

PLANNING COMMITTEE - Date: 16 December 2015

**Report of the Executive Head for Economic Development, Planning and Sustainability.**

Ref: C2015/72418/3FR	WARD: C11 / WANDLE VALLEY	Time Taken: 16 weeks, 5 days
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Site: Proposed Primary School Expansion LONDON ROAD Mitcham Junction  
 Proposal: Erection of a new two storey primary school for 420 pupils for educational and part community use incorporating soft and hard play area, car and cycle parking pedestrian accesses and a vehicular access with raised table crossing onto London Road (Departure Planning Application).  
 Applicant: London Borough of Sutton  
 Agent: Ms Hannah Dixon

**GRANT PLANNING PERMISSION**  
**subject to referral to the Greater London Authority**

The application is referable to the Greater London Authority under Category 3D of the Schedule of the Town and Country Planning (Mayor of London) Order 2008: "Development— (a) on land allocated as Green Belt or Metropolitan Open Land in the development plan, in proposals for such a plan, or in proposals for the alteration or replacement of such a plan; and (b) which would involve the construction of a building with a floorspace of more than 1,000 square metres or a material change in the use of such a building". If the Committee resolves to grant permission, the application is referred to The Greater London Authority which has 14 days to decide whether or not to review the planning permission (under article 5(1)(b)(i) of the Town and Country Planning (Mayor of London) Order 2008).

**Reason for Report to Committee: The Council is the applicant and over 10 letters of objection have been received.**

**Summary of why application proposals are acceptable:**

- The principle of development is considered to be acceptable as the proposal is considered to have demonstrated very special circumstances, including the need for the development and the lack of suitable alternative sites, which would overcome the harm caused to the openness of the Metropolitan Open Land (MOL) by way of inappropriateness and any other harm.
- The proposed development is considered to be of exemplary design, which would complement the natural setting of the site and retain important trees.
- There would be no adverse impact on neighbouring amenity.
- The proposal would not result in any unacceptable highway impact subject to the implementation of the highway improvement works put forward as part of the proposal.
- The proposed development would achieve high levels of sustainability and biodiversity enhancements.

**1.0 BACKGROUND****1.1 Site and Surroundings:**

1.1 The application site, which measures 1.67 hectares, comprises an area of open space to the eastern side of London Road, which was formerly part of the Beddington Sewage Treatment Plant site.

1.2 To the immediate south of the site is BedZED housing estate, ranging in height from 2 to 3.5 storeys. To the immediate north and east is woodland and beyond the woodland to the east is the Victoria and Sutton train line. To the west is residential housing with a suburban character, with buildings generally 2 to 2.5 storeys in height, with some 3 storey blocks (within the Beddington Corner Area of Special Local Character).

1.3 The site comprises a grassed area that is otherwise largely clear of vegetation.

1.4 The site slopes down very gently from south to north. The difference in levels across the site is less than 1m. There is a change in levels between the BedZED estate and the site, with the site being 1m lower than the adjoining land to the south.

1.5 The southern boundary of the site, with the BedZED estate is enclosed by paladin fencing, approximately 2.5m in height and the western boundary, with London Road, is enclosed by chain link fencing, approximately 2m in height.

1.6 There are open watercourses to the north, east, west and south of the site.

1.7 There is an existing vehicular access to the site from London Road but there are no formal pedestrian routes into the site from BedZED or London Road.

1.8 The site is located 0.4 miles from Hackbridge train station, to the south, and 0.8 miles from Mitcham Junction train station, to the north. The site is located 0.2 miles from Culvers House Primary School and 0.4 miles from Hackbridge Primary School. The nearest bus stop is located within 100 metres of the site on London Road.

**1.9 Site Specific Designation:**

1.10 The site falls within a Metropolitan Green Chain, Metropolitan Open Land, Wandle Valley Regional Park, Site of Metropolitan Importance for Nature Conservation (SMI – formerly Site of Importance for Nature Conservation), Archaeological Priority Area, Decentralised Energy Opportunity Area, Land Safeguarded for Minerals Extraction and Site Allocation BW14.

1.11 The Site is allocated as site BW14 in the Council's adopted Site Development Policies DPD as Open Land within BedZED and Land North of BedZED, Hackbridge is split into two parcels of land: Site A is land within BedZED and is allocated for education/community uses. Area B is land to the north of BedZED and is allocated for a Regional Park and playing fields.

1.12 Land 20m to the north of the site falls within Flood Zone 2. Land to the immediate west of the site falls within the Beddington Corner Area of Special Local Character and a Priority Community Regeneration Area.

