

Committee	PLANNING COMMITTEE C	
Report Title	ADAMSRILL PRIMARY SCHOOL, ADAMSRILL ROAD SE26 4AQ	
Ward	Perry Vale	
Contributors	Suzanne White	
Class	PART 1	06 MAY 2014

Reg. Nos.

DC/13/84444

Application dated

02.08.2013

Applicant

The Governors of Adamsrill Primary School

Proposal

Demolition of existing buildings (Blocks B, F & G) and the erection of a part single/part two storey extension at Adamsrill Primary School, Adamsrill Road SE26, comprising nine classrooms, staff room, studio hall, reception, sick bay, three group rooms, hall, kitchen, WC and storage facilities, associated landscaping and the felling of trees and the provision of photo voltaic panels on the roof, together with internal refurbishment of the existing 3 storey building and the provision of a new central entrance lobby.

Applicant's Plan Nos.

AIA10-6-13-001-A-A1, AIA10-6-13-002-A-A1b, AIA10-6-13-002-B-A1, AIA10-6-13-003-A-A1, AIA10-6-13-002-B-11, AIA10-6-13-002-C-A1b, AIA10-6-13-003-A-A1, AIA10-6-13-003-B-A1, AIA10-6-13-003-C-A1, AIA10-10-6-13-003-D-A1, LP1-9913-001-A-Draft, AIA23058/101, 23058/01A, 23058/02A, 23058/03A, 23058/04A, 23058/05A, 23058/06A, 23058/07A, 23058/08A, 23058/09, 23058/10, 23058/11A, 23058/101D, 23058/103F, 23058/102F, 23058/104F, 23058/105F, 23058/106A, 23058/107A, 23058/108A, 23058/109A, 23058/110 C, 23058/111A, 23058/112A, 23058_211, DN2028, 0412-AGB-5669, LP1-9913-006-E-SG Rev E, LP1-9913-005-E-Soft Rev E, LP1-9913-004-E-hard Rev E, LP1-9913-003-E-master, LP-9913-002-prop-cir, Ground Investigation Report, Design & Access Statement, Flood Risk Assessment, Extended Phase 1 Habitat Report, Energy Strategy Report Feb 2014& Arboricultural Assessment, Travel and accreditation Plan, Transport Statement, Breeam Pre-assessment and Planting Palette.

<u>Background Papers</u>	(1) Case File LE/184/A/TP (2) Adopted Unitary Development Plan (July 2004) (3) Local Development Framework Documents (4) The London Plan
<u>Designation</u>	The site is undesignated. It has an established D1 Education use.
<u>Screening</u>	Not EIA

1.0 Introduction

- 1.1 The submission of this application follows pre application discussions between the Council and the applicant regarding the form of development that would be appropriate for this site.
- 1.2 On the 2nd August 2013 the Planning Authority received an application for full planning permission made by Bailey Partnership on behalf of the Governors of Adamsrill Primary School for partial redevelopment of the site comprising demolition of three existing blocks of accommodation and the erection of a new part single/part two storey extension to the main school building to enable the school to take 3 forms of entry. At present, the school is 2 form entry plus bulge classes.
- 1.3 This report considers the proposals in light of relevant planning policy and guidance, representations received and other material considerations, and makes recommendations on the determination of the application.
- 1.4 For the reasons set out in this report the proposal is considered to be an acceptable form of development and Officers recommend that subject to the necessary conditions to control the development in detail and the planning obligations required to mitigate the impact of the development, planning permission should be approved.

2.0 Property/Site Description

- 2.1 This application relates to Adamsrill Primary School located on the northern side of Adamsrill Road at the corner with Fairwyn Road. The school site is a large rectangular plot with a section fronting Adamsrill Road effectively 'cut out' and allocated to a small terrace of dwellings.
- 2.2 The existing accommodation is distributed across several buildings. Block A is a 3 storey brick and render building with a pitched roof. Block B is a single storey flat roofed rendered building built around the 1970s. Block C is a new two storey temporary building providing 4 'bulge' classrooms. Block D is a two storey cottage constructed at the same time as the main school building and built in a similar style. Block E is the playground toilets and Block F is a community/parent facility. Blocks G & H are two further modular buildings.

- 2.3 The site is bounded by Adamsrill Road along the southern boundary where the road leads onto Fairwyn Road to the West. Two semi detached residential properties lie tight between the school and Fairwyn Road. Terraced residential buildings lie to the North, East and West boundaries. A small rear access lane separates the school from the rear garages and gardens of the terraced properties of De Frene Road to the North, whilst the properties to the east back directly on to the site boundary.
- 2.4 The school site is accessed via pedestrian access gates on Adamsrill Road to the South. Various outbuildings, including a sub station building and shelters form a 'street' type pedestrian access route. Vehicular access for deliveries and maintenance/emergency access is from Adamsrill Road. There is no vehicular access for staff and visitors and no car parking on the site.
- 2.5 The application site extends to 0.85ha. Most of it is hard surfaced either as play area, games court or car park. There is an area of habitat space with a number of trees to the South East corner of the site and a number of trees dotted around the site generally.
- 2.6 The surrounding properties are of predominantly brick and render construction and are generally 2/3 storey, the main school building is the largest on the street although it is set back from the street.
- 2.7 The school buildings are not listed nor is the site within a conservation area.

3.0 Planning History

- 3.1 The site has an extensive planning history, of which the most relevant and recent entries are summarised below:

2004: installation of uPVC double glazed windows together with re-covering the roof. Granted.

