

Committee	PLANNING COMMITTEE A	
Report Title	ST GEORGE'S (FORMERLY CHRIST CHURCH) CHURCH OF ENGLAND PRIMARY SCHOOL, PERRY VALE SE23	
Ward	Perry Vale	
Contributors	Suzanne White	
Class	PART 1	23 APRIL 2015

Reg. Nos. DC/14/89545

Application dated 17.10.14 [as revised on 03.03.15]

Applicant Pollard Thomas Edwards on behalf of Lewisham Council

Proposal Expansion of St George's Church of England Primary School, Perry Vale, SE23 (formerly Christ Church Primary) comprising demolition of existing temporary buildings; erection of a two storey side extension and single storey first floor extension to main building; erection of a single storey nursery building to Westbourne Drive; creation of new pedestrian entrances from Perry Vale and the corner of Church Vale/Westbourne Drive; together with associated landscaping, boundary treatment and cycle parking provision.

Applicant's Plan Nos. PL\_001, PL\_002, PL\_003, PL\_004, PL\_006, PL\_007, PL\_008, PL\_009, PL\_011, PL\_101, PL\_105, PL\_106, PL\_111, PL\_112, PL\_113, PL\_114, PL\_115, PL\_116, DPA-69869-01 Rev A, Energy Strategy Statement, Preliminary Ecological Assessment, School Travel Plan, Daytime Bat Survey, Planning Obligations Statement, CIL Form, Public Transport and Local Services Analysis, Contamination Report Part 1, Contamination Report Part 2; Revised Transport Statement, received December 2014; PL\_103A, PL\_108A, PL\_109A, PL\_110A, Arboricultural Impact Assessment received February 2015; and PL\_102B, PL\_104B, PL\_107A, SK106, L-100 D, L-800C, revised BREEAM Report & Pre-Assessment, received March 2015

Background Papers (1) Case File LE/383/C/TP  
(2) Local Development Framework Documents  
(3) The London Plan

Designation No designations. Existing Use Class is D1- Education

Screening ES not required

## **1.0 Property/Site Description**

- 1.1 The school site is located on the eastern side of Perry Vale, between its junctions with Church Vale and Dacres Road. The site's north eastern corner extends to Westbourne Drive.
- 1.2 The school buildings vary between 1-2 storeys in height, concentrated in the north western part of the site, fronting Perry Vale. There is an existing two storey extension to the main building which provides an additional two classrooms. A separate single storey building to the south provides nursery space. In addition there are two modular buildings providing a reception classroom and IT/flexible space. To the north of these buildings are residential and commercial premises which front Perry Vale and Church Vale.
- 1.3 The southern portion of the site, along the rest of the Perry Vale frontage, is comprised of hard play area. Adjoining the site to the south and south east are a two storey dwelling house and a 4 storey block of flats. To the east is a small public park. The boundary between the park and school is lined with mature trees.
- 1.4 The north east corner of the site comprises further hard play as well as a 'nature area' consisting of a grassed area and mature trees. In February, the majority of the trees in this part of the site were removed by the applicant. This is discussed in Section 6 below.
- 1.5 There are 4no. accesses to the site. From Perry Vale there is one vehicular access, providing access to the kitchen and three (unmarked) staff parking spaces, and a second providing emergency access. The latter is also used as the pedestrian access for pupils. There is a second pedestrian access for visitors. There is also a gate to the nature area from Westbourne Drive, however this is not in regular use.
- 1.6 The site is approximately 0.59 hectares in size. It has a PTAL rating of 4. The site is not located in a Conservation Area, although numbers 101 and 103 Perry Vale (to the south) are Grade II Listed.
- 1.7 The existing school buildings accommodate 1 form of entry plus a bulge class (233 primary pupils + 22 staff). In addition, the nursery operates two half day sessions, of 25 children each.

## **2.0 Planning History**

- 2.1 The recent entries in the site's planning history are summarised below:

DC/00/47020 - The construction of a single storey extension to the rear of Christ Church C of E School Perry Vale SE23 at first floor level. Granted 02.01.01

DC/98/43376 - The construction of a covered access way to the entrance of the nursery classroom at Christ Church C of E School. Granted 24.07.98

DC/95/39499 - The erection of replacement 3 metre high chain link fencing in front of the nursery buildings onto Perry Vale and of 3.4 metre high coloured weld mesh fencing on the boundary of the wild life area fronting Westbourne Drive and Church Vale. Granted 24.11.95

### **3.0 Current Planning Applications**

#### The Proposals

- 3.1 The purpose of the proposal is to increase the school's capacity to two forms of entry (420 pupils) plus a 25 place nursery. The increase in pupil numbers would occur gradually, with one extra class added each year over a 7 year period. The number of staff would increase gradually to 40 persons by the end of the growth period.
- 3.2 The additional space would be provided through partial demolition and extension to the main school building on Perry Vale and the formation of a new Foundation building in the north east corner of the site to provide reception classrooms and a nursery. These elements are described in detail below.

#### *Demolition*

- 3.3 Three buildings are proposed to be demolished as part of the proposals. These are the existing Foundation block, Nursery and ICT blocks. All are single storey structures. The Nursery and ICT buildings are visible from Perry Vale, though set back within the site.

#### *Main building extensions*

- 3.4 The proposal consists of a two storey extension to the main building, on its southern side. The extension would provide additional teaching and resource areas, main administration and staff areas, a new main entrance and visitor reception, new sports/assembly hall adjacent to the playground, WCs and stores.
- 3.5 A double height single storey sports/assembly hall would be positioned on Perry Vale, slightly forward of the building line of the existing school buildings. Extending behind the hall would be a two storey classroom block. A new landscaped courtyard would be formed between the existing building and extension and through demolition of the existing modular buildings.
- 3.6 A first floor extension to the existing main building on the north side is also proposed in order to provide additional corridor space and improve circulation to classrooms.
- 3.7 A new low level brick wall in front of the larger extension would pick up the line of the existing brick wall on Perry Vale. The new hall would have a brick base, and a timber battened top. A new main entrance would be formed as a lightweight link between the old and the new buildings.
- 3.8 The classroom block behind is proposed as brick, with glazed openings.
- 3.9 The roof to the hall and classrooms would be flat and would accommodate PV panels.