**1.13 Relevant Planning History:**

1.14 The following is the most recent and relevant planning history.

- 1.15 C1997/42105 Proposed extension of mineral workings and restoration by controlled landfilling with inert waste materials at Beddington corner gravel pit. Withdrawn 18 March 2009.
- 2.0 **APPLICATION PROPOSALS**
- 2.1 **Details of Proposal:**
- 2.2 The proposal is for the erection of a two-storey building to provide a two form entry primary school for 420 pupils and 50 staff, with associated outdoor play space and car parking. The school is proposed to supplement the existing Hackbridge Primary School, located on the Hackbridge Road, approximately 650m to the south of the site.
- 2.3 The school would be constructed in two phases. The majority of the construction works would be carried out under phase 1, which is intended to commence in spring 2016. Phase 1 would facilitate one reception class occupying the school in September 2017. Phase 1 would comprise a 210 place one form entry primary school supplementing the existing Hackbridge Primary School, with approximately 25 staff members. The school would increase by a further one form entry in phase 2 to a total size of 420 pupils and 50 staff members. Phase 2 would complete the construction of the east wing of the school building, along with the grasscrete parking area (if required following a period of monitoring). The timings for the commencement of phase 2 have not yet been finalised.
- 2.4 The proposed building would have an 'L-shaped' footprint of 1555sqm and a floor area of 2446sqm. The building would range in height from 6.1m to 9.5m. The building would have flat roofs throughout with green roofs and solar photovoltaic panels providing renewable energy. The vertical walls would be timber clad with sections of bronze coloured reflective cladding. A number of vertical walls would feature bronze finish fine metal with supporting frames to support climbing plants. Single storey canopies would be erected to the south and east elevations of the school building utilising brise soleil roof coverings.
- 2.5 Boundary treatment would be a combination of 3m high rebound weld mesh fencing, 2.4m high weld mesh fencing, 1.8m high open weld mesh fencing, timber and steel fencing, timber fin fencing, 1.2m high open weld mesh fencing, 1.1m high fine metal mesh fence and a knee rail.
- 2.6 A hard surface play area and grass playing pitch would be located to the immediate north of the school building. To the south of the school building would be hard and soft informal play areas, along with a soft and natural play area to the southern boundary of the site.
- 2.7 The submitted Landscaping Strategy shows swale areas to the east, south and west of the site, in the position of the existing culverts. Nectar rich wildflower planting areas would be located along the west and southern boundaries of the site. 12 trees/tree groups (a total of 34 trees) are proposed to be removed with the planting of 70 replacement trees. Forest garden planting is proposed to the southeast part of the site. Also to the southern part of the site would be an extended and enhanced habitat zone.
- 2.8 The proposal includes a Sustainable Urban Drainage System (SUDS), which would include swales, porous paving, a surface water rill (water channel), retention pond and overflow depression.
- 2.9 The proposed development has been designed to be zero carbon, utilising sustainable materials, a low energy use design and on-site renewable energy, to include solar photovoltaic cells and a ground source heat pump system.

- 2.10 The school building and grounds would not be open to the public during school hours but out-of-hours community hire would be facilitated. The majority of the ground floor of the southern wing of the building and part of the first floor would be available for community hire, along with the playing field and car park. Public access would be provided to the MOL at all times.
- 2.11 One new vehicular access/egress from London Road is proposed, which would provide access to the car park for staff, visitors and emergency and refuse vehicles when required. The access would be gated. The vehicular entrance is not intended for pupil pick-up/drop-off.
- 2.12 Three pedestrian gates would be provided along London Road to provide access to the school and the MOL. In addition a pedestrian access point to the MOL would be provided from the BedZED community green space.
- 2.13 36 covered, secure cycle parking spaces would be provided in a store to the south of the main entrance to the school and another store to the northern edge of the main entrance. On-site car parking would be provided for 20 cars in phase 1, one of which would be for disabled users and one of which would be a passive Electric Vehicle Charging Point. The southern part of the car park would be hard surfaced, providing parking for 20 cars. The northern part of the car park, adjacent to the playing field, providing parking for 20 cars, would be surfaced with grass-crete (this second phase of parking would only be provided if necessary after a period of monitoring). A space for the parking and turning of coaches and emergency vehicles would be provided to the immediate north of the main entrance to the school.
- 2.14 The proposal includes the following traffic calming measures: widening of the footpath to the eastern side of London Road to a minimum of 2m, guard railing to kerbside of pavement, a raised table, school warning signs and school keep clear markings.
- 2.15 External lighting would be LED or HID light sources and would be switched off between 2300-0700.
- 2.16 **Significant amendments to application since submitted:** Additional information submitted in relation to the need for the proposed primary school, the site selection process, overheating, ground source heat pumps, fencing and scooter parking.
- 3.0 **PUBLICITY**
- 3.1 **Method of Notification:**
- 3.2 92 letters were delivered to nearby occupiers on London Road, Sandmartin Way, Seymour Road, and New Road on 20 August 2015. A site notice was displayed on 21 August 2015. A press notice was displayed on 20 August 2015.
- 3.3 **Number of Letters Received:**
- 3.4 45 letters of objection received from the Wandle Valley Forum, the Hackbridge Ecology Park Group, the Hackbridge and Beddington Corner Neighbourhood Development Group and properties on London Road, Oak Walk, Dunster Way, Garratt Lane, Helios Road, Sandmartin Way, Derek Avenue, Wood Street, Hawthorn Road, Senga Road, Whittle Close, Ramsdale Road, Wolseley Road, Bromedale Avenue, Wenlock Road, The Clears, Trafalgar Road, Bennetts Wood, Moormead, Glenwood Avenue, Alcocks Lane, Horace Avenue, Cross Road, Crystal Palace Road, South Park Crescent and Bray Road.

