should be attached to any permission stipulating that the development will follow the principles and physical security requirements of Secured by Design.

Sport England: Raise no objections to the ground and first floor extensions, canopy and covered play area and additional car parking spaces, refuse store and bicycle parking as this aspect of the proposal would not prejudice the use of a playing field. However, the temporary classrooms and hardstanding would appear to be sited on an existing area of playing field which would prejudice the use of the playing field. Sport England object to these aspects of the proposal on the basis that they are not considered to accord with any of the exceptions to Sport England's Playing Fields Policy or with Paragraph 74 of the NPPF.

In response to Sport England's objection, the applicant has submitted a revised plan re-locating the temporary classrooms closer to the southern site boundary and re-locating the hardstanding for the contractor's compound to the eastern side of the site adjacent to the nursery and family centre. While this would still result in the temporary loss of useable playing field and would therefore be technically contrary to Sport England's policy, in this instance, given the temporary nature of the development and that the existing pitch provision would not be affected by the development, nor would the reduction in area of playing field be likely to have an impact on the school's ability to meet PE curricular needs or compromise any community use of the playing field, Sport England have removed their objection subject to conditions.

Natural England has not commented on the application and considers that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. However, they advise the Local Planning Authority to determine whether or not this application is consistent with national and local policies on the natural environment.

Thames Water has raised no objections in respect of sewerage or water infrastructure capacity. With regard to surface water it is the responsibility of the Developer to make proper provision for drainage to ground, water courses or a suitable sewer.

### **Planning Considerations**

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

BE1 Design of New Development  
BE7 Railings, Boundary Walls and Other Means of Enclosure  
C1 Community Facilities  
C7 Educational and Pre-School Facilities

C8 Dual Community use of Educational Facilities  
ER10 Light Pollution  
G2 Metropolitan Open Land  
G7 South East London Green Chain  
L2 Public Rights of Way and Other Recreational Routes  
L6 Playing Fields  
NE3 Nature Conservation and Development  
NE5 Protected Species  
NE7 Development and Trees  
NE12 Landscape Quality and character  
T2 Assessment of transport effects  
T3 Parking  
T5 Access for people with restricted mobility  
T6 Pedestrians  
T7 Cyclists  
T8 Other Road users  
T15 Traffic Management  
T16 Traffic Management and Sensitive Environments  
T18 Road Safety

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

A consultation on draft Local Plan policies was undertaken early in 2014 and the Council went out to consultation on the next stage in the preparation of its Local Plan in 2015, focusing on draft site allocations, a limited number of revised draft policies and designations. The draft Local Plan was approved by the Development Control Committee and Council's Executive in July 2016.

At the time of writing this report, the proposed submission draft Local Plan (2016) is due to be published for consultation in early November 2016. The Council's latest consultation documents are available on the website at [www.bromley.gov.uk/localplan](http://www.bromley.gov.uk/localplan).

The weight attached to the draft policies increases as the Local Plan process advances.

The Most Relevant Policies from the emerging Local Plan include the following:

6.5 Education  
8.1 General Design of Development  
8.6 Protected Species  
8.7 Development and Trees  
8.8 Conservation and Management of Trees and Woodlands  
8.11 Landscape Quality and Character  
8.12 Green Corridors  
8.15 Metropolitan Open Land  
8.23 Outdoor Sport, Recreation and Play  
8.25 Public Rights of Way and Other Recreational Routes

In strategic terms, the application falls to be determined in accordance with the following policies of the London Plan (March 2015):

- 2.18 Green Infrastructure: the multi-functional network of green and open spaces
- 3.18 Education Facilities
- 3.19 Sports Facilities
- 5.2 Minimising Carbon Dioxide Reductions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.11 Green Roofs and Development Site Environs
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water use and supplies
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.17 Metropolitan Open Land
- 7.19 Biodiversity and Access to Nature
- 7.21 Trees and woodlands

The 2015-16 Minor Alterations (MALPs) have been prepared to bring the London Plan in line with the national housing standards and car parking policy. Both sets of alterations have been considered by an independent inspector at an examination in public and were published on 14th March 2016. The most relevant changes to policies include:

#### 6.13 Parking

The relevant London Plan SPGs are:

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

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

- 14: achieving sustainable development
- 17: principles of planning
- 32 to 36: promoting sustainable transport
- 56 to 61; 63 to 66: design of development
- 70; 74: promoting healthy communities