2010: retention of a single storey modular classroom building. Granted.

2010: construction of a single storey modular building to provide an entrance lobby, two classrooms with store rooms and toilet, together with associated pedestrian access. Granted

2010: construction of a 2 metre high Protek mesh panel fence above close boarded timber fence, to the side of Adamsrill Primary School, Adamsrill Road SE26. Granted

2010: details of external lighting & scheme of landscaping submitted in compliance with conditions (2) & (4) of the planning permission dated 06 September 2010 (DC/10/74869), for the construction of a single storey modular building at Adamsrill Primary School, Adamsrill Road SE26 to provide an entrance lobby, two classrooms with store rooms and toilets, together with associated pedestrian access. Granted

2012: demolition of two single-storey mobile classrooms and erection of a two-storey modular building providing classrooms in the same location to accommodate bulge class. Granted

2014: two related applications have been received in respect of decant measures to facilitate the development at the school site. These relate to the former Council Depot at Willow Way in Sydenham.

The first application (DC/14/86637) sought confirmation that Prior Approval for demolition of the existing buildings on site would not be required from the planning authority. This confirmation was issued in March. The second application (DC/14/86622) seeks full planning permission for the temporary siting of modular classroom structures to accommodate 300 students during construction of the extension at the main school site. This application is due to be determined by 12th June 2014.

4.0 Current Planning Application

The Proposals

- 4.1 The application seeks full planning permission for the erection of a part single/part two storey extension at Adamsrill Primary School, comprising nine classrooms, staff room, studio hall, reception, sick bay, three group rooms, hall, kitchen, WC and storage facilities, associated landscaping and the provision of photo voltaic panels on the roof together with internal refurbishment of the existing 3 storey building and the provision of a new central entrance lobby. Demolition of 3 existing blocks and the felling of a number of trees will be required to facilitate the proposals.
- 4.2 The proposal would enable the expansion of the school from 2 to 3 forms of entry, in response to the current demand for primary school places in the area, albeit the school already accommodates a number of bulge classes. The enlarged school will have a capacity of 630 students (compared with 520 at present) and c. 65 staff (compared with 50 at present).
- 4.3 The major element of the proposal is the demolition of Block B and the erection of a new part single/part two storey extension, linked to Block A, which extends east and in parallel to the private access road to the north.
- 4.4 Blocks F & G, temporary modular structures, would also be demolished. Block C, a two storey temporary classroom structure fronting Adamsrill Road, would also be removed upon completion of the works.
- 4.5 After school facilities would be re-provided in the new hall which forms part of the extension.
- 4.6 The form of the new extension is a simple linear volume. The height of the structure varies between 2storeys for its western portion, adjoining the main school building, and a large single storey to the east. It should also be noted that the ground levels drop as one moves west to east across the site. There is a central two storey element, which projects forward of the main volume and serves to 'break up' the mass of the block as viewed from the south.
- 4.7 A glazed link between the extension and Block A is intended to 'announce' the new main entrance to the school and create a welcoming approach from Adamsrill Road.
- 4.8 The proposals also include 70 cycle spaces, resurfacing and other improvements to the play areas to improve accessibility and a new refuse storage area.
- 4.9 Existing vehicular and pedestrian access points will be retained.

- 4.10 In terms of programme it is understood that, subject to planning approval, demolition will commence in August and construction will begin in September 2014.

Supporting Documents

4.11 Design and Access Statement

This document provides a comprehensive description of the site, outlines the site conditions that have influenced the scheme, sets out to describe the design principles behind the proposed development and explains the rationale for the scheme.

It states that the approach to the site organisation has been to align the new entrance hub with the main access point of the site, drawing people towards the building. This will act as a transition between the existing building and the proposed extension.

4.12 Flood Risk Assessment

Although the site is not located in an area of high flood risk and is under 1ha in size, the applicant has elected to submit a Flood Risk Assessment. The report is useful as it deals with drainage for the proposals. It states that the scheme would result in a slight increase in the impermeable area across the site. Drainage of surface water to soakaways is thought to be possible, subject to infiltration testing. Thames Water have confirmed that discharge to the existing sewer is acceptable if soakaways are not possible.

4.13 Extended Phase 1 Habitat Report

This report sets out the findings of the protected species and habitats survey undertaken in May 2012. The report covers surveys seeking evidence of badgers, bats, birds, reptiles and habitats. The report concludes that the site is not situated within or bounding a statutory designated site, has overall low ecological value and that the proposed development will not adversely impact the conservation status of any protected species.

It recommends that existing trees and hedgerows should be retained and lighting minimised in order to benefit bats. It also advises on demolition practices and highlights that the poor ecological value of the site presents opportunities for biodiversity enhancement e.g. utilisation of native species of trees and shrubs, brown and green roofs and other habitat creation.

4.14 Ground Investigation and Contaminated Land (Phase 1 & II)

These studies provide an assessment of the geology and hydrogeology of the site as well as the potential for any contamination to be present. The contaminated land study is based on an initial desktop study and subsequent intrusive investigation and laboratory testing. The reports conclude that removal of made ground to a depth of 0.6m in part of the site and its replacement with certified clean soil is required.

4.15 Arboricultural Implications Assessment

The report confirms that the site and proposed development have been assessed in accordance with the relevant British Standard, BS 5837:2012. A total of 55 individual trees were recorded during the survey.