3.5 2 letters of support from properties on Oak Walk and Helios Road were received.

3.6 **Material Representations:**

- Impact on MOL
- Prematurity
- Impact on SINC / wildlife
- Same exceptional circumstances being used as for the incinerator
- Cumulative impact of energy recovery facilities and proposed development
- Sutton Council has failed to listen to views of residents
- Proposal should have been incorporated into Felnax development
- Traffic congestion, risk to pedestrian and child safety and parking concerns.
- Air pollution
- Less parking should be provided on site and additional cycle parking
- Inadequate parking is provided on site
- Support need for primary school
- There is no need for additional school places
- Concern regarding impact on future ecology park
- Masterplan of the area required
- Application should be determined by committee not under delegated powers
- Application may be called in by the Mayor of London
- Environmental Improvements should be achieved over and above any mitigation
- Proposal should ensure public access to facilities within the school
- Concerns over impact on a new gateway to the Wandle Valley Regional Park
- More could be done to achieve Carbon Neutral Status
- BedZED is being considered for Listing
- Design and orientation of buildings (solar gain and noise)
- Brownfield land is available
- Concerns over notification process
- Concerns regarding setting of a precedent
- Access for the public and signage to Beddington Farmlands required.
- Irrigation Bridge to be saved as public access to Beddington Farmlands
- Council to remove threat of building on BedZED playing field
- Concern regarding loss of trees
- Blocks views from BedZED pavilion

3.7 **Official Consultation:**

3.8 **Councillor Representation:** None.

3.9 **Internal:**

3.10 **Principal Highway Engineer:** No objection, subject to conditions.

3.11 **Flood Risk Officer:** No objection, subject to conditions.

3.12 **Tree Officer:** No objection, subject to conditions.

3.13 **Environmental Health Officer (Contaminated Land):** No objection, subject to conditions.

3.14 **Environmental Health Officer (Dust and Air Quality):** No objection, subject to conditions.

3.15 **Environmental Health Officer (Noise):** No objection, subject to conditions

- 3.16 **Waste Management:** Any response to be reported to Committee orally.
- 3.17 **Biodiversity Officer:** No objection, subject to conditions.
- 3.18 **Sustainability Officer:** No objection, subject to conditions.
- 3.19 **External:**
- 3.20 **Greater London Authority: Original response:** The Mayor considers that the application does not yet comply with the London Plan, for the reasons set out in paragraph 57 of the report but that the possible remedies could address these deficiencies. Further information should be provided to make the application compliant:
- The alternative site analysis report should be provided to justify the proposed school development on MOL.
  - Details of perimeter fencing to the east and north of the site should be secured by the Council to ensure there is no impact on the openness of the MOL.
  - Clarity on the pedestrian linkage into the BedZED development should be provided.
  - Further information should be provided on overheating, the proposed energy centre and the proposed GSHPs. It should also commit to ensuring the development is designed to connect to district heating in the future.
  - The applicant should clarify car parking provision for each phase, the travel plan should be updated to reflect the application with a DSP and CLP secured by condition.
- 3.21 If your Council subsequently resolves to grant permission on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application.
- 3.22 **Greater London Authority: Additional response:** The issues raised at stage 1 have been satisfactorily addressed.
- 3.23 **TfL:** No objection subject to a reduction in parking spaces, clarification of cycle parking spaces for each phase, consideration of scooter parking for pupils, provision of Blue Badge spaces and Electric Vehicle Charging Points to be secured via condition, Framework Delivery and Servicing Plan and Construction Logistics Plan to be secured by condition and updated Travel Plan to be secured by s106 Agreement.
- 3.24 **Environment Agency:** No objection, subject to conditions
- 3.25 **Thames Water:** No objection. Informatives recommended.
- 3.26 **London Fire Brigade:** Any response to be reported to Committee orally.
- 3.27 **Sutton and East Surrey Water:** Any response to be reported to Committee orally.
- 3.28 **Historic England (Archaeology):** No objection
- 3.29 **Designing Out Crime Officer:** No objection
- 3.30 **London Borough of Merton:** No objection