96 to 99: Climate change

109; 117 to 118: conserving and enhancing the natural environment

## **Planning History**

93/02498: Planning permission was granted for the existing school building to include demolition of existing timber buildings and construction of single storey teaching bloc with attached 9 metre high assembly hall and 7 metre high boiler/tanks room, new vehicular access, increase in parking spaces from 8 to 14 and additional hard play area;

93/02776: Planning permission was granted for five detached mobile buildings for a temporary period;

95/00692: planning permission was granted for change of use from vacant land to educational use at land rear of 60 and 62 Castlecombe Road;

03/03988/DEEM3: Planning permission was granted for a detached single storey building for nursery and creche, with covered walkway extension to school building;

04/03088/FULL1: Planning permission was granted for Single storey side extension to children's learning area;

07/03848/FULL1: Planning permission was granted for Single storey extensions to existing nursery to form Children's Centre with 9 additional car parking spaces adjacent to existing access road;

14/00707/FULL1: Planning permission was granted for Demolition of existing modular building and replacement single storey modular childrens centre.

## **Conclusions**

The main issues to be considered in relation to the proposal are the impact that the proposed school extension and temporary classrooms would have on the openness, quality and accessibility of the Metropolitan Open Land (MOL), including whether or not such a form of development is 'appropriate' and, if not, whether 'very special circumstances' exist which outweigh the potential to harm the Metropolitan Open Land by reason of inappropriateness and any other harm.

Other material planning considerations in relation to this proposal include:

- Impact on playing fields;
- Scale, Layout and Appearance;
- Impact on residential amenity;
- Parking and cycling provision and Highways impacts;
- Trees and Ecology;
- Sustainability and Energy;
- Flooding and Drainage.

## Metropolitan Open Land

The London Plan at policy 7.17 states that the MOL serves the same purpose as Green Belt in that it has an important role to play as part of London's multifunctional green infrastructure and it will be afforded the same level of protection as Green Belt. Inappropriate development that adversely affects the openness of MOL will therefore be refused except in very special circumstances. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of the MOL.

The London Plan also recognises the importance of Green chains to London's open space network, recreation and biodiversity and should be designated as MOL due to their Londonwide importance.

Policies G2 and G7 of the UDP are consistent with the London Plan in respect of MOL and require development proposals to respect and not harm the character or function of the Green Chain as defined on the proposals map.

In accordance with paragraph 89 of the NPPF the following forms of development are considered as exceptions to inappropriate development in the Green Belt:

- o buildings for agriculture and forestry;
- o provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- o the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- o the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- o limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- o limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

Consideration as to whether the development proposed constitutes 'inappropriate development' is therefore required. With regard to the permanent works including both phase 1 and phase 2, the proposed infill extensions within the inner courtyard and ground floor extension to the eastern side of the building to provide additional classroom accommodation and an outdoor covered play area would, given the scale, height and footprint proposed, not result in disproportionate additions to the existing building and may be considered appropriate development in accordance with paragraph 89 of the NPPF.

However, the proposed first floor extension to the school would give rise to a substantially higher building than existing and would therefore be considered inappropriate development resulting in harm to openness and the visual amenity of the MOL. Furthermore, the temporary accommodation including a temporary

container and hardstanding does not meet any of the above exceptions and would also be considered inappropriate development and therefore very special circumstances must be demonstrated for these aspects of the development.

Accordingly, the applicant has set out a case for why they consider 'very special circumstances exist' to justify the development which comprises the following aspects: the need for additional school places and why this design is the least harmful option in respect of the MOL. In addition, the applicant cites the proposed re-designation of this site in the emerging local plan from MOL to Urban Open Space and considers that, as a whole, the above considerations outweigh the harm to the MOL by reason of inappropriateness. These considerations are assessed below.

*The need for additional school places:*

The government attaches great weight to ensuring that a sufficient choice of school places is available to meet demand and says that local planning authorities should give great weight to the need to create, expand or alter schools (Para.72, NPPF). The London Plan, at policy 3.18, is consistent with this stating that development proposals which address the current and projected shortage of primary school places will be particularly encouraged.

Chapter 13 of the UDP sets out the Council's objectives in supporting the provision of local community services which reinforce a sense of place, strengthen communities and reduce the need to travel. In line with national policy and strategic objectives, a proposal for development that meets 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 C1, UDP). Proposals relating to primary schools that are likely to be used by the wider community will also be required to produce and adopt a School Transport Plan (policy C7) identifying measures which will assist in reductions in car usage, reduced traffic speeds and improved safety particularly for pedestrians and cyclists.