These trees fall within the site boundary and the adjacent private access road to the north. None of the trees are covered by a Preservation Order or Conservation Area Consent. The report notes that many of the trees are of low quality and limited value. It is proposed to remove 26 trees as part of the redevelopment. These will be replaced by 27 'heavy standards' (semi-mature trees) and 100+ 'whips' (young seedlings).

4.16 Energy, Sustainability and BREEAM

An Energy Strategy Report and a BREEAM Pre-Assessment have been submitted in support of the application. The Energy Report assesses the proposed scheme's estimated energy demand and CO2 emissions in relation to Building Regulations requirements as well as planning policy. The report considers a CHP system for the development in order to achieve BREEAM 'Excellent', however it finds that there are difficulties with a CHP system because the heat and power demand of the scheme would not be sufficient for it to run efficiently.

The report concludes that the development would achieve at least a 40% improvement in the reduction of Carbon Emissions. The majority of CO2 savings will come from Photovoltaic panels installed on the roof of the new school building.

The BREEAM Pre-assessment states that the scheme will achieve a score of 67.33%, putting it at the upper end of the 'Very Good' range.

4.17 Transport Statement and Travel Plan

The Transport Statement sets out the existing site conditions including surveys undertaken to establish vehicular movements in Adamsrill Road and parking capacity for the surrounding streets. Modelling has been undertaken to demonstrate the trip generation impact from the proposed development both in terms of vehicles and pedestrians.

The statement estimates that an additional 22 vehicular trips will be generated during peak times. The parking surveys indicated that parking in surrounding streets is at 80% capacity during the morning peak, with 34 spaces available.

The report concludes that the development would not have an adverse impact on the surrounding highway network.

The existing school travel plan dated 2012/13 has been submitted. It is suggested in the Transport Statement that a review of the Travel Plan be required by condition, related to the opening of the new extension.

5.0 Consultation

This section outlines the consultation carried out by the Council following the submission of the application and summarises the responses received. The Council's consultation exceeded the minimum statutory requirements and those required by the Council's adopted Statement of Community Involvement.

Site notices were displayed and letters were sent to 262 residents and businesses in the surrounding area and the relevant ward Councillors.

5.1 Pre-Application Consultation

The applicant has provided details of consultation exercises carried out with the local community, parents and staff. A mailshot was delivered to local residents shortly after submission of the application. An all-day exhibition was held for parents on the 9th January. A presentation was made to staff in March. In addition, the proposed drawings are available on the school's website.

5.2 Written Responses received from Local Residents and Organisations

In response to the statutory consultation process, objections have been received from 6 local residents (of De Frene Road and Girton Road). The matters raised are summarised as follows:

- visual impact caused by replacement of existing mature trees with a man-made structure
- overlooking of rear gardens and habitable rooms in De Frene Road properties
- children at school may be able to see into upstairs bedrooms
- removal of trees which will result in loss of habitat and screening which provides privacy
- removed trees should be replaced in order to maintain screening between school and private dwellings
- reception classrooms should receive at least 2% average daylight factor. This could be enhanced by increasing the level of glazing and size of openings. The glazing to the canopy should be glass rather than polycarbonate to ensure longterm transparency.
- Landscaping needs careful consideration to introduce sensory features and generally provide good quality routes around the school.

Some of the objectors also made supportive points, as follows:

- Support the principle of enhanced facilities at the school.
- The site has lacked investment for many years and improvements in facilities are welcome.

(Letters are available to Members)

Environmental Health

- 5.3 The Environmental Health Officer is generally content that with the information submitted and with the proposed remediation strategy. He has requested that an asbestos survey and post-remediation report are required by condition.

Education

- 5.4 No comments received.

Sustainability Manager

- 5.5 On the basis they are not meeting the BREEAM policy requirement of 'Excellent' and can only deliver BREEAM 'Very Good' they aren't compliant with policy 8.4 of the Core Strategy and I would therefore have to recommend permission is refused on sustainable design and construction grounds.

Highways and Transportation

- 5.6 The proposal to increase school capacity from 2 form entry to 3 form entry is unobjectionable, subject to the following:-
- Given the increase in the numbers of students and staff attending the school, a contribution (£3,000) is required for review of parking controls/restrictions to the school to minimise the impact associated with any drop offs / pick ups at the site. Particularly as drop off / pick up activities could cause parking stress and congestion if unmanaged.
 - A contribution (£3,200) is also required towards improving crossing facilities adjacent to the site. Improving the crossing facilities will improve pedestrian accessibility and will create safer walking routes to the school.
 - Conditions requiring the submission of a Delivery & Servicing Plan (DSP), a Construction and Logistics Plan (CLP), details of the secure cycle storage and review of the Travel Plan following the completion of the development.

Ecology

- 5.7 The comments of the Council's Ecology Officer can be summarised as follows:
- The Extended Phase 1 Habitat Report maintains the site is of low ecological value but does recommend a sensitive approach to the hedgerow trees along the northern boundary and trees in the southeast corner. The recommendations include efforts to minimise impacts from lighting and proactive approach to avoiding light spill generally but with particular regard to these features. These are sensible suggestion to limit potential negative impacts.
 - It is not possible to read the draft landscape plan as this is too poor quality to read and/or determine if any enhancements are proposed to benefit local biodiversity. Even though the ecological report maintains that the site is of low ecological value I am very disappointed with the complete lack of detail relating to biodiversity enhancements. The fact that the consultant has deemed there is little value highlights that there is an opportunity to make a significant difference and this should be a lever for the school to aspire to make a difference and contribute to the surrounding landscape by seeking to provide some green infrastructure (ecosystem services).
 - To illustrate, the proposal does not appear to have included any provision of living roofs to benefit biodiversity although there is a considerable amount of flat roof suitable for this kind of treatment included in the proposals. As such I question whether it complies with our LDF Core Strategy Policies that relate to Climate change; Sustainable Design and Construction and Energy Efficiency; Managing and Reducing the Risk of Flooding; and Open Space and Environmental Assets. Core Strategy Policy 7, 8,10 & 12 respectively.