3.31 **Councillor Representation:**

3.32 None.

4.0 **MATERIAL PLANNING POLICIES**

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise. The development plan for the London Borough of Sutton comprises the following documents:

- The London Plan (2015)
- The Local Development Framework (LDF) which comprises two main documents:
  - (a) The Core Planning Strategy (CPS)
  - (b) The Site Development Policies Development Plan Document (DPD)

4.2 Also a material consideration in determining planning applications are:

- National Planning Policy Framework (2012)
- National Planning Practice Guidance
- Adopted London Borough of Sutton Supplementary Planning Guidance documents.

4.3 **London Plan 2015:**

- 2.18 Green Infrastructure: The Multi-Functional Network of Green and Open Spaces
- 3.16 Protection and Enhancement of Social Infrastructure
- 3.18 Education Facilities
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing Traffic Flow and Tackling Congestion
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 7.15 Reducing Noise and Enhancing Soundscapes
- 7.17 Metropolitan Open Land
- 7.18 Protecting Open Space and Addressing Deficiency
- 7.19 Biodiversity and Access to Nature
- 7.21 Trees and Woodlands

**4.4 Local Development Framework:**

- PMP2 Suburban Heartlands
- PMP5 Wandle Valley
- PMP7 Hackbridge
- PMP9 The Open Spaces Network
- BP4 Education and Skills
- BP5 Improving Health and Well-Being
- BP6 One Planet Living
- BP7 Flood Risk and Climate Change Adaptation
- BP9 Enabling Smarter Travel Choices: An Area-Based Approach
- BP10 Transport: Strategic and Borough-wide Proposals
- BP11 Leisure and Cultural Development
- BP12 Good Urban Design and Heritage
- DP2 Planning Obligations
- DP3 Infrastructure Requirements and Delivery

**4.5 Site Development Policies:**

- DM1 Character and Design
- DM2 Protecting Amenity
- DM3 Enhancing the Street Scene and Public Realm
- DM4 Historic Environment
- DM5 Sustainable Design and Construction
- DM6 Climate Change Mitigation
- DM7 Flood Risk
- DM9 Water Supply, Water Quality and Sewerage Infrastructure
- DM10 Air Quality
- DM11 Contaminated Land
- DM12 Noise and Vibration
- DM13 Light Pollution
- DM15 Green Belt/Metropolitan Open Land
- DM16 Open Space
- DM17 Biodiversity, Habitats and Species
- DM19 Promoting Sustainable Transport and Accessibility
- DM20 Assessing the Transport Impact of New Development
- DM21 New Development and the Highway Network
- DM22 Parking
- DM31 Social and Community Infrastructure
- DM41 Site Allocations

**4.6 Supplementary Planning Guidance/Documents:**

- IPG11 Sustainable Design and Construction
- SPD13 Transport Assessments and Travel Plans
- SPD14 Creating Locally Distinctive Places
- SPD1 Designing Out Crime

## 5.0 PLANNING CONSIDERATIONS

5.1 The main considerations in relation to this application are:

- **Principle**
- **Impact on MOL and consideration of Very Special Circumstances**
- **Design Quality**
- **Impact on Neighbours**
- **Traffic & Parking**
- **Inclusive Access**
- **Crime Prevention**
- **Trees and Landscaping**
- **Biodiversity**
- **Land Contamination**
- **Flooding**
- **Archaeology**
- **Sustainability**
- **Planning Obligations**

5.2 **Principle:**

5.3 Policy 3.18 the London Plan encourages joint working with the Greater London Authority and Local Education Authority, local strategic partnership and users to make adequate provision for education facilities.

5.4 The National Planning Policy Framework (NPPF) states that local planning authorities should, “give great weight to the need to create, expand or alter schools.” Policy 3.18 of the London Plan states that development proposals which enhance education and skills provision will be supported and those which address the current projected shortage of school places will be particularly encouraged. The policy goes on to say that proposals for new schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school which cannot be addressed through the appropriate use of planning conditions or obligations.