Draft Emerging Policy 6.5 which carries increasing weight as preparation of the plan progresses, sets out the Council's commitment to choice in education for parents and young people, and that it will work in partnership with agencies and providers, to ensure the provision of an appropriate range of educational facilities, assessing the need for the range of education infrastructure over the plan period and allocating sites accordingly, safeguarding sites for education purposes for the period of the plan and permitting extensions to existing schools which seek to address local need, subject to Local Plan open space and conservation policies, unless there are demonstrably negative local impacts which substantially outweigh the need for additional education provision, which cannot be addressed through planning conditions or obligations.

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

The applicant states that "the expansion of Castlecombe School by 1 form of entry at Key Stage 2 is needed to provide a guaranteed place for all pupils leaving Dorset Road Infant School at the end of Year 2. At present only 8 pupils have a guaranteed place at Mottingham Primary School, and that school, an academy trust, has indicated that it does not want to expand the capacity of its school further" (Para 6.3, Planning Statement).

The applicant considers that this development will provide sufficient capacity at Castlecombe School to secure sufficient school places in relation to the identified educational need and is therefore a significant other consideration to justify the development on MOL.

In this instance it is considered that here is a demonstrable need for the educational development proposed and local, regional and national policies lend strong support to proposals which meet education need.

*Design:*

In relation to the design and visual impact of the proposal, the applicant has submitted a landscape appraisal which confirms that the development will be visible from 4 of the viewpoints assessed, predominantly from Castlecombe Road from the north-west and north-east corners of the site and directly opposite; and also from Beaconsfield Road looking west towards the site. While the applicant surmises that the mature trees along the frontage and shrub planting restrict a completely open view of the site, it is noted that two trees at the front of the site are proposed to be removed as part of the development which will open up views of the development from Castlecombe Road. Furthermore, the landscape appraisal does not take into account views from the rear of neighbouring properties in Beaconsfield Road from which the proposed first floor extension would be highly visible.

In terms of the impact on views from the public right of way in Elmstead Woods running along the southern site boundary, the development will be largely screened by the dense trees which currently prohibit any clear views of the school and its buildings. Furthermore, the existing school sits on a lower ground level than the playground which helps to mitigate the apparent height of the extensions when viewed from the south.

Although the development would be visible from various vantage points, the proposed design of the extension incorporates a pitched roof and sympathetic materials for the external surfaces and the proposed height would accord with that of the existing hall.

Furthermore, the development is an upward extension and the impact on openness is therefore reduced by ensuring that the development does not significantly exceed the extent of built development into previously undeveloped parts of the site. For these reasons, the proposed extension would not impact significantly on the visual amenities or openness of the MOL.

The three temporary modular building would measure 3.7m high x 16m long x 9.8m wide with flat roofs. Timber cladding would be utilised for the external surfaces of the buildings. Although consideration has been given to the siting and positioning of the temporary classrooms to ensure the school playing fields can continue to function during the build, it is clear that these substantial buildings and hardstanding would have an impact on the openness and visual amenities of the MOL. However these are temporary works which are necessary to facilitate the school expansion and which the applicant has indicated will only be required until September 2019.

*Emerging plan:*

The Council has recently consulted on proposals to address the needs identified above. The Local Plan evidence base sets out the "exceptional circumstances" which support the release of some sites from Green Belt or MOL. It also outlines the necessary expansion of existing infrastructure.

Draft Policy 8.20 increases the flexibility for educational development on Urban Open Space (UOS) sites. Whilst this is not a UOS site currently the Council has consulted on the re-designation of the northern portion of this site, not including the playing field, to UOS supported by "exceptional circumstances".

However, in advance of the adoption of the local plan and re-designation of the site this carries little weight at this stage. Neither does it account for the southern part of the site where the temporary development is proposed on the existing playing field. Existing national and development plan policy on MOL is therefore more relevant and requires that the applicant demonstrates 'very special circumstances' for such inappropriate development.

*Conclusions on Very Special Circumstances:*

The preceding sections of this report sets out the applicant's case for why they believe this form of inappropriate development in MOL should be permitted. Officers have assessed the 'very special circumstances' put forward and have weighed them up against any potential harm to the MOL which would ensue from permitting the development, by reason of inappropriateness and any other harm.