#### *Foundation building*

- 3.10 This part of the proposal comprises a single storey 'pavilion' building, positioned on the back of pavement on Westbourne Drive. This building would provide a nursery and two reception classrooms. The entrance to the building would sit on the corner of Church Vale and Westbourne Drive.

- 3.11 On Westbourne Drive, the treatment to the building is of buff brick, conceptually representing a garden wall, and punctuated by windows. The internal wall would be finished in timber cladding, with large sliding doors leading out to the associated play space, partially covered by canopies that extend from the building.
- 3.12 A buggy park and external store would be provided within the play space.
- 3.13 This element of the proposal requires the removal of 35no existing trees. These trees were removed in February, after submission of the application. The proposed drawings were updated in early March to reflect the that the trees had been removed and additional proposed replanting. The tree removal, which in itself does not require planning permission, is discussed in Section 6 below.

#### *Landscape*

- 3.14 The external space would be reconfigured around the new development to create new play areas, with a combination of soft and hard landscaping. Canopies would extend from the buildings to provide cover for play during wet weather.

#### *Access*

- 3.15 The school is designed to be fully inclusive throughout. External thresholds with the buildings would be flush allowing for inclusive access. There would be no steps or ramps within the site.
- 3.16 The new facilities would also be available to the community out of school hours and would be fully accessible to disabled users.
- 3.17 The completed scheme would have four points of access, as follows:
- A formal pedestrian entrance into the main school from Perry Vale, for staff, visitors and out of hours use.
  - Informal pedestrian access from Perry Vale into the playground for pupils and parents at the beginning and end of the school day. This point of entry would also provide access for emergency vehicles.
  - Vehicular access from Perry Vale for deliveries to the kitchen and access to the 3 staff parking spaces
  - Pedestrian access from the corner of Westbourne Drive and Church Vale to the foundation unit.

#### Parking

- 3.18 Three existing parking spaces would be retained on site, including one wheelchair space. No additional parking is proposed on site. The site does not currently provide cycle parking. The proposals include 42 spaces for pupils and 4 spaces for staff.

## **4.0 Consultation**

- 4.1 This section outlines the consultation carried out by the applicant prior to submission of the application and the Council following the submission of the application and summarises the responses received.

## Pre-Application Consultation

4.2 The consultation undertaken by the applicant, as described within the submitted Design and Access Statement, was as follows:

A public exhibition was held at the school site on 10 September, 2014. Information boards were displayed in the school hall during an afternoon and evening session, with members of the design team on hand to answer queries. A video projection of a CGI walk-through was also playing during the day.

Participants were invited to complete a comment sheet - 2 were collected on the day.

The exhibition was attended by approx. 30 people, a mixture of school parents, neighbours and employees. Proposals were well received with specific concerns relating to:

- traffic impacts on surrounding streets during school pick-up and drop-off peaks
- no proposed use of adjacent park
- aspirational accessibility between classrooms.

## Statutory Consultation by Council

4.3 The Council's consultation exceeded the minimum statutory requirements and those required by the Council's adopted Statement of Community Involvement.

4.4 Site notices were displayed and letters were sent to 215 residents and businesses in the surrounding area and the relevant ward Councillors. The Forest Hill Society was also consulted.

4.5 Internally, the Council's Ecological Regeneration, Environmental Health, Highways, and Sustainability services were consulted.

## Written responses to statutory consultation received from Local Residents

4.6 Objections were received from the occupiers of Flat 9 Vale Lodge Perry Vale, 11 Church Vale, Myrtle Lodge 1 Church Vale and 23 Westbourne Drive. Comments were received from the occupier of 34 Gaynesford Road. The concerns raised were as follows:

- Parents already parking in private parking area of Vale Lodge during drop off/pick up
- Exacerbate traffic congestion in Perry Vale, Church Vale and Westbourne
- Tree removal resulting in loss of green breathing space and a visual break in what is a very built up area
- With the decline of the plane trees through disease which are synonymous to our neighbourhood here in Perry Vale, but which are not being replaced, I think we should look very carefully before removing any more trees for development.

- Lack of consultation on tree removal and subsequent addition of updated trees showing additional tree removals on the online planning file- appears deceptive.
- Concern over additional tree removal
- Replacement planting with young trees will not provide sufficient screening for several years
- Concern over location of an entrance on the corner of Church Vale and Westbourne Drive, which could be dangerous for small children given high number of vehicles, buses and HGVs using the road

#### Written Responses received from Statutory Agencies

##### Sustainability Officer

- 4.7 Raises objections as the scheme would not achieve BREEAM 'Excellent'.

##### Highways Officer

- 4.8 Unobjectionable, subject to conditions relating to a Delivery & Servicing Plan, Construction and Logistics Plan, details of the secure cycle storage and a Travel Plan and a S278 agreement that would secure improvements to the crossing facilities and parking controls/ waiting restrictions adjacent to the school site. This would include the following:

- Perry Vale:- New school children crossing signs and on the road markings;
- Dacres Road:- All school keep clears and road markings remarked to new school layout;
- Perry Vale :- All school keep clears, Zebra crossing and mother and child road marking remarked to new school layout;
- Westbourne Drive - 2 New school children crossing signs and on the road markings;
- Additional double yellow lines from Westbourne Drive junction with Church Vale to the end of the traffic island;
- Dacres Road:- Entry Treatment works;
- Removal of speed hump and make good road surface;
- Perry Vale:- New Zebra Crossing including assessment, statutory consultation and construction.

##### Ecological Regeneration Manager

- 4.9 After initially raising concerns about the lack of biodiversity enhancement proposed, following revisions to the scheme, the Council's Ecological Regeneration Manager advised the proposal is a reasonable, balanced and good addition, provided that the roof is designed to maximise its biodiversity.