5.5 Policy BP4 of the Core Planning Strategy states that the Council will work with its partners to support the provision/improvement of education and training facilities to meet the educational needs of the community.

5.6 Core Policy PMP7 states that the Council will promote the development of Hackbridge as a district centre and a sustainable neighbourhood. The policy supports growth and regeneration of Hackbridge district centre and of the Hackbridge neighbourhood and the creation of a ‘Low Carbon Zone’. The policy promotes the provision of additional primary school accommodation.

5.7 Core Policy PMP5 promotes sustainable regeneration within the Wandle Valley Corridor by implementing proposals for protecting and enhancing the River Wandle and adjoining open spaces and creating the Wandle Valley Regional Park.

5.8 Policy DM31 of the Site Development Policies DPD seeks to protect and enhance educational facilities and promotes developments which are designed and sited to enable and maximise the shared use of premises and playing fields for community purposes.

5.9 The application site is on Metropolitan Open Land (MOL). MOL is defined in the London Plan as ‘Strategic open land within the urban area that contributes to the structure of

London'. (Area A is allocated for education/community use and Area B for playing fields/regional park). The proposed development is located on Area B.

- 5.10 Policy 7.17 of the London Plan states that the strongest protection should be given to London's Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL. Paragraph 88 of the NPPF states that "When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations". Policy DM15 of the Site Development Policies DPD protects MOL and encourages its retention.
- 5.11 The application proposes that an area of 1,555sqm of MOL is used for the two form entry school building and 3,310sqm for grass pitches. Appropriate facilities for outdoor sport and recreation do not amount to inappropriate development in the MOL. However, any material change of use of land in MOL is classified as inappropriate development. Therefore, the proposal represents an inappropriate form of development, as it does not fall within one of the exceptions listed at paragraph 89 of the NPPF. Therefore, in order for the proposed development to be acceptable it is necessary for very special circumstances to be demonstrated.
- 5.12 The site forms part of the Wandle Valley Regional Park. Regional Parks are defined in the London Plan as "Large areas, corridors or networks of open space, the majority of which will be publicly accessible and provide a range of facilities and features offering recreational, ecological, landscape, cultural or green infrastructure benefits. Regional Parks offer a combination of facilities and features that are unique within London, are readily accessible by public transport and are managed to meet best practice quality standards". The site is not currently accessible by the public and therefore the proposed development would assist in achieving one of the functions of a Regional Park by facilitating public access to this open land.
- 5.13 In the context of the NPPF and, in particular, the presumption in favour of sustainable development, an argument that an application is premature is unlikely to justify a refusal of planning permission other than where it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking the policies in the NPPF and any other material considerations into account. Such circumstances are likely, but not exclusively, to be limited to situations where both: a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging Local Plan or Neighbourhood Planning; and b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.
- 5.14 Refusal of planning permission on grounds of prematurity will seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the Local Planning Authority publicity period. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process.
- 5.15 The Draft Hackbridge Masterplan has now been discontinued and is likely to be superseded by the Hackbridge and Beddington Corner Neighbourhood Plan. Since June 2011 the local Hackbridge community have been working towards producing the Hackbridge & Beddington Corner Neighbourhood Plan. In September 2012, the Council formally designated the Neighbourhood Area and Neighbourhood Forum. A preliminary

draft of the Hackbridge and Beddington Corner Neighbourhood Plan has been produced but it should be noted that this has not yet been published as a formal consultation draft.

- 5.16 Whilst the Hackbridge and Beddington Corner Neighbourhood Plan is in the process of being prepared, case law confirms that until it is formally adopted it should be given limited weight in the decision making process. Having regard to the advice of the NPPG, Officers conclude that a reason for refusal based on prematurity could not be reasonably substantiated.
- 5.17 The site is on Land Safeguarded for Minerals Extraction. However, the Mayor no longer considers that the London borough of Sutton is an authority with significant mineral reserves and accordingly the Council no longer has a minerals apportionment figure in the London Plan. There are no strategic mineral issues and the existence of mineral reserves under Area B, as shown on Site Allocation BW14, does not raise any strategic issues in terms of developing the site for a school.
- 5.18 Policy 7.19 of the London Plan – Strategic Policies states that development proposals should, where possible, make a positive contribution towards the protection, enhancement, creation and management of biodiversity.
- 5.19 A Screening Opinion, issued 30/06/2015, to determine whether an Environmental Impact Assessment (EIA) was required, found that the proposed development of the site would be unlikely to have a significant effect on the environment and therefore an EIA would not be required under the EIA Regulations.
- 5.20 The application is a departure from the Development Plan, as it would involve the construction of a school supplementing the on MOL that is not part of a site allocation. The Local Planning Authority may depart from development plan policy where material considerations indicate that the plan should not be followed. This power to depart from development plan policy is confirmed in article 32 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. For the reasons which will be discussed further below, it is considered that a departure from policy is considered acceptable in this instance.
- 5.21 The purpose of this application is to provide new educational facilities. The expansion of education facilities is supported in policy terms. The submitted documents indicate that there is a genuine need for additional school spaces in the area. Subject to the consideration of very special circumstances below, the principle of development is considered to be acceptable.
- 5.22 **Impact on MOL and consideration of Very Special Circumstances:**
- 5.23 Paragraph 89 of the NPPF sets out that the construction of new buildings on MOL should be regarded as inappropriate development, exceptions to this include:
- Buildings for agriculture and forestry;
  - Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
  - The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
  - The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
  - Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
  - Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding

temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

- 5.24 Paragraph 90 of the NPPF sets out that certain other forms of development are also not inappropriate in MOL provided they preserve openness and do not conflict with the purposes of including land within it, these are:
- Mineral extraction;
  - Engineering operations;
  - Local transport infrastructure which can demonstrate a requirement for a Green Belt location;
  - The re-use of buildings provided that the buildings are of permanent and substantial construction; and
  - Development brought forward under a Community Right to Build Order.
- 5.25 As set out above, the site is located on MOL and the proposal represents inappropriate development, which is harmful to the MOL by definition. In order for the proposed development to be considered acceptable in planning terms it is necessary for very special circumstances, which overcome the harm caused by way of inappropriateness and any other harm, to exist.
- 5.26 Any development, such as that proposed, which results in new built form on an area of open land would likely have an adverse impact on the openness of the site.

#### Consideration of Very Special Circumstances

- 5.27 The applicant has submitted a number of considerations which they consider amount to very special circumstances that would justify the proposed development. These are as follows:
- Demand for additional school places
  - The lack of suitable alternative sites outside of MOL
  - Sustainability credentials
  - Enabling access to the MOL
  - Multi-functional use of the building and grass pitches
  - Strategic policy support for school places

#### Demand for additional school places

- 5.28 The application includes evidence to demonstrate that there is a genuine need for additional school places in Hackbridge. The submitted document 'Hackbridge Primary School – Local, Neighbourhood and Borough Assessment' identifies that the majority of schools within the locality are either at capacity, very close to capacity or over capacity. By counting the capacity in use figures for those schools that have recently expanded there is a total of 4695 pupils on roll and an available capacity of 4716 school places in the area (unfilled capacity of 0.004%). Given that Local Planning Authorities need to plan a certain number of unfilled places at around 4-5% to allow for in year applications, inward migration and a degree of parental choice it is reasonable to conclude that there is relatively little capacity in the area at present.
- 5.29 The vast majority of the schools in the locality have site areas between 0.63ha and 2.43ha, which are below the recommended standards in terms of the number of pupils they have. These standards are set out in BB103 – Area Guidelines for Mainstream Schools. Therefore, a on site expansion of an existing school would unlikely meet the demand for additional school places and providing a split site is an alternative.

- 5.30 In addition, birth data for the surrounding wards show that births have steadily increased since the last census with over 130 more births per year on average translating into an increased demand for school places.
- 5.31 Hackbridge has been identified as a Sustainable Neighbourhood and a focus for housing growth within the Core Planning Strategy which identifies 20% of future housing capacity being accommodated in the area. There have been several new developments, either recently completed or with planning permission that could be coming forward shortly. In addition to these schemes, it should be noted that as the housing target for the borough has increased from 210 to 363 a year, following the March 2015 amendments to the London Plan, and inevitably this will mean that the demand for school places will further increase.
- 5.32 Officers consider that the application has demonstrated there is a need for additional school places in the locality. This contributes towards the very special circumstances that are required.
- 5.33 The lack of suitable alternative sites outside of MOL
- 5.34 The London Borough of Sutton has undertaken a site search and evaluation. The site search focuses on sites within one mile of Hackbridge Corner, as this is the area identified as coming under increased demand for school places and would form the catchment area for the proposed school. A list of potential sites was compiled from the following sources:
- Sites allocated in the Site Development Policies DPD.
  - Brownfield windfall sites.
  - Urban Green Space.
  - Public Open Space.
  - Allotments.
  - MOL
- 5.35 A number of sites were assessed and scored depending on the following criteria:
- Site size (must be over 1 hectare, as this is the minimum reasonable area required for a primary school).
  - Whether it is on brownfield land.
  - Whether it is within 1 mile of Hackbridge Corner and no more than 1km from the boundary borough (to ensure that the proposed school provides for children living in the London Borough of Sutton).
  - Whether the site is available and would realistically come forward.
- 5.36 The site search included four sites on brownfield land, Felnex Trading Estate, Land adjoining Hackbridge Station, Redhouse Road Industrial Estate and Wandle Valley Trading Estate. However, these sites were discounted as they are not available or have been allocated for other uses.
- 5.37 The site search produced only one available and suitable site: Open Land within BedZED and Land North of BedZED (Site Allocation BW14).
- 5.38 Site Allocation BW14 is split into two parcels of land: Site A is land within BedZED and is allocated for education/community uses. Area B is land to the north of BedZED and is allocated for a Regional Park and playing fields. Site A is within the boundaries to the BedZED estate and not on MOL. However, this area of land is simply not large enough to accommodate a primary school.