To summarise, the proposal would facilitate an additional 210 school places and given that there is a demonstrable need for additional school places in this location, great weight should be attributed to the need to expand schools in accordance with national and local policy.

In this instance, it is considered that the proposed first floor extension to the school has been sensitively designed to take into account the layout, form and scale of the existing building and, on balance, the openness and visual amenities of the MOL would not be unduly harmed. While it is clear that the proposed temporary classrooms and hardstanding would have an impact on the MOL, these are temporary works and it is considered that the resulting benefits of the development would outweigh the harm which would ensue while they are in operation. A condition of any forthcoming planning permission should be to require the removal

of the temporary works and re-instate the playing field to its former condition after a specified period.

In this instance it is considered that very special circumstances exist which outweigh the 'harm' to the MOL caused by the development.

### Loss of Playing Fields

The NPPF, at paragraph 73 recognises the important contribution that access to high quality open spaces and opportunities for sport and recreation can make to the health and well-being of communities and says that planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision.

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; 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 (para.74, NPPF). Policy L6 of the UDP is consistent with this. In addition, the London Plan, at policy 3.19 'Sports facilities', states that development proposals that increase or enhance the provision of sports and recreation facilities will be supported and the net loss of such facilities, including playing fields, will be resisted.

The applicant has submitted a revised plan re-locating the temporary classrooms closer to the southern site boundary and re-locating the hardstanding for the contractor's compound to the eastern side of the site adjacent to the nursery and family centre. While this would still result in the temporary loss of useable playing field, the school's use of the existing pitches would not be unduly impaired, nor would it compromise any community use of the playing field. Subsequently, Sport England have removed their objection to the application.

Subject to conditions requiring the removal of the temporary works and reinstatement of the playing fields after a specified period, the impact on playing fields is, in this instance, considered acceptable.

### Scale, Layout and Appearance

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes (Para's 56-57, NPPF).

Planning policies and decisions should aim to ensure that developments will function well and add to the overall quality of the area; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places

to live, work and visit; optimise the potential of the site to accommodate development; respond to local character, reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments; and ensure that development are visually attractive as a result of good architecture and appropriate landscaping (Para.58, NPPF).

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. UDP Policy BE1 sets out a list of criteria which proposals will be expected to meet, the criteria is clearly aligned with the principles of the NPPF.

The London Plan at policy 7.1 requires developments to be designed so that the layout, tenure and mix of uses interface with surrounding land and improve people's access to social and community infrastructure (including green spaces). Development should enable people to live healthy, active lives, maximise the opportunities for community diversion, inclusion and cohesion and the design of new buildings and spaces should help reinforce the character, legibility, permeability and accessibility of the neighbourhood.

Consistent with this policy BE1 of the London Borough of Bromley Unitary Development Plan (UDP) requires new developments to be imaginative and attractive to look at; complement the scale, form, layout and materials of adjacent buildings and areas; development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features; the space about buildings should provide opportunities to create attractive settings and security and crime prevention measures should be included in the design and layout of buildings and public areas. The emerging Draft Local Plan takes a similar stance.

The proposed construction of the first floor extensions to the southern wing of the building would be set well back from the street frontage and would be sympathetically designed utilising a pitched roof and materials to match that of the existing building. The ground floor extensions are small in scale and would assimilate successfully with the main building. Furthermore, the layout proposed would leave ample room about the building for the existing playground to function and, in addition, attractive outdoor learning and play space is proposed as part of the development. Conditions requiring a full schedule of materials to be submitted and approved are recommended.

Internally, the new part of the building will ensure level access throughout with a platform lift proposed to enable movement between ground and first floors. Externally, an existing ramp up to playground level ensures accessibility throughout the development and a level threshold is proposed from the covered play area to the reception classrooms.

A new refuse and recycling storage facility is proposed adjacent to the front boundary of the site adjacent to Castlecombe Road which would measure approximately 3.6m high with a pitched roof. While this would appear more prominent in the street scene than the existing bin store which is set back from the

highway boundary, in the context of the overall development with additional parking spaces directly adjacent, it is not considered that it would appear unduly harmful to the appearance of the street scene.

New bicycle storage facilities are also proposed adjacent to the western side of the building, details of the appearance of which would need to be agreed by way of a condition attached to any subsequent planning approval.