##### Lewisham Design Panel

- 4.10 The draft proposals were presented to the Lewisham Design Review Panel in June and September 2014.
- 4.11 The Panel's feedback from the first presentation (June 2014) is summarised as follows:

*Location and massing:*

- Foundation building location logical and acceptable
- Reconsider location of WC pod in foundation
- Consider location of hall relative to boundary
- Courtyard approach acceptable

*Materials*

- consider use of materials appropriate to each part.

*Entrances*

- consider entrance to both foundation and main block Outdoor learning
- strategy acceptable with distinctive, separate spaces; woodland play invaluable.

4.12 The Panel's feedback from the second presentation is summarised as follows:

*Plan layout:*

- The approach and entrance has improved
- The communal space/circulation is seen as a positive interactive learning space.

*Form and elevations:*

- Consider specification of timber cladding as a material
- Elevations have progressed positively

*Materials and detail:*

- Suggest focus on durable high quality materials selection

Overall the Panel felt that both schemes, Foundation and Main School Building, were progressing positively and improved relative to the first review.

## **5.0 Policy Context**

### Introduction

5.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and

- (c) any other material considerations.

A local finance consideration means:

- (a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown, or
- (b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL)

5.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) makes it clear that 'if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'. The development plan for Lewisham comprises the Core Strategy, the Development Management Local Plan, the Site Allocations Local Plan and the Lewisham Town Centre Local Plan, and the London Plan. The NPPF does not change the legal status of the development plan.

#### National Planning Policy Framework

5.3 The NPPF was published on 27 March 2012 and is a material consideration in the determination of planning applications. It contains at paragraph 14, a 'presumption in favour of sustainable development'. Annex 1 of the NPPF provides guidance on implementation of the NPPF. In summary, this states in paragraph 211, that policies in the development plan should not be considered out of date just because they were adopted prior to the publication of the NPPF. At paragraphs 214 and 215 guidance is given on the weight to be given to policies in the development plan. As the NPPF is now more than 12 months old paragraph 215 comes into effect. This states in part that '...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)'.

5.4 Officers have reviewed the Core Strategy for consistency with the NPPF and consider there is no issue of significant conflict. As such, full weight can be given to these policies in the decision making process in accordance with paragraphs 211, and 215 of the NPPF.

#### Other National Guidance

5.5 On 6 March 2014, DCLG launched the National Planning Practice Guidance (NPPG) resource. This replaced a number of planning practice guidance documents.

#### London Plan (March 2015)

5.6 On 10 March 2015 the London Plan (consolidated with alterations since 2011) was adopted. The policies relevant to this application are:

- Policy 3.18 Education facilities
- Policy 5.3 Sustainable design and construction
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs



Policy 5.21 Contaminated land  
Policy 6.11 Smoothing traffic flow and tackling congestion  
Policy 6.12 Road network capacity  
Policy 6.13 Parking  
Policy 7.4 Local character  
Policy 7.6 Architecture  
Policy 7.21 Trees and woodlands

### Core Strategy

- 5.7 The Core Strategy was adopted by the Council at its meeting on 29 June 2011. The Core Strategy, together with the Site Allocations, the Lewisham Town Centre Local Plan, the Development Management Local Plan and the London Plan is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Lewisham Core Strategy as they relate to this application:

Spatial Policy 5 Areas of Stability and Managed Change  
Core Strategy Policy 8 Sustainable design and construction and energy efficiency  
Core Strategy Policy 12 Open space and environmental assets  
Core Strategy Policy 14 Sustainable movement and transport  
Core Strategy Policy 15 High quality design for Lewisham  
Core Strategy Policy 20 Delivering educational achievements, healthcare provision and promoting healthy lifestyles

### Development Management Local Plan

- 5.8 The Development Management Local Plan was adopted by the Council at its meeting on 26 November 2014. The Development Management Local Plan, together with the Site Allocations, the Lewisham Town Centre Local Plan, the Core Strategy and the London Plan is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Development Management Local Plan as they relate to this application:

- 5.9 The following policies are considered to be relevant to this application:

DM Policy 1	Presumption in favour of sustainable development
DM Policy 22	Sustainable design and construction
DM Policy 24	Biodiversity, living roofs and artificial playing pitches
DM Policy 25	Landscaping and trees
DM Policy 28	Contaminated Land
DM Policy 29	Car parking
DM Policy 30	Urban design and local character
DM Policy 31	Alterations/extensions to existing buildings
DM Policy 35	Public realm

## **6.0 Planning Considerations**

- 6.1 The main issues to be considered in respect of this application are:
- a) Principle of Development

- b) Trees
- c) Design
- d) Highways and Traffic Issues
- e) Impact on Adjoining Properties
- f) Sustainability and Energy
- g) Ecology and Landscaping

#### Principle of Development

- 6.2 The site is already in use as a primary school and therefore, in principle its continued use for this purpose is considered acceptable. In terms of the increased intensity of this use, the following planning policies are relevant.
- 6.3 Paragraph 72 of the National Planning Policy Framework advises that *“The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: give great weight to the need to create, expand or alter schools; and work with schools promoters to identify and resolve key planning issues before applications are submitted.”*
- 6.4 Policy 3.18 of the London Plan states that from a strategic perspective the ‘*Mayor will support provision of early years, primary and secondary school and further and higher education facilities adequate to meet the demands of a growing and changing population to enable greater education choice*’. Development proposals which *‘enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes. Those which address the current and projected shortage of primary school places and the projected shortage of secondary school places will be particularly encouraged.’*
- 6.5 Core Strategy Policy 20 supports the improvement of schools within the borough.
- 6.6 The proposals would increase capacity at the school from one form of entry (plus a bulge class and nursery) to two forms of entry and a nursery, as well as delivering a significant improvement in the standard of educational facilities at the school.
- 6.7 On the basis of the above policy guidance, it is considered that, subject to matters of design, highways, impact on neighbouring occupiers, trees, ecology, landscape and sustainability being satisfactory, the principle of development is acceptable. These matters are described and assessed below.

#### Trees

- 6.8 In respect of the consideration of trees in planning applications, Paragraph 118 of the NPPF advises planning authorities that *“planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees [those which, because of their great age, size or condition are of exceptional value for wildlife, in the landscape, or culturally] found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss”*.