As it currently stands from a nature conservation and biodiversity perspective I can not support this application and without appropriate biodiversity enhancements would recommend that you seek proper mitigation/enhancements or consider recommending refusal.

Trees

No comments received. Any forthcoming comments will be reported at the Committee Meeting.

Urban Design

No comments received. Any forthcoming comments will be reported at the Committee Meeting.

6.0 Policy Context

Introduction

6.1 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)

6.2 Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise. The development plan for Lewisham comprises the Core Strategy, Development Plan Document (DPD) (adopted in June 2011), those saved policies in the adopted Lewisham UDP (July 2004) that have not been replaced by the Core Strategy and policies in the London Plan (July 2011). The NPPF does not change the legal status of the development plan.

National Planning Policy Framework

6.3 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)’.

- 6.4 Officers have reviewed the Core Strategy and saved UDP policies 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

- 6.5 The other relevant national guidance is:

Design

Natural Environment

Planning obligations

Renewable and low carbon energy

Travel plans, transport assessments and statements in decision-taking

Use of Planning Conditions

London Plan (July 2011)

- 6.6 The London Plan policies relevant to this application are:

Policy 1.1 Delivering the strategic vision and objectives for London

Policy 2.6 Outer London: vision and strategy

Policy 3.18 Education facilities

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.10 Urban greening

Policy 5.11 Green roofs and development site environs

Policy 5.13 Sustainable drainage

Policy 5.18 Construction, excavation and demolition waste

Policy 6.3 Assessing effects of development on transport capacity

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 6.11 Smoothing traffic flow and tackling congestion

Policy 6.12 Road network capacity

Policy 6.13 Parking

Policy 7.2 An inclusive environment

Policy 7.4 Local character

Policy 7.5 Public realm

Policy 7.6 Architecture

Policy 7.19 Biodiversity and access to nature

Policy 7.20 Geological Conservation

Policy 7.21 Trees and woodlands

Policy 8.2 Planning obligations

London Plan Supplementary Planning Guidance (SPG)

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

Accessible London: Achieving an Inclusive Environment (2004)

Sustainable Design and Construction (2006)

London Plan Best Practice Guidance

6.8 The London Plan Best Practice Guidance's relevant to this application are:

Development Plan Policies for Biodiversity (2005)

Core Strategy

6.9 The Core Strategy was adopted by the Council at its meeting on 29 June 2011. The Core Strategy, together with the Site Allocations, the London Plan and the saved policies of the Unitary Development 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 1 Lewisham Spatial Strategy

Spatial Policy 5 Areas of Stability and Managed Change

Core Strategy Policy 7 Climate change and adapting to the effects

Core Strategy Policy 8 Sustainable design and construction and energy efficiency

Core Strategy Policy 10 Managing and reducing the risk of flooding

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

Core Strategy Policy 21 Planning obligations

Unitary Development Plan (2004)

6.10 The saved policies of the UDP relevant to this application are:

STR URB 1 The Built Environment

STR ENV PRO 3 Energy and Natural Resource Conservation

URB 3 Urban Design

URB 12 Landscape and Development

URB 13 Trees

HSG 4 Residential Amenity

LCE 1 Location of New and Improved Leisure, Community and Education Facilities

LCE 3 Educational Sites and Playing Fields

Planning Obligations Supplementary Planning Document (January 2011)

6.11 This document sets out guidance and standards relating to the provision of affordable housing within the Borough and provides detailed guidance on the likely type and quantum of financial obligations necessary to mitigate the impacts of different types of development.

Emerging Plans

6.12 According to paragraph 216 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

6.13 The following emerging plans are relevant to this application.

Development Management

6.14 The Council submitted the Development Management Local Plan (DMLP) for examination in November 2013. The Examination in Public is expected to conclude in Summer 2014, with adoption of the Local Plan expected to take place in Autumn 2014.

6.15 As set out in paragraph 216 of the National Planning Policy Framework, emerging plans gain weight as they move through the plan making process. The DMLP has undergone all stages of public consultation and plan preparation aside from examination, and therefore holds significant weight at this stage.

6.16 However, there are also a number of policies contained within the plan that hold less weight as the Council has received representations from consultees or questions from the Inspector regarding the soundness of these policies. These policies cannot carry full weight until the Inspector has found the plan legally compliant and sound.

6.17 The following policies hold less weight as representations have been received or questions have been raised by the Inspector regarding soundness, and 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 30	Urban design and local character

7 Planning Considerations

7.1 The main issues to be considered in respect of this application are:

- a) Principle of Development
- b) Design
- c) Impact on Adjoining Properties
- d) Highways and Traffic Issues
- e) Sustainability and Energy
- f) Ecology and Landscaping
- g) Trees
- h) Planning Obligations

Principle of Development

- 7.2 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.
- 7.3 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.”*
- 7.4 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’*. Planning decisions which *‘enhance education and skills provision will be supported, including new build...which address the current projected shortfall of primary school places will be particularly encouraged’*.
- 7.5 Core Strategy Policy 20 supports the improvement of schools within the borough.
- 7.6 The proposals would increase capacity at the school from two forms of entry to three as well as delivering a significant improvement in the standard of educational facilities.
- 7.7 On the basis of the above policy guidance, it is considered that, subject to matters of design, highways, sustainability, impact on neighbouring occupiers, trees and biodiversity, the principle of development is acceptable. These issues are described and assessed below.