- 5.39 Officers consider that the site selection process is thorough and robust and demonstrates that the proposed site is the only suitable and available site within 1 mile of Hackbridge Corner and no more than 1km from the boundary borough. This contributes towards the very special circumstances that are required.
- 5.40 Sustainability credentials
- 5.41 Whilst all developments are required to contribute towards sustainability objectives, the development proposed would achieve the 'zero carbon' standard which is the highest attainable. Additionally, the school would support learning for sustainability by growing food, supporting active travel, reducing energy and waste and would provide a well-designed environment for outdoor learning and play.
- 5.42 Officers consider that the school would be an exemplar sustainable school. This contributes towards the very special circumstances that are required.
- 5.43 Enabling access to the MOL
- 5.44 MOL has an important role as part of London's multifunctional green infrastructure and the London Plan (Policy 7.17) states that the Mayor is keen to see improvements in its overall quality and accessibility.
- 5.45 Currently there is no official access to the MOL for the public and therefore the land does not fulfil a key function of MOL, which is to be open and accessible to the public. The proposal would open up the area of MOL to the public through the provision of a number of new pedestrian access points. This provides an improvement to the MOL in terms of accessibility and allows people to benefit from it, in accordance with London Plan Policy 7.17. This would assist in promoting healthy living, biodiversity and improved quality of life. This contributes towards the very special circumstances that are required.
- 5.46 Multi-functional use of the building and grass pitches
- 5.47 The proposals would maximise the multifunctional use of the school for community and recreational use. The southern wing of the building, consisting of the hall, kitchen, WC and shower would be available for hire by the local community outside of school hours. The grass pitches (and car park) would also be available for the community to hire out of school hours.
- 5.48 Whilst Policy DM31 requires new social and community infrastructure, which includes schools, to be designed and sited to enable and maximise the shared use of premises and playing fields for community purposes, officers consider that this benefit of the proposal would contribute towards the very special circumstances that are required.
- 5.49 Strategic policy support for school places
- 5.50 The London Plan (Policy 3.8) and the Core Planning Strategy Policy BP4 both support the provision of school places. Whilst there is policy support for the provision of school places, there is also a presumption against development on MOL. Therefore, on balance, officers consider that this consideration would not materially contribute towards the very special circumstances that are required.
- 5.51 Summary
- 5.52 Overall it is considered that the raft of considerations put forward by the applicant, in particular, the evidenced need for the development and the site selection process, would amount to very special circumstances, which outweigh the harm caused by way of inappropriateness and any other harm to the openness and visual amenity of the MOL.

**5.53 Design Quality:**

5.54 The NPPF states at paragraph 64 that “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.” Policy BP12 of the Core Planning Strategy, Policy DM1 of the Site Development Policies DPD and SPD14 ‘Urban Design’ requires development to respect or reinforce the character and identity of the area and avoid developments which do not integrate well into the surroundings.

**5.55 Impact on the Openness of the MOL**

5.56 The key consideration is the need to safeguard the openness of the MOL. The applicant has submitted a number of options for the configuration of the bulk and massing of buildings across the site, in order to demonstrate that the chosen option is the least harmful. Additionally, consideration was also given to whether the school building could be located on Site A, within BedZED. However, due to the limited size of Site A, its irregular configuration and the location of underground services, this configuration would not be feasible.

5.57 The locating of the buildings towards the southwest corner of the site helps to limit encroachment into the MOL and would appear as an addition to the established grouping of buildings along the eastern edge of London Road, which minimises the impact on openness. The orientation of the main school buildings is such that the proposed configuration would optimise open views from London Road. The proposed configuration of the bulk and massing of the proposed buildings is considered to be the least harmful to the openness of the MOL.