- 6.9 London Plan Policy 7.21 advises that *“Existing trees of value should be retained and any loss as the result of development should be replaced following the principle of ‘right place, right tree’. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species.”*
- 6.10 Core Strategy Policy 12 states that in *“recognising the strategic importance of the natural environment and to help mitigate against climate change the Council will conserve nature”* which will be achieved by *“protecting trees, including street trees, and preventing the loss of trees of amenity value, and replacing trees where loss does occur”*.
- 6.11 Applications for all major development and/or those where a TPO is in place are required under DM Policy 25 to submit an Arboricultural Survey carried out by an appropriate, competent person, in line with BS5837, retain existing trees for the most part and, in the event of tree removal, provide replacement planting. New and replacement tree planting must use an appropriate species that reflects the existing biodiversity in the borough.
- 6.12 A tree survey and Arboricultural Impact Assessment were submitted in support of the application. At the time of submission, there were 50no. trees within the school site, the bulk of which were located within the nature area in the north east part of the site. There are also two small linear groups along the boundary with the park and in front of the main building on Perry Vale. In addition, there are mature trees within the park, lining the boundary with the school.
- 6.13 None of the trees on site or within the park are subject to a Tree Preservation Order.
- 6.14 At the point of submission, the application proposed the removal of 27no. trees within the nature area in order to enable construction of the Foundation building. However, in February this year, the applicant proceeded to remove these trees and, in addition, a further 8no. trees. It is understood that the trees were removed in order to avoid the bird nesting season, which begins in March. A revised tree removals plan was subsequently submitted in early March.
- 6.15 Whilst the felling of the trees is regrettable, planning permission was not required to undertake the works as the trees were not protected by a Tree Preservation Order.
- 6.16 Also subsequent to the submission of the application, the applicant approached the Council’s Parks Service to discuss the potential removal of 6no. mature trees within the park, on the boundary adjoining the nature area. The Parks Service has informally agreed to the removal of these trees, on the basis that they will be replaced by 7no. semi-mature London Plane trees, to be planted on the boundary.
- 6.17 As the park trees fall outside the red line application boundary, replacement trees cannot be secured by condition, though this can informally be agreed between the applicant (Education Service) and the Parks Service. For the purposes of this application, it is necessary to ensure that the Foundation block can be constructed without causing damage to the trees in the park. For this reason, a condition requiring a tree protection plan has been specified as a pre-commencement condition.

- 6.18 Of the 35no. trees removed within the application site, 5no. were Category B (moderate quality and value) and the remainder were Category C (low quality and value).
- 6.19 The initial level of tree removal had been discussed with officers at pre-application stage and, it is understood, was presented at the public exhibition. During pre-application discussions, Officers had advised that some tree removal was likely to be acceptable, provided that the high quality trees (T1 on Church Vale and T28 within the site) were retained and suitable replacement planting was provided.
- 6.20 The trees removed were of low to moderate quality arboriculturally, but did provide visual amenity value to the local area.
- 6.21 Planning policy seeks to retain trees of high value, the removal of which can only be considered acceptable where the benefits of a proposal and mitigation provided are sufficient to outweigh that loss. Category C trees, being of low value, should not preclude development. In the case of the Category B trees however, it is necessary to consider whether their loss is justified by the benefits of the proposals and the replacement planting proposed.
- 6.22 To mitigate the loss of the trees, the applicant proposes to plant 6no. semi-mature (4.5-5metre height, 18-20cm girth) trees as part of their landscape scheme. Of these, 5no. would be planted within the Foundation Unit area and one within the playground south of the new extension. On the Church Vale and Westbourne Drive boundaries, 4no. small leaved lime and 1no. London Plan are proposed. along Church Vale. These trees would restore an immediate level of greenery to these boundaries, though it would take approximately 15 years for the trees to mature fully. In the playground, a cherry tree of 20-25cm girth is proposed.
- 6.23 The replacement planting is considered to be of high quality and would provide a tree lined edge to the new Foundation block to help to soften the appearance of the new building. Although they would not replace the level of greenery which existed on the site previously, as semi-mature trees they would have immediate impact from the date they are planted. The reduction in the level of planting in this part of the site must be balanced against the need for new school places, which is pressing in this part of the borough.
- 6.24 In this case, officers consider that the loss of the existing trees is justified by the benefits of the proposals and the high quality replacement planting, which would provide a green canopy to the boundaries of the site over time and provide habitat value.
- 6.25 On this basis, the proposed on-site tree removal is considered acceptable in the context of the NPPF, London Plan Policy London Plan Policy 7.21, Core Strategy Policy 12 and Development Management Local Plan Policy 25.

### Design

- 6.26 Urban design is a key consideration in the planning process. The NPPF makes it clear that national government places great importance on 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. 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, public and private spaces and wider area development schemes.

- 6.27 Core Strategy Policy 15 seeks to “ensure any development conserves and enhances the borough’s heritage assets, and the significance of their settings, such as conservation areas, listed buildings etc”, while Policy 16 states that the Council will: “ensure that the value and significance of the borough’s heritage assets and their settings, which include the Maritime Greenwich World Heritage Site, conservation areas, listed buildings, archaeological remains, registered historic parks and gardens and other non designated assets such as locally listed buildings, will continue to be monitored, reviewed, enhanced and conserved according to the requirements of government planning policy guidance, the London Plan policies, local policy and English Heritage best practice.”
- 6.28 The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- 6.29 London Plan and Core Strategy design policies further reinforce the principles of the NPPF setting out a clear rationale for high quality urban design, whilst the Development Management Local Plan, most specifically DM Policy 30 and 31, seeks to apply these principles.
- 6.30 The proposals involve the demolition of three existing buildings located in the centre of the site, one of which (the Nursery) is visible from Perry Vale, while the other two are positioned along the eastern boundary with the park. None of these buildings are of historic or architectural merit and there is no objection to their demolition in principle, subject to any replacement building being of suitably high quality.
- 6.31 The present layout of buildings across the site is fragmented and the removal of the above buildings provides an opportunity to rationalise and make more efficient use of the site as well as improving connections between facilities and routes throughout.
- 6.32 This scheme has been submitted following pre-application discussions with officers during 2014 and two reviews by the Lewisham Design Review Panel.
- 6.33 The proposed extension to the existing main block on Perry Vale would be two storeys in height, albeit that the front of the building is a single height dining and sports hall. The extension would sit on the southern side of the existing main building, in place of the removed Foundation and Nursery buildings.
- 6.34 The extension would be larger than the buildings removed, but similar in its scale, depth and window proportions to the existing main building. The extension steps forward of the building line of the existing main building. This is considered appropriate to mark the new main entrance to the school and also to utilise otherwise dead space inside the boundary fence.
- 6.35 The design of the new main extension also takes cues from the architectural language of the main school building, in particular the regular rhythm of the fenestration. A new low level brick wall picks up the line of the existing brick wall on Perry Vale.