Vehicle and pedestrian access are as existing. Four additional parking spaces are proposed adjacent to the front boundary of the site with a further 2 set back and another 2 two marked-out parking spaces located to the western side of the building adjacent to the boundary with 62 Castlecombe Road. This layout is considered acceptable from a visual and neighbouring amenity perspective given that the area to the west of the school building is already used for parking and deliveries. Two trees are proposed to be removed from the front of the site to accommodate the car parking and bin storage; however, there is space retained along the street frontage to retain an existing tree and shrub planting and additional tree planting is proposed along the front boundary which will secure an attractive setting for the development when viewed from Castlecombe Road.

A landscaping strategy has also been submitted with the application which includes new tree and shrub planting and a replacement pond and ecological area adjacent to the southern site boundary. Overall, it is therefore considered that an attractive setting for the development could successfully be secured.

Details of the height and appearance of the proposed sheds and boundary treatments over the height allowed under permitted development would need to be agreed through conditions attached to any subsequent grant of planning permission.

#### Impact on residential 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 visual impact, general noise and disturbance and traffic and parking impacts.

As discussed above, the proposed development would be highly visible from adjacent properties to the east of the playing field in Beaconsfield Road, however, given the substantial separation from these properties the development would not have a significantly harmful effect on the outlook currently enjoyed from the rear of these properties.

With regard to adjacent properties to the west of the site in Castlecombe Road, the proposed first floor extension would again, be visible from these residential dwellings, however, the extension would be positioned around 30m away from the rear elevation of No. 62 and views of the development will be partially obscured by the existing hall and tree and shrub screening which exists along the western boundary.

The relationship of the development to properties on the opposite side of Castlecombe Road would also give rise to limited views of the extensions from these properties and overall the visual impact would not be significantly harmful to neighbouring amenities.

Concerns have been raised by local residents with regard to noise impact from the increase in pupil numbers and impact from lighting. While there is likely to be a small increase in all types of noise associated with the site due to the doubling of noise sources such as car movements, children etc., this would only give rise to approximately a 3dB increase in noise which is usually considered to be the onset of perceptibility noticeability. Any extension in times of play will also increase the times of noise exposure for surrounding residents however, none are currently proposed.

Given this is an existing school and very limited changes to its overall layout are proposed, on balance, it is considered that these impacts are unlikely to amount to a significant adverse effect on local residents.

Noise emitting from any proposed plant should be controlled by way of condition attached to any planning approval. A condition requiring an acceptable lighting scheme is submitted to and approved by the Council is also recommended in the interest of neighbouring amenities.

Concerns have also been raised in relation to the re-designation of the site to Urban Open Space and the future ability of the school to expand further onto the site. As discussed above, in advance of the adoption of the local plan this carries limited weight at this stage and, as it stands, it is not proposed to re-designate the southern half of the site. Any concerns in respect of the site's re-designation would, in any case, need to be raised through the imminent consultation process of the Local Plan (2016).

The majority of concerns raised by local residents were in relation to parking and road safety. These matters are discussed below.

#### Parking and Cycling provision and Highways Impacts

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 Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Proposals relating to primary schools that are likely to be used by the wider community will also be required to produce and adopt a School Travel Plan (UDP policy C7) identifying measures which will assist in reductions in car usage, reduced traffic speeds and improved safety particularly for pedestrians and cyclists. Proposals should ensure that cycling is promoted and that the conditions for cycling are enhanced. They should also seek to take all opportunities to improve the accessibility of, amongst other places, leisure facilities (para.6.35, London Plan).

It is anticipated that eventually pupil numbers will double to 420 pupils and an additional 16 full time equivalent members of staff will be employed at the school as a result of these proposals. The increases will occur over 7 years with a new class each year moving through the school. The first 2 additional intakes will be transferring from Dorset Road Infants School.

There are 14 parking spaces on the site and this will increase to 22 with the proposal which would accommodate parking for the proposed additional staff numbers.

The on-street parking during pupil drop-off and pick-up times is concentrated along the school frontage where there are existing issues with double parking and blocking drives. Outside of these times there does not appear to be any significant parking issues.

With regards to the additional pupil numbers, in the short term the majority of additional pupils will be transferring from Dorset Road School which is approximately 1.3km to the north of Castlecombe School. The Transport Assessment submitted as part of the application estimates that there could be around an additional 47 car trips generated by those pupils.

Expanding the school and increasing the number of parents driving to the school is likely to push the associated parking further along Castlecombe Road and potentially into Beaconsfield Road and Court Farm Road. However, there appears to be spare capacity in these roads to accommodate additional short term parking.