Design

- 7.8 Paragraph 56 of the National Planning Policy Framework states that 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.
- 7.9 Core Strategy Policy 15 states that the Council will apply national and regional policy and guidance to ensure the highest quality design and the protection or enhancement of the historic and natural environment, which is sustainable, accessible to all, optimises the potential of sites and is sensitive to the local context and responds to local character.
- 7.10 Saved UDP Policy URB 3 and Development Management Policy 30 state that the Council will require all development proposals to attain a high standard of design. This The retention and refurbishment of existing buildings that make a positive contribution to the environment will be encouraged and should influence the character of new development and the development of a sense of place.

- 7.11 The proposals involve the demolition of three existing buildings located in the eastern portion of the site. These buildings are:
- a large single storey 1970s building at the rear of the site (Block B)
 - two single storey buildings providing classroom and community/parent facilities (Blocks F & G)
- 7.12 These buildings are of no historic or architectural merit and there is no objection to their demolition in principle, subject to any replacement building being of a suitably high quality. 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 the site.
- 7.13 This scheme has been submitted following pre-application discussions with officers during 2013. The new extension is effectively formed from a single and two storey linear block, connected to the existing main building by a glazed link which will form the new entrance to the school. The volume is organised into three elements: teaching space, support space and a main hall/kitchen.
- 7.14 The design of the new extension takes cues from the architectural language of the main school building, in particular the regular rhythm of the fenestration and use of brick as the main material in the external treatment.
- 7.15 The reception classes have been located on the northern side of the building at the request of school staff, as this allows secure and dedicated early years foundation stage play space with free flow from the classrooms. The canopy which extends from the northern elevation above the ground floor classrooms incorporates rooflights of glass to enable daylight through to the play areas below.
- 7.16 It is considered that the design of the building is generally of a high quality, will complement the retained 3storey building, responds to the local character of the area and will deliver a significant improvement in the appearance of the site in comparison with the existing structures to be removed.

Impact on Adjoining Properties

- 7.17 The site is located to the south of properties on De Frene Road (even nos. 38-90). Between the application site and the rear gardens of these properties is a private access road. To the east is Normandy Close (nos. 1-5), the rear gardens of which back directly onto the application site. To the south, a small terrace of flats (159-173) have short gardens which also back directly onto the application site.
- 7.18 The existing boundary treatment to the north is planted with shrubs and trees, and provides a good level of screening, though there are gaps in places. In addition, there is a fence of 2 metres in height on the school side, comprised of open-mesh over timber panels, which runs along the length of the northern boundary. This fence will be retained as part of the scheme.
- 7.19 The proposed two storey school building has windows at ground and first floor levels facing north, towards the rear of the De Frene Road properties. At ground level, views out would be blocked by the existing fence.

- 7.20 At 1st floor level, there are three classrooms and two group rooms with windows facing north. The other windows on this level relate to toilets, stairwells and the hall, which is a double height space. The distance between the windows in the new building and the rear elevations of properties in De Frene Road would vary between 32-34 metres. At distances over 21metres, overlooking of habitable rooms is not considered to cause an issue of privacy.
- 7.21 The distance to the rear gardens of these properties would be 8.5-9.5metres from the extension, though potential overlooking of the gardens is mitigated by the retention of the bulk of planting on the boundary and provision of additional screening, the presence of garages in the bottom of most gardens and the limited hours of usage of the classrooms on the upper floors of the extension (after-school activities will take place in the hall primarily). On this boundary two trees are proposed for removal, and 3 'heavy standards' proposed to replace them. Tree removals and replacement are dealt with in greater detail below. It is considered that no harm due to overlooking would occur to these properties.
- 7.22 In respect of the relationship to Normandy Close, the distance between the rear elevations of these properties and the east elevation of the school building would be 21metres. Windows on the east elevation of the extension relate to the hall and staff room on the 1st floor level. The windows in the hall are at high level while the windows of the staff room are set back some 50metres. Again, the boundary is screened by the existing fence and planting. On this boundary two trees are proposed for removal, and 2 'heavy standards' proposed to replace them. It is considered that no harm due to overlooking would occur to these properties.
- 7.23 As regards the relationship to the apartments on Adamsrill Road, the minimum separation distance achieved by the extension is 25.5metres to the rear elevations of these buildings. There are numerous windows on the south elevation of the extension, however at this distance, overlooking is not considered to be an issue. There is potential overlooking from a section of the playground, however this occurs with the existing condition also. The scheme proposals include new fencing to the playground on the boundary with these properties, which will provide an improvement to the current situation. The details of this treatment can be secured by condition.
- 7.24 The concerns raised by local residents with regard to the potential for overlooking is understandable given the change from single to two storey development on this part of the school site. However, it is considered that the proposed scheme has responded positively to each of these sensitive boundary relationships and that it will not result in undue overlooking or loss of privacy to neighbouring occupiers.