- 6.36 The existing building is predominantly constructed from red brick with a mixture of flat and pitched roofs.
- 6.37 The volume of the proposed extension is organised into three elements: hall, teaching space and visitor entrance. The materiality reflects these different elements.
- 6.38 The link between the existing building and hall, accommodating the main entrance, would be a lightweight element, finished with translucent polycarbonate cladding. The hall would have a brick base with timber battened top, while the classrooms behind would be faced entirely in red brick. The external treatment responds to that of the existing building, while also serving to break down the scale of the building, and add interest to the streetscene.
- 6.39 The first floor extension on the northern boundary would be treated also in vertical timber cladding, with semi-transparent wall cladding to provide light to the corridor, whilst protecting the privacy of neighbouring occupiers to the north.
- 6.40 It is considered that the design of the extensions is of a high quality, would complement the retained school building, successfully respond to the local character of the area and would deliver a significant improvement in the appearance of the site in comparison with the existing structures to be removed.
- 6.41 The Foundation Unit introduces a building in a previously undeveloped part of the site, the nature area. It is proposed as a single storey 'pavilion' building with a flat roof, set on the back of pavement on Westbourne Drive.
- 6.42 The entrance to the building would sit on the corner of Church Vale and Westbourne Drive. The pedestrian access would be set back into the site, giving back a small area of public realm on the corner. Inside the gate, a generous waiting area is provided for parents and pupils.
- 6.43 On Westbourne Drive, the treatment to the building would be of buff brick, conceptually representing a garden wall. It would be punctuated by smaller windows that would provide light and ventilation to the rooms behind and add interest to the streetscene. The internal wall would be finished in timber cladding, with large sliding doors leading out to the associated play space, partially covered by canopies that extend from the building.
- 6.44 Officers did query the height of the gates and boundary fencing as submitted, which were 2.45metres on the boundary. In response, the applicant submitted revised proposals, with the front boundary fence at 1.95metres. The secondary fence to the foundation unit play area remains at 2.45metres for security reasons.
- 6.45 Overall, it is considered that the modest scale and external treatment of the building, together with the proposed landscaping would be an appropriate response to the character of this area, and would provide high quality education facilities, in accordance with London Plan policies 7.4 and 7.6 and Core Strategy Policy 15.

#### Highways and Traffic Issues

- 6.46 The applicant has submitted a Transport Statement which includes a parking survey.

#### *a) Access*

- 6.47 The site currently has three pedestrian access points: 2 on Perry Vale and one on Church Vale. There is also a gate from the nature area to Westbourne Drive but this is not currently in use. Two vehicular access points for servicing, deliveries, emergency access and parking are located on Perry Vale.
- 6.48 As part of the proposals, two pedestrian accesses are retained on Perry Vale. Of these, the position of the main visitor entrance would move so that it aligns with the new reception area created in the proposed extension. The position of the existing pupil entrance (which also serves as the emergency vehicle access) would not change. A new combined visitor and pupil entrance is proposed on the corner of Westbourne Drive and Church Vale to serve the new Foundation building. The position of the other vehicular accesses would not change.
- 6.49 The new pupil access on to the Foundation unit would increase activity in this area and has been raised as a concern by local residents. The access would be used only for the reception classes (60 pupils) and nursery (two intakes of 25), while other pupils (360) would use the accesses on Perry Vale. It is considered that, at this level of use, the new reception access would be unlikely to give rise to significant impacts on the highway or residential amenity.

#### *b) Servicing*

- 6.50 The servicing arrangements for the school are not proposed to change and the applicant considers that the number of deliveries/collections would not change. However, to ensure that this is in line with the Council's guidelines and there is minimal impact on neighbouring properties a condition requiring a Delivery and Servicing Plan to be submitted to and approved by the Council is suggested by the Highways Authority.

#### *c) Cycle Parking*

- 6.51 Cycle parking requirements are set by the London Plan 2015 (Table 6.3). For D1 Education development, Table 6.3 requires a minimum of 1 space per 8 staff and 1 space per 8 students. As there is no provision on site at present, a requirement of 58 spaces in total is derived. The application proposes 46 spaces, though this was calculated using the previous standards. The increased level of cycle parking and details of its specification will be secured by condition.

#### *d) Car parking and traffic generation*

- 6.52 Core Strategy Policy 14 adopts a managed and constrained approach to car parking provision in order to contribute to the objectives of traffic reduction.
- 6.53 The submitted Transport Statement refers to a School Travel Plan survey dated October 2014 and a Parking Survey undertaken in November 2014.
- 6.54 The pupil and staff travel survey indicates that 25% of pupils and 32% of staff arrive by car at present. As there are only 3 parking spaces on site, this means that other staff members park in surrounding streets. A further 12% of pupils travel part of the way by car but arrive on foot. All other pupils and staff arrive by walking and public transport.