In the longer term, however, the number of pupils travelling to school by car is likely to gradually decrease as the Dorset Road Infant School pupils move up through the school and eventually graduate. This is based on the assumption that the existing proportions of modes of travel will be the same for the new pupils and the catchment area for the school will not significantly change.

Overall, it is considered that the estimated additional short-term car trips from the transfer of pupils from Dorset Road Infant School are likely to add significantly to the parking demands and pressures in the vicinity of the school, however, there is spare capacity for on-street parking in surrounding roads and, on balance, the proposed development is not likely to give rise to severe transport impacts. An updated Travel Plan which includes School policies to cover parking behaviour outside the school should be submitted to and approved by the Council, as part of any conditional planning approval given.

The proposed number of cycling parking spaces is acceptable given the number of staff / pupils indicated in the Transport Assessment as cycling to school. Cycling can be monitored under the Travel Plan procedure and parking provision increased should the need arise.

Highways and cycle parking conditions including the submission of a detailed construction management plan are also recommended if permission is forthcoming.

### Trees and Ecology

Policy NE7 of the UDP requires proposals for new development to take particular account of existing trees on the site and on adjoining land. Planning Authorities are also required to assess the impact of a development proposal upon ecology, biodiversity and protected species. Policies NE3 and NE5 seek to protect wildlife habitats and protected species from potentially damaging development. The presence of protected species is a material planning consideration.

The application was accompanied by a tree survey and preliminary ecological appraisal. The application site is largely clear of significant trees, with only those positioned along the site frontage, making a public contribution. The tree survey information submitted in support of the proposal indicates that 5 trees will be removed. The loss of these trees is mitigated through proposed new tree planting along the front boundary and, overall, the proposal is considered acceptable from a trees perspective.

The applicant's ecologist did not find any significant evidence of the likely presence of bat roosts in any trees on the site, including those which it is proposed to remove. Provided the recommended mitigation and enhancement measures set out in the ecology report are complied with it is considered that the development is unlikely to have a significant adverse impact on ecology or protected species. Particular regard should be given to any lighting proposed as part of the development to avoid impact on foraging bats.

Tree, ecology and lighting conditions are recommended.

### Sustainability and Energy Efficiency

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

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

The energy assessment submitted as part of the application demonstrates that the scheme can achieve a 36% reduction in carbon emissions, exceeding the minimum policy requirement, through the use of a combination of energy efficiency improvements and PV panels. The proposal is therefore considered acceptable in respect of energy and sustainability. It would be appropriate to attach conditions requiring final designs of the development with the renewable energy technologies incorporated to any subsequent grant of planning permission.

### Flooding and Drainage

The site is within Flood Zone 1 which is at low risk from fluvial flooding. However, as the site is over 1 hectare in area it is potentially at greater risk of surface water flooding. Policy 5.13 of the London Plan requires development to utilise SUDS, unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water is managed as close to its source as possible in line with the hierarchy in policy 5.13. The supporting text to the policy also recognises the contribution 'green' roofs can make to SUDS.

However, in this instance, there is no increase in impermeable area on the site as the extensions are predominantly at first floor level. In relation to flooding and drainage the development is therefore considered acceptable.

### **Summary**

The assessment above considers the impact of the development on the visual amenities and openness of the Metropolitan Open Land and whether the proposed development constitutes inappropriate development.

It is concluded that the proposed first floor extension and temporary works required to carry out this project would constitute inappropriate development in the MOL. However, in this instance, the applicant has demonstrated that very special circumstances exist; in particular, the need for additional school places is afforded considerable weight in this instance. Furthermore, scale, form and siting of the development has been sensitively designed to minimise its visual impact and to prevent encroachment into previously undeveloped parts of the site.

Other considerations in respect of this application include the temporary loss of playing field incurred by the provision of the hardstanding and modular classrooms, however, given the temporary nature of these aspects of the scheme, on balance,

the benefits of the development are significant enough to outweigh any harm resulting to the MOL.

While there will be a highways impact as a result of the increase in pupil numbers which the development will bring about, in this instance there is available capacity within adjacent roads for the expected increase in on-street parking and stricter school policies on inconsiderate parking may help to address some of the existing problems which occur during the short drop-off and pick-up periods on school days. While the concerns of local residents have been duly taken into account, in this instance, the transport impacts of the development are not so severe to warrant its refusal on highway grounds.