Highways and Traffic Issues

a) Access

- 7.25 The proposed scheme will utilise the existing pedestrian and vehicular access points and the parent drop off and pick up point will also not change. The Highways Department have requested a contribution towards improved crossing facilities, which is considered appropriate to accommodate the increased footfall to the school arising from the proposals.

b) Servicing

- 7.26 The servicing arrangements for the school are not proposed to change and the applicant considers that the number of deliveries/collections will 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 Department. This should also include a Waste Management Plan.

c) Cycle Parking

- 7.27 An additional 70 cycle spaces are proposed. The level of cycle parking proposed is considered to be acceptable, though the Highways Department have suggested a condition requiring details of location and specification to be submitted under a condition.

d) Car Parking

- 7.28 This proposal does not include an increase in car parking on the site. The Highways Department has however requested a contribution towards a review of parking controls locally in order to assess whether changes are required as a result of the proposals.
- 7.29 The school have also committed to update their Travel Plan once the extension is occupied. This can be secured by condition.
- 7.30 In conclusion, with the obligations and conditions identified above, it is considered that the highways impacts arising from the scheme can be adequately mitigated.

Sustainability and Energy

- 7.31 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'.
- 7.32 A BREEAM pre-assessment report submitted shows that all reasonable efforts have been made to achieve as high a score as possible and the proposals would achieve a high BREEAM 'very good' score (67.33% out of a range of 55-69%). While it is unfortunate that BREEAM 'Excellent' is unlikely to be achieved it is considered to be acceptable in this instance given the wider benefits of the proposals and a condition is recommended requiring that the proposal meet a minimum score of 67% to ensure that this 'very good' score is achieved.
- 7.33 The submitted Energy Statement indicates that the scheme will achieve a carbon reduction of 81.1% against current building regulations, 46.98% of which would be provided by renewables (Photovoltaic panels). This satisfies part of Core Strategy Policy 8.
- 7.34 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 will provide.

b) Sustainable Urban Drainage Systems

- 7.35 The proposal identifies that site drainage by soakaways may be feasible, subject to infiltration testing. A condition requiring details to be submitted is considered appropriate.

Ecology and Landscaping

- 7.36 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.
- 7.37 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.
- 7.38 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.
- 7.39 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.
- 7.40 The submitted Ecology Report states that the site is not situated within or bounding a statutory designated site, has overall low ecological value and that the proposed development will not adversely impact the conservation status of any protected species. The Council's Ecology Officer concurs with these findings, however he has raised concerns with the lack of biodiversity enhancement proposed within the scheme. In particular, he highlights the large flat roof area of the extension as a missed opportunity to provide a living roof.
- 7.41 Officers consider that the details provided to date are not sufficient to demonstrate compliance with the above policies. As a result of further discussions, the applicant has agreed to consider further the potential to provide biodiversity enhancements, including living roofs. An update will be provided to Members at the Committee meeting.

Trees

- 7.42 The proposals involve considerable tree removal. A Tree Survey and Arboricultural Implications Assessment have been submitted in support of the proposal.
- 7.43 Core Strategy Policy CS12 Part (g) states that the Council will seek to protect trees, prevent the loss of trees of amenity value, and seek replacement trees where loss does occur.

- 7.44 Of the 26 trees for removal, seven are as a result of the proposed extension. Of these however, 5 are low quality 'Category C' specimens according to the Tree Survey. Category C trees should not generally impede development. The other two trees are Category 'B' (moderate quality and value), the loss of which is always regrettable. However, Officers are mindful of the difficulties of accommodating the scale of building required by the school on this site, given the various site constraints.
- 7.45 Of the seven trees for removal to accommodate the new building, two are located on the northern boundary, south of the rear gardens of 72 & 74 De Frene Road. The remainder are located further inside the school site, behind other retained trees which sit on the boundary south of 82-90 De Frene Road. The retained trees on the boundary vary between 3-8metres in height.
- 7.46 A further 18 trees are proposed for removal in order to facilitate works to the play areas. Of these, 4 are 'U Category' (serious defects), 12 are 'C Category' and one is B Category. In respect of the B Category tree, the survey showed that it had '*major deadwood over the [existing] play area*' and for this reason, its removal is considered acceptable.
- 7.47 The applicant has proposed replacement planting consisting of 27 'heavy standard' trees in order to mitigate the proposed loss of trees. These trees will have an immediate impact which will help to offset the proposed tree removals. In addition, 100+ 'whips' (seedlings) will be planted across the site. Although these young trees will take up to 15 years to mature, they have a 90% success rate and will, over the longterm, deliver an improvement to the tree resource on the site.
- 7.48 It is considered that the level of replacement planting proposed will provide a more consistent green buffer to the school site than is presently the case. The specification for the new planting can be secured by condition in order to ensure that the new trees would be adequate replacements for those removed and appropriate to their context.
- 7.49 On the basis of the limited quality of the existing trees on site, with the exception of a few specimens, the extensive replanting proposed and given the wider community benefits that the expansion and improvement of school facilities will bring, the proposals are considered acceptable in arboricultural terms.
- 7.50 Conditions requiring development to proceed in accordance with the approved Arboricultural Method Statement, Tree Protection Plan and planting specification are recommended to be attached to an approval.

Planning Obligations

- 7.51 The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned

development being stalled. The NFFP also sets out that planning obligations should only be secured when they meet the following three tests:

- (a) Necessary to make the development acceptable
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development

7.52 Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis, making it illegal to secure a planning obligation unless it meets the three tests.