- 6.55 Based on these travel modes, the expansion would result in approximately 45 additional pupils and six additional staff members arriving by car. A further 22 pupils would travel part of the way by car but finish the journey on foot.
- 6.56 There are currently 3 parking spaces within the school site and no additional parking is proposed as part of the application. Increased staff numbers would generate demand for a further 6 spaces in the local streets. Increased pupil numbers is also likely to result in more pressure around drop off and collection times.
- 6.57 The application site is not located within a controlled parking zone. The site is very close to Forest Hill Station, with commuter parking likely to be generating a good proportion of the parking demand identified.
- 6.58 It is also noted that the existing car park at Forest Hill Station provides free parking for up to 30 minutes, which could be utilised during drop-off and pick-up times by parents.
- 6.59 The applicant has submitted a parking survey to assess parking capacity in the surrounding streets and at peak times. The survey was undertaken in accordance with the 'Lambeth methodology', as agreed in advance with the Council's Highways Officer.
- 6.60 The survey was conducted on Wednesday 26<sup>th</sup> & Thursday 27<sup>th</sup> November 2014 between 07.55-09.55 and 14.30-18.00 to cover school drop off and pick up times. The survey area covered Westbourne Drive, South Road, Church Vale, Perry Vale, Dacres Road and Hindsley's Place.
- 6.61 The survey found that, during the morning survey period the average parking stress was 76-84% on each day. Based on a total capacity of 219 spaces, this indicates that 36-53 spaces were available within 200metres of the school. Peak parking pressure occurred at 09.45 and 09.05 on each day, after the school start time of 08.55am.
- 6.62 During the afternoon period, average parking stress was 77% on both days. The peak parking stress occurred at 15.10 on both days, when it was at 96% and 89% respectively (9-24 spaces available). This is likely to be related to school pick-ups.
- 6.63 The additional demand for staff parking generated (6 spaces) can be accommodated within surrounding streets without materially increasing the parking stress.
- 6.64 With an additional 45 pupils being dropped off in the morning, there is likely to be space for most, if not all, to set down within available parking on-street parking spaces. As the enlarged school reaches full capacity in 4-7 year's time, parking stress during the afternoon pick-up period may become significant. It is necessary to consider the mitigation measures that could be implemented in order to manage this demand.
- 6.65 The current lack of cycling facilities at the site is a potential barrier to cycling. The proposals make provision for a significant number of staff and student cycle parking, to be brought up to London Plan standards by condition, as well as shower facilities for staff. The provision of cycle facilities at the school would be expected to result in a reduction in car journeys to the site.



- 6.66 The school operates an existing travel plan, last updated in October 2014. Future travel plan reviews can be required by condition to relate to the additional intake of pupils each year.
- 6.67 The Council's Highways Officer has advised that the increased traffic generated by the enlarged school would be unlikely to give rise to unacceptable impacts on the highway, provided that various improvements (listed in Section 4 above) to local crossing facilities and parking controls/waiting restrictions adjacent to the site are secured in a highways agreement under S278.
- 6.68 On the basis of the cycle parking to be provided, highways improvements secured and conditions requiring a revised school travel plan and construction logistics plan, it is considered that the highways impacts arising from the scheme can be adequately mitigated.

#### Impact on Adjoining Properties

##### *Privacy*

- 6.69 Core Strategy Policy 15 requires that any adverse impact on neighbouring amenity will need to be addressed by development proposals.
- 6.70 The extension to the south of the main building would be located 46 metres from the closest residential dwelling to the south. Although it projects forward of the existing building line, the extension would still be 30 metres from the front elevation of the flatted block on the opposite side of Perry Vale.
- 6.71 The first floor extension on the north side of the main building would sit 6 metres from the boundary with the residential properties to the north. The risk of overlooking has been addressed by specifying semi-translucent cladding instead of window openings.

##### *Construction works*

- 6.72 Disruption to local residents may arise from the construction works. A condition requiring a Construction Management Plan, to address matters including construction traffic, parking and control of dust emissions, plus the Council's normal Code of Construction Practice would enable the Council to limit working hours to reasonable times in order to address these concerns, although it is inevitable that some disruption would occur during the demolition and construction phase.

#### Sustainability and Energy

- 6.73 Achieving more sustainable patterns of development and environmentally sustainable buildings is a key objective of national, regional and local planning policy. London Plan and Core Strategy Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. Core Strategy Policy 8 requires all new non-residential buildings to achieve a BREEAM rating of 'Excellent'.
- 6.74 The original BREEAM pre-assessment report submitted with the application indicated that a score of 57.3% (Very Good) would be achieved, where the range for Very Good is 55-69%. In response to concerns from Officers that this was not

acceptable given the scale of the proposals, the applicant submitted a revised BREEAM report in March which indicated that, by incorporating additional measures, an improved score of 66.33% could be achieved.

- 6.75 The scheme has failed to pick up a number of credits which are available only by undertaking surveys early in scheme development. While it is disappointing that BREEAM 'Excellent' is unlikely to be achieved, it is accepted that this is for technical reasons and does not relate to the performance of the buildings. In this instance, given the wider benefits of the proposals, a score of 66% is considered acceptable. A condition is recommended, requiring that the proposal meet a minimum score of 66% to ensure that this 'very good' score is maintained through to construction.
- 6.76 The submitted Energy Statement indicates that the scheme would achieve a carbon emissions reduction of 43% against 2013 Building Regulations, through incorporation of energy efficient measures, combined heat and power and renewable technologies (Air Source Heat Pump and Photo voltaics) which satisfies the Core Policy 8 requirement to achieve a 35% reduction on Building Regulations 2013.
- 6.77 Although the Sustainability Manager has recommended refusal on the basis of failure to achieve BREEAM Excellent, it is considered that all reasonable efforts have been employed to this goal and that the proposed 'Very good' score is acceptable given the wider public benefits that the scheme would provide.

#### Ecology and Landscaping

- 6.78 Paragraph 117 of the NPPF advises that, to minimise impacts on biodiversity and geodiversity, planning policies should: promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan.
- 6.79 London Plan Policy 5.11 states that major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible, to deliver several objectives including, among others, adaptation to climate change, enhancement of biodiversity and improvements to the appearance and resilience of buildings.
- 6.80 London Plan Policy 7.19C also states that, wherever possible, developments should make a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 6.81 Core Strategy Policy CS12 Part (l) seeks to promote living roofs and walls in accordance with London Plan policy and Core Strategy Policy 8 while DM Policy 24 states that the Council will require all new development to take full account of appropriate Lewisham and London Biodiversity Action Plans and biodiversity guidance in the local list, in development design and ensuring the delivery of benefits and minimising of potential impacts on biodiversity and geodiversity. DM 24 goes on to provide guidance on the specification sought for living roofs.
- 6.82 The proposals as submitted included some biodiverse planting throughout the site, however as a result of the changes to the nature area, there would be an overall reduction in biodiversity across the site.