The impacts on trees, ecology and protected species have also been considered and the proposal is unlikely to have any significantly adverse impacts subject to the recommendations made in the accompanying reports being adhered to. In addition, the potential for contamination and flooding from the development has been identified as low risk.

Consequently, it is recommended that the application be permitted. Should Members be minded to permit the application, the application will be referable to the Secretary of State in accordance with Section 2(b) of the Town and Country Planning (Consultation) (England) Direction 2009 given that the proposal is for the provision of a building in Metropolitan Open Land with the floorspace to be created by the development over 1000 square metres.

Background papers referred to during production of this report comprise all correspondence on the file refs 16/02435 set out in the Planning History section above, excluding exempt information.

**as amended by documents received on 09.06.2016 28.07.2016 05.09.2016  
31.05.2016 31.10.2016 02.11.2016**

## **RECOMMENDATION: PERMISSION**

### **Subject to the following conditions:**

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

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

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans and documents listed in this condition unless previously agreed in writing by the Local Planning Authority:  
Site wide plans/elevations/floor plans: 638/089/P31 C (Sections & Elevations Phase 1); 638/089/P21 B (Phase 1 KS2 Expansion Proposed Ground Floor Plan); 638/089/P22 ( Phase 1- KS2 Expansion First Floor Plan); 638/089/P23 B (Phase 1 - KS2 Expansion Roof Plan);**

638/089/P32 C (Sections & Elevations Phase 2); 638/089/P25 B (Phase 2 KS2 Expansion Proposed Ground Floor Plan); 638/089/P26 A (Phase 2 - Full 1FE Expansion First Floor Plan); 638/089/P33 (Site Section); 638/089/P27 B (Phase 2 - Full 1FE Expansion Roof Plan); 638/089/P35 (Temporary Accommodation Typical Plans and Elevations); 638/089/P34 (Proposed Bin Store Plan and Elevations); 2399/16/A/3 (Landscape planting plan and habitat area); 3247/310 P1 (Main Drainage Connections)

Reports: 2399/16/A/4A (Landscape Appraisal); Preliminary Ecological Appraisal (October 2016); Castlecombe Primary School Proposed expansion from 1FE to 2FE Transport Statement (May 2016); DCSF No.305/2029 School Travel Plan Edition I (May 2016); Castelcombe Primary School Tree Survey (February 2016); Drainage Strategy (May 2016).

**REASON:** In order to comply with Policies BE1, C7, G2, L6, NE3, NE5, NE7, NE12 and T18 of the Unitary Development Plan, the London Plan and the NPPF and in the interest of the appearance of the building, the openness and visual amenities of the Metropolitan Open Land and the residential amenities of the area.

- 3 Prior to the commencement of each phase or phases of the development hereby permitted details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.

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

- 4 A scheme for landscaping, which shall include details of all proposed hard surfacing, means of enclosure, lighting columns, bollards and any other street furniture, and of planting (to include a schedule of the sizes and species of plants) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of each phase or phases. The development shall be carried out in accordance with the approved details. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings, or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced within the next planting season with others of similar size and species to those originally planted.

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

- 5 Details of the proposed sheds shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details.

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

- 6 Details of a scheme of lighting (including the appearance, siting and technical details of the orientation and screening of the lights and the means of construction and laying out of the cabling) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced, and the approved scheme shall be implemented before the first phase of the development hereby permitted is first occupied. Thereafter the approved scheme shall be permanently retained in an efficient working manner and no further lighting shall be installed on the site without the prior approval in writing by the Local Planning Authority.

**REASON:** In order to comply with Policies BE1, ER10 and NE5 of the Unitary Development Plan and in the interest of amenity and protected species.

- 7 Details of the measures outlined in the submitted Energy Assessment, including the location and appearance of Photovoltaic panels at the site, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. The approved details, which should provide a reduction in expected carbon dioxide emissions of at least 35% above that required by the 2013 Building Regulations, shall be incorporated into the final design of the development and implemented prior to first occupation and shall be retained thereafter in operational working order.

**REASON:** In order to seek to achieve compliance with the Mayor of London's Climate Change Mitigation and Energy Strategy and to comply with Policies 5.2, 5.3 and 5.7 of the London Plan.

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

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

- 9 Prior to the commencement of each phase or phases of the development hereby permitted a Construction Management Plan and Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site, measures to secure provisions of on-site delivery, off-loading, turning and parking of construction and operatives vehicles, all freight vehicle movements to and from the site (identifying efficiency and sustainability measures to be undertaken during construction of the development) and the hours of operation, but shall not be limited to these.