7.53 Negotiations with the applicant during the course of the application have resulted in the proposed submission of a legal agreement to make a financial contribution towards the a review of parking controls locally and enhancement of pedestrian crossings. The obligations sought are as follows:

- A contribution of £3,000 is required for review of parking controls/restrictions to the school to minimise the impact associated with any drop offs / pick ups at the site.
- A contribution of £3,200 is also required towards improving crossing facilities adjacent to the site.

7.54 Officers consider that the obligations outlined above are appropriate and necessary in order to mitigate the impacts of the development and make the development acceptable in planning terms. Officers are satisfied the proposed obligations meet the three legal tests as set out in the Community Infrastructure Levy Regulations (April 2010).

8 Environmental Impact Assessment

8.1 An Environmental Statement has not been submitted and a request for a screening opinion has not been received from the applicant. Therefore, it falls to the Council to determine, prior to making a decision on the application, whether it would constitute development for which an Environmental Statement would be required.

8.2 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 (the Regulations) identify two types of development projects: Schedule 1 developments, for which an EIA is mandatory, and Schedule 2 developments, for which EIA may be required. The proposed development is not Schedule 1 development. As an 'urban development project' with a site area of greater than 0.5ha, the application falls within the scope of projects defined by Schedule 2 of the Regulations, which must be 'screened' to determine if they constitute EIA development within the regulations.

8.3 Determination of whether EIA is required is considered in relation to Schedule 3 of the Regulations, by virtue of factors such as its characteristics, location and the characteristics of impact.

8.4 Circular 02/1999 indicates that in light of these matters, the Secretary of State's view is that EIA will be needed in three main types of case: a. for major developments which are of more than local importance, b. for developments which are proposed for particularly environmentally sensitive or vulnerable locations and c. for developments with unusually complex and potentially hazardous environmental effects.

8.5 Further advice on the need for an EIA for an Urban Development Project is given at Annex A18 of the Circular – *“In addition to the physical scale of such developments, particular consideration should be given to the potential increase in traffic, emissions and noise. EIA is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination”*.

8.6 Schedule 3 of the Regulations also states that, with regard to screening, the characteristics of development must be considered having particular regard to “the cumulation with other development”.

8.7 The application site has an established education use and the proposed development is not of a scale which would be of more than local significance. The site is not identified as being located within a sensitive area. The proposals are not considered likely to give rise to unusually complex environmental effects. There are no known developments, either recently approved or soon due to come forward for planning approval, which are of a scale that could, in tandem with the subject scheme, give rise to significant environmental effects.

8.8 For these reasons, Officers have concluded that the proposal is not likely to give rise to significant effects and that the development proposal is not EIA development.

9.0 Community Infrastructure Levy

The above development is not CIL liable.

10.0 Equalities Considerations

10.1 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.

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

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.

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

11.0 Conclusion

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

Officers consider that the proposals would make a significant contribution towards addressing the much needed placement of primary school places in the Borough.

The scheme is considered not to have an adverse impact on neighbouring occupiers and has made adequate provision to mitigate its environmental impacts through replacement planting, highways improvements and carbon reduction.

The provision for biodiversity enhancement is disappointing, however the applicant has committed to reconsider the incorporation of a living roof, and an update will be provided to Members at Committee. On account of the pressing need to deliver primary school places and the quality of the scheme in all other respects, it is considered that the scheme as currently proposed would, on balance, be acceptable in planning terms. If amended proposals do not come forward for a living roof, Members could seek habitat provision through the addition of conditions.

Officers therefore consider that the scheme is acceptable in planning terms and recommend approval of planning permission, subject to completion of a legal agreement.

12.0 RECOMMENDATIONS

12.1 RECOMMENDATION A

To agree the proposals and authorise the Head of Law to complete a secure a planning agreement or undertaking under Section 106 of the 1990 Act (and other appropriate powers) to cover the following principal matters:-

- A contribution of £3,000 is required for review of parking controls/restrictions to the school to minimise the impact associated with any drop offs / pick ups at the site.
- A contribution of £3,200 is also required towards improving crossing facilities adjacent to the site.
- The Council's reasonable legal costs incurred in the preparation and completion of the agreement/undertaking.

12.2 RECOMMENDATION B

Upon the completion of a satisfactory agreement or undertaking under Section 106, within 2 months of the Committee resolution, authorise the Head of Planning to 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:

AIA10-6-13-001-A-A1, AIA10-6-13-002-A-A1b, AIA10-6-13-002-B-A1, AIA10-6-13-003-A-A1, AIA10-6-13-002-B-11, AIA10-6-13-002-C-A1b, AIA10-6-13-003-A-A1, AIA10-6-13-003-B-A1, AIA10-6-13-003-C-A1, AIA10-10-6-13-003-D-A1, LP1-9913-001-A-Draft, AIA23058/101, 23058/01A, 23058/02A, 23058/03A, 23058/04A, 23058/05A, 23058/06A, 23058/07A, 23058/08A, 23058/09, 23058/10, 23058/11A, 23058/101D, 23058/103F, 23058/102F, 23058/104F, 23058/105F, 23058/106A, 23058/107A, 23058/108A, 23058/109A, 23058/110 C, 23058/111A, 23058/112A, 23058_211, DN2028, 0412-AGB-5669, LP1-9913-006-E-SG Rev E, LP1-9913-005-E-Soft Rev E, LP1-9913-004-E-hard Rev E, LP1-9913-003-E-master, LP-9913-002-prop-cir, Ground Investigation Report, Design & Access Statement, Flood Risk Assessment, Extended Phase 1 Habitat Report, Energy Strategy Report Feb 2014& Arboricultural Assessment, Travel and accreditation Plan, Transport Statement, Breeam Pre-assessment and Planting Palette.