6.83 In discussion with officers, the applicant subsequently submitted an enhanced proposal including two areas of living roof amounting to 250sqm across the Foundation Unit and main building extension.

6.84 Officers consider that the details provided to date are sufficient to demonstrate compliance with the above policies. A condition has been specified in order to secure the area and specification of the living roof.

#### Site Contamination

6.85 The submitted Conisbee Report advises that a Geotechnical Investigation to ascertain ground conditions and any possible contamination is required. It is therefore proposed to include a condition to ensure that this is undertaken.

#### Community Infrastructure Levy

6.86 The proposed development is liable for Lewisham CIL.

### **7.0 Equalities Considerations**

7.1 Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council must, in the exercise of its functions, have due regard to:-

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

7.2 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

7.3 The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality.

7.4 In this matter it is considered that there is no impact on equality.

### **8.0 Conclusion**

8.1 This application has been considered in the light of policies set out in the development plan and other material considerations.

8.2 Officers consider that the proposals would make a significant contribution towards addressing the pressing need for primary school places in the Borough.

8.3 The design of the proposals relates successfully to the surrounding context, complements the existing school buildings and would enhance the local streetscene.

8.4 Based on the mitigation to be secured by condition, the scheme would not give rise to significant adverse impacts on the highway network or parking locally.

8.5 Although the removal of trees at the site prior to the planning process being completed was regrettable, the trees were not subject to a preservation order and it is considered that the level of tree removal is acceptable in the context of the benefits of the proposals and replacement planting provided.

8.6 Officers therefore consider that the scheme is acceptable in planning terms and recommend approval of planning permission, subject to the conditions set out below.

9.0 **RECOMMENDATION GRANT PERMISSION** subject to the following conditions:-

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

**Reason:** As required by Section 91 of the Town and Country Planning Act 1990.

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

PL\_001, PL\_002, PL\_003, PL\_004, PL\_006, PL\_007, PL\_008, PL\_009, PL\_011, PL\_101, PL\_105, PL\_106, PL\_111, PL\_112, PL\_113, PL\_114, PL\_115, PL\_116, DPA-69869-01 Rev A, Energy Strategy Statement, Preliminary Ecological Assessment, Daytime Bat Survey, Contamination Report Part 1, Contamination Report Part 2;  
Revised Transport Statement, received December 2014;  
PL\_103A, PL\_108A, PL\_109A, PL\_110A, Arboricultural Impact Assessment received February 2015; and  
PL\_102B, PL\_104B, PL\_107A, SK106, L-100 D, L-800C, revised BREEAM Report & Pre-Assessment, received March 2015.

**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.

3. No development shall commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall cover:-
  - (a) Dust mitigation measures.
  - (b) The location and operation of plant and wheel washing facilities
  - (c) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
  - (d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
    - (i) Rationalise travel and traffic routes to and from the site.
    - (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.

- (iii) Measures to deal with safe pedestrian movement.
- (e) Security Management (to minimise risks to unauthorised personnel).
- (f) Details of the training of site operatives to follow the Construction Management Plan requirements.

**Reason:** In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy 5.3 Sustainable design and construction, Policy 6.3 Assessing effects of development on transport capacity and Policy 7.14 Improving air quality of the London Plan (2015).

4. (a) No development (including demolition of existing buildings and structures) shall commence until each of the following have been complied with:-
- (i) A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site) and a conceptual site model have been submitted to and approved in writing by the local planning authority.
  - (ii) A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination. encountered (whether by remedial works or not) has been submitted to and approved in writing by the Council.
  - (iii) The required remediation scheme implemented in full.
- (b) If during any works on the site, contamination is encountered which has not previously been identified (“the new contamination”) the Council shall be notified immediately and the terms of paragraph (a), shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.
- (c) The development shall not be occupied until a closure report has been submitted to and approved in writing by the Council.

This shall include verification of all measures, or treatments as required in (Section (a) i & ii) and relevant correspondence (including other regulating authorities and stakeholders involved with the remediation works) to verify compliance requirements, necessary for the remediation of the site have been implemented in full.

The closure report shall include verification details of both the remediation and post-remediation sampling/works, carried out (including waste materials removed from the site); and before placement of any soil/materials is undertaken on site, all imported or reused soil material must conform to current soil quality requirements as agreed by the authority. Inherent to the above, is the provision of any required documentation, certification and monitoring, to facilitate condition requirements.

**Reason:** To ensure that the local planning authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with DM Policy 28 Contaminated Land of the Development Management Local Plan (November 2014).

5. (a) The buildings hereby approved shall achieve a minimum BREEAM Rating of 'Very Good' with a minimum score of 66%.
- (b) No development above ground level (excluding demolition) shall commence until a Design Stage Certificate for each building (prepared by a Building Research Establishment qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (a).
- (c) Within 3 months of occupation of any of the buildings, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with part (a) for that specific building.

**Reason:** To comply with Policies 5.1 Climate change mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2015) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2015).

6. No development shall commence above ground level on site until a detailed schedule and samples (including erection of a sample panel of bricks and timber cladding on site) of all external materials and finishes, windows and external doors to be used on the building(s) have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

**Reason:** To ensure that the local planning authority may be satisfied as to the external appearance of the building(s) and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

7. (a) A minimum of 57 secure and dry cycle parking spaces shall be provided within the development.
- (b) No development shall commence above ground level on site until the full details of the cycle parking facilities have been submitted to and approved in writing by the local planning authority.
- (c) All cycle parking spaces shall be provided and made available for use prior to occupation of the development and maintained thereafter.

**Reason:** In order to ensure adequate provision for cycle parking and to comply with Policy 14: Sustainable movement and transport of the Core Strategy (2011).