**The Construction Management Plan shall be implemented in accordance with the agreed timescale and details in relation to each phase or phases.**

**REASON: To ensure that construction activities do not have an adverse impact on the transport network, the amenities of adjacent properties or local air quality in accordance with policies T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and London Plan Policies 6.14 and 7.14**

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

**REASON: In the interest of the visual amenity of the area and to accord with policy NE7 of the Unitary Development Plan.**

**11 Unless otherwise agreed in writing by the Local Planning Authority, the trees hereby approved as part of the landscaping scheme shall be of standard nursery stock size in accordance with British Standard 3936:1992 (Nursery Stock art 1:Specification for Trees and Shrubs), and of native broad-leaved species where appropriate.**

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

**12 The development hereby permitted shall be carried out in complete accordance with the survey, mitigation and biodiversity enhancement recommendations outlined in the Preliminary Ecological Appraisal accompanying the application. Any deviation from these recommendations shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing.**

**REASON: In order to comply with Policies NE3 and NE5 of the Unitary Development Plan and in the interest of conserving and enhancing ecological features, biodiversity and protected species.**

**13 Within 6 months of the occupation of each phase or phases of the development hereby permitted, a revised School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should address the proposed measures to promote more considerate parking behaviour outlined in the Transport Statement accompanying the application and should include measures to promote and encourage the use of alternative modes of transport to the car. It shall also include a timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating. The Travel Plan shall be implemented in accordance with the agreed timescale and details.**

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

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

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

15 The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet specific needs of the application site and the development. Details of those measures shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of each phase of development hereby permitted and implemented in accordance with the approved details. The security measures to be implemented in compliance with this condition shall achieve the Secured by Design accreditation awarded by the Metropolitan Police.

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

16 Before any part of the development hereby permitted is first occupied, details of the height and type of fencing and enclosures in excess of that considered to be 'permitted development' shall be submitted to and approved in writing by the Local Planning Authority. Once approved the scheme shall be implemented in full and permanently maintained thereafter.

**REASON:** In order to comply with Policies BE1 of the Unitary Development Plan and in the interest of the visual amenities of the area.

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

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

18 An electric car charging point shall be provided to a minimum of 20% of car parking spaces with passive provision of electric charging capacity

provided to an additional 20% of spaces before any part of the development hereby permitted is first occupied.

**REASON:** To minimise the effect of the development on local air quality in accordance with Policies 6.13 and 7.14 of the London Plan

- 19 The modular buildings, container, hardstanding for contractor's compound and other associated temporary works shall be discontinued and the land reinstated to its former condition on or before 1st October 2019. Within three months of removal 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 the development was erected or a condition fit for use as a playing field or in accordance with 'Natural Turf for Sport', (Sport England, 2011) or the appropriate National Governing Body Performance Quality Standard.

**REASON:** In the interest of the openness and visual amenities of the Metropolitan Open Land and to ensure the site is restored to a condition fit for purpose in accordance with policies G2 and L6 of the Unitary Development Plan and policy 3.19 of the London Plan.

- 20 No noise-generating fixed plant shall be installed until an assessment of acoustic impact and scheme of acoustic mitigations as necessary has been submitted to and approved in writing by the Local Planning Authority. Once approved the plant and mitigations shall be installed in full and permanently maintained thereafter. The scheme of mitigation shall be designed to ensure that plant rating level does not exceed the measured typical background L90 level at any noise sensitive location and furthermore that absolute plant noise level shall not exceed 10dB below the typical background noise level (LA90 15 minute). The plant rating level shall be calculated in accordance with the methodology of BS4142:2014.

**REASON:** In the interest of the amenities of nearby properties and to accord with Policy 7.15 of the London Plan.

You are further informed that:

- 1 Please advise the Development Control Section at the Civic Centre in writing, by email [planning@bromley.gov.uk](mailto:planning@bromley.gov.uk), or call us on (020) 8313 4956 when works on Phase 2 are about to start so that the planner dealing with your application can liaise regarding compliance with planning conditions and approval for re-instatement of the temporary works.
- 2 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.
- 2 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation

**scheme submitted to the Local Authority for approval and any necessary steps taken to ensure the site is suitable for use by written agreement of the Local Planning Authority.**