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 relates 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 and any Environmental Management Plan requirements (delete reference to Environmental Management Plan requirements if not relevant).

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 Saved Policies ENV.PRO 9 Potentially Polluting Uses and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

- (4) No development shall commence on site until a Construction Logistics Management Plan has been submitted to and approved in writing by the local planning authority. The plan 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 vehicle activity.
 - (iii) Measures to deal with safe pedestrian movement.

The measures specified in the approved details shall be implemented prior to commencement of development and shall be adhered to during the period of construction.

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

- (5) (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 Saved Policy ENV.PRO 10 Contaminated Land in the Unitary Development Plan (July 2004).

- (6) (a) The rating level of the noise emitted from fixed plant on the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:1997.
- (b) Development shall not commence until details of a scheme complying with paragraph (a) of this condition have been submitted to and approved in writing by the local planning authority.
- (c) The development shall not be occupied until the scheme approved pursuant to paragraph (b) of this condition has been implemented in its entirety. Thereafter the scheme shall be maintained in perpetuity.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with Saved Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004)

- (7) (a) The buildings hereby approved shall achieve a minimum BREEAM Rating of 'Very Good' and a minimum score of 67%.
- (b) No development shall commence until a Design Stage Certificate for the 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 the building, evidence shall be submitted in the form of a Post Construction Certificate (prepared by 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 and 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 (2011) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

- (8) No development shall commence on site until an asbestos survey has been submitted to and approved in writing by the local planning authority.

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 Saved Policy ENV.PRO 10 Contaminated Land in the Unitary Development Plan (July 2004).

- (9) No development shall commence on site until a scheme for surface water management, including specifications of the surface treatments and sustainable urban drainage solutions, has been submitted to and approved in writing by the local planning authority.

The development shall be carried out in accordance with the approved scheme and thereafter the approved scheme is to be retained in accordance with the details approved therein.

Reason: To prevent the increased risk of flooding and to improve water quality in accordance with Policies 5.12 Flood risk management and 5.13 Sustainable drainage in the London Plan (July 2011) and Objective 6: Flood risk reduction and water management and Core Strategy Policy 10: Managing and reducing the risk of flooding (2011).

- (10) No development shall commence on site above ground level until a detailed schedule and on-site sample panels of all external materials and finishes to be used on the building 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 Saved Policy URB 3 Urban Design in the Unitary Development Plan (July 2004).

- (11) A minimum of 70 cycle parking spaces shall be provided within the development.

(a) 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.

(b) 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).

- (12) Pedestrian, street, spot and security lighting should be installed in accordance with British Standards Institute (BSI) BS5489 and BS EN 13201. Prior to occupation of the development a scheme for any external lighting that is to be installed at the site, including measures to prevent

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

- (a) Any such external lighting as approved under part (a) shall be installed in accordance with the approved drawings and such directional hoods shall be retained permanently.
- (b) The applicant should demonstrate that the proposed lighting is the minimum needed for security and working purposes and that the proposals minimise pollution from glare and spillage.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with Saved Policies ENV.PRO 12 Light Generating Development and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

- (13) Details of the number and location of the bird/bat boxes (x2 house sparrow terraces; x2 open fronted boxes; x2 32mm boxes and x6 bat boxes) to be provided as part of the development hereby approved shall be submitted to and approved in writing by the local planning authority prior to commencement of above ground works and shall be installed before occupation of the building and maintained in perpetuity.

Reason: To comply with Policy 7.19 Biodiversity and access to nature conservation in the London Plan (2011) and Core Strategy Policy 12 Open space and environmental assets.

- (14)
 - (a) The development shall not be occupied until a Delivery and Servicing Plan (including waste management) 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).

- (15)
 - (a) Within 3 months of occupation of the development hereby approved, a review of the submitted Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' shall have been 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.
 - (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.

- (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).

- (16) Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), the use of the flat roofed extension hereby approved shall be as set out in the application and no development or the formation of any door providing access to the roof shall be carried out, nor shall the roof area be used as a balcony, roof garden or similar amenity area.

Reason: In order to prevent any unacceptable loss of privacy to adjoining properties and the area generally and to comply with Saved Policy HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

- (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 Saved Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

- (18) No machinery shall be operated on the premises before 8 am or after 6 pm on weekdays, or before 8 am or after 1 pm on Saturdays, nor at any time on Sundays or Public Holidays.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with Saved Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

- (19) (a) Details of the proposed boundary treatments including 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 Saved Policies URB 3 Urban Design and URB Residential Amenity in the Unitary Development Plan (July 2004) and Policy 15 High quality design for Lewisham of the Core Strategy (June 2011).

- (20) 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 and the development shall be carried out in accordance with the approved Arboricultural Method Statement and Tree Protection Plan.

Reason: To comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011) and Saved Policies URB 3 Urban Design, URB 12 Landscape and Development and URB 13 Trees in the Unitary Development Plan (July 2004).

- (21) (a) Notwithstanding the details submitted, a scheme of soft landscaping (including details of any trees or hedges to be retained and proposed plant numbers, species, location and size of trees and tree pits) and details of the management and maintenance of the landscaping for a period of five years shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (a). Any trees or plants which within a period of five 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 Core Strategy Policy 12 Open space and environmental assets, Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Saved Policies URB 3 Urban Design, URB 12 Landscape and Development and URB 13 Trees in the Unitary Development Plan (July 2004).

INFORMATIVES

- (1) **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.