8. (a) No development shall commence above ground level on site until drawings showing hard landscaping of any part of the site not occupied by buildings (including details of the permeability of hard surfaces) have been submitted and approved in writing by the local planning authority.
- (b) All hard landscaping works which form part of the approved scheme under part (a) shall be completed prior to occupation of the development.

**Reason:** In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies 5.12 Flood risk management and 5.13 Sustainable Drainage in the London Plan (2015), Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) Policy 25 Landscaping and trees, and DM Policy 30 Urban design and local character.

9. No development shall commence on site until a Tree Protection Plan (TPP) has been submitted to and approved by the Council. The TPP should follow the recommendations set out in BS 5837:2012 (Trees in relation to design, demolition and construction – Recommendations). The TPP should clearly indicate on a dimensioned plan superimposed on the building layout plan and in a written schedule details of the location and form of protective barriers to form a construction exclusion zone, the extent and type of ground protection measures, and any additional measures needed to protect vulnerable sections of trees and their root protection areas where construction activity cannot be fully or permanently excluded.

**Reason:** To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

10. (a) Details of the proposed new boundary treatments including the specification of any gates, walls or fences shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) The approved boundary treatments shall be implemented prior to occupation of the buildings and retained in perpetuity.

**Reason:** To ensure that the boundary treatment is of adequate design in the interests of visual and residential amenity and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

11. The development shall be constructed with biodiversity living roofs laid out in accordance with plan nos. PL\_104B & PL\_107A hereby approved. The living roof shall be biodiversity based with extensive substrate base (depth shall vary between 80-150mm with peaks and troughs but shall average at least

133mm) and plug planted & seeded with an agreed mix of species within the first planting season following the practical completion of the building works.

- (a) Prior to any works above ground level, full details of the living roofs which shall cover an area no less than 250sqm shall be submitted to and approved in writing by the Local Planning Authority. These details shall include a 1:20 scale plan [of the living roof] that includes contoured information depicting the extensive substrate build up and a cross section showing the living roof components and details of how the roof has been designed to accommodate any plant, management arrangements, and any proposed photovoltaic panels and fixings.
- (b) The development shall be carried out strictly in accordance with the details so approved under (b) and shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority. Evidence that the roof has been installed in accordance with (a) & (b) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.
- (c) The living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

**Reason:** To comply with Policies 5.10 Urban greening, 5.11 Green roofs and development site environs, 5.12 Flood risk management, 5.13 Sustainable Drainage and 7.19 Biodiversity and access to nature conservation in the London Plan (2015) , Policy 10 managing and reducing flood risk and Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 24 Biodiversity, living roofs and artificial playing pitches of the Development Management Local Plan (November 2014).

- 12. (a) The development shall not be occupied until a Delivery and Servicing Plan has been submitted to and approved in writing by the local planning authority.
- (b) The plan shall demonstrate the expected number and time of delivery and servicing trips to the site, with the aim of reducing the impact of servicing activity.
- (c) The approved Delivery and Servicing Plan shall be implemented in full accordance with the approved details from the first occupation of the development and shall be adhered to in perpetuity.

**Reason:** In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

- 13. (a) Within 3 months of occupation of the development hereby approved, a revised School Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London', shall be submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures



identified within the Travel Plan once approved.

- (b) The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives. The Travel Plan must include use of the buildings/site for community purposes.
- (c) Within the timeframe specified by (a) and (b), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms agreed under parts (a) and (b).

**Reason:** In order that both the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

- 14. All planting, seeding or turfing comprised in the landscaping scheme hereby approved (Drawing L100 D) shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

**Reason:** In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policy 12 Open space and environmental assets, and Policy 15 High quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

- 15. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no plumbing or pipes, other than rainwater pipes, shall be fixed on the front elevation of the building(s).

**Reason:** In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

- 16. The semi-transparent wall cladding indicated on the northern elevation of the 1st floor extension hereby approved shall be subject to detailed approval under condition 2 above, fitted prior to first occupation of the extension and retained in perpetuity.

**Reason:** To avoid the direct overlooking of adjoining properties and consequent loss of privacy thereto and to comply with DM Policy 31 Alterations and extensions to existing buildings including residential extensions of the Development Management Local Plan (November 2014).

17. No deliveries in connection with construction works shall be taken at or despatched from the site other than between the hours of 8 am and 6 pm on Mondays to Fridays and 8 am and 1 pm on Saturdays and not at all on Sundays or Public Holidays.

No work shall take place on the site other than between the hours of 8 am and 6 pm on Mondays to Fridays and 8 am and 1 pm on Saturdays and not at all on Sundays or Public Holidays.

**Reason:** In order to safeguard the amenities of adjoining occupants at unsociable periods and to comply with Paragraph 120 of the National Planning Policy Framework and DM Policy 26 Noise and Vibration, and DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

18. None of the trees shown as being retained on the permitted plans shall be lopped or felled without the prior written consent of the local planning authority

**Reason:** To comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011) and policies DM 25 Landscaping and trees and 30 Urban design and local character of the Development Management Local Plan (November 2014).

20. Prior to the commencement of above ground works, a highways agreement under Section 278 of the Highways Act 1980 shall be agreed and completed with the Highways Authority to secure improvements to the crossing facilities and parking controls/ waiting restrictions adjacent to the school site. All works secured in the highways agreement are to be completed before the development is occupied.

**Reason:** In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

## **INFORMATIVES**

- A **Positive and Proactive Statement:** The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.
- B You are advised that all demolition and construction work should be undertaken in accordance with the "London Borough of Lewisham, Good Practice Guide: Control of pollution and noise from demolition and construction sites" available via the following weblink: <http://www.lewisham.gov.uk/myservices/environment/Pollution-information-for-developers-and-businesses/Documents/GoodPracticeGuide.pdf>

- C The applicant is advised that conditions 3, 4 and 9 require details to be submitted prior to the commencement of works due to the importance of minimising disruption on the local highway network during construction, ensuring that contamination is identified and remediated appropriately and that the retained trees on and off site are protected during the development works.