**5.58 Layout**

5.59 In terms of the layout within the site, it is considered that the ‘L-shape’ footprint ensures a suitable level of enclosure of play areas, with high levels of passive surveillance and would minimise noise disturbance, whilst not resulting in an unacceptable level of visual intrusion into the MOL.

5.60 The layout of the site would retain key landscape features by maintaining the majority of the tree belt along London Road. The detailed landscaping proposed is such that the proposed development would respect the natural character of the site with forest garden planting.

5.61 The proposed development includes a number of swale features which would contribute to retaining the natural character of the site, as well as playing an important role in site drainage and biodiversity.

**5.62 Scale and materials**

5.63 The scale of the proposed buildings, with a height of 6.1m to 9.5m, is considered to strike a suitable balance between minimising the height of the proposed building and ensuring that the footprint of the proposed building is not excessive.

5.64 The design of the building, featuring high quality timber facing materials and a simple and refined built form is considered to be of an exemplary standard of design. The use of flat roofs minimises the visual bulk of the buildings and provides opportunities for accommodating photovoltaic cells and green roofs. The scale of the proposed building is broken down by the use of differing timber cladding sizes at ground and first floor and the use of canopies and proportionate fenestration provides a more intimate, human scale for children. The varying roof height, sloping down towards the southern side,

assists in breaking up the visual bulk and massing of the building and reduces the visual impact of the building when viewed from the BedZED estate.

- 5.65 The use of materials is considered to assist the proposed development in responding to the surrounding landscape and would also complement the existing buildings at BedZED.
- 5.66 The proposal would create a well-defined street frontage and main entrance area that would be legible and would result in a high quality addition to the public realm.
- 5.67 The buildings have been designed taking into account overheating and cooling considerations and it is considered that this functionality forming an integral part of the design would complement the adjacent BedZED development and would contribute towards the sense of place.
- 5.68 Boundary treatments
- 5.69 The proposed boundary treatments have been designed to obscure the hard edges of the development by the use of soft planting, topographic undulations and careful selection of fence types. The fences would promote visual permeability into the MOL and would encourage climbing plants, which would soften the overall impact of the proposed development.
- 5.70 Summary
- 5.71 Overall, it is considered that whilst the proposal would involve encroachment onto MOL and an urbanising effect to the immediate site environs, this impact has been minimised and mitigated where possible and that, on balance, the proposal would not cause harm to the visual amenity of the site or its wider setting.
- 5.72 **Impact on Neighbours:**
- 5.73 Policy DM2 of the Site Development Policies DPD states that the Council will not grant planning permission for any development that adversely affects the amenities of future occupiers or those currently occupying adjoining or nearby properties or has an unacceptable impact on the surrounding area , in terms of overlooking, loss of outlook and loss of light. Policy DM2 continues that proposals should prevent undue noise, vibration, odour, smoke or dust.
- 5.74 The proposed school buildings would be well separated from existing residential properties, with London Road separating the site from dwellings to the west at a distance of 34m. Adequate space would also be retained between the BedZED estate to the south and the proposed school buildings (a distance of 25m) to ensure that there would be no material adverse impact on neighbouring amenity.
- 5.75 Overall, it is considered that the proposal would not result in harm to neighbouring amenity, in accordance with the above policies.
- 5.76 **Traffic and Parking:**
- 5.77 The National Planning Policy Framework 2012 outlines that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. In considering developments that generate significant amounts of movements local authorities should seek to ensure they are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Plans and decisions should take account of whether

improvements can be taken within the transport network that cost-effectively limit the significant impact of the development.

5.78 Paragraph 32 of the NPPF states: “All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

5.79 Policy DM19 states that new developments should be accessible by, and make provision for sustainable modes of transport. Policy DM22 requires all new development to provide the appropriate amount of amount of car parking necessary in accordance with the Council’s restraint-based maximum car parking standards taking into account public transport accessibility levels (PTALs), existing publicly available parking provision and usage in the vicinity of the site and need to deter unnecessary car use while avoiding over-spill parking problems. In addition, Policy DM22 states that planning permission will be granted for developments proposing limited or no parking providing the site is located in a high PTAL area.

5.80 The majority of the site has a PTAL rating of 2 (poor), the north-eastern part of the site has a PTAL rating of 1b (very poor). The submitted Transport Assessment estimates that approximately 140 pupils and 10 staff members would travel to the school by foot. It estimates that 185 vehicular trips would be generated in the identified peak hours (8-9am and 3-4pm).

5.81 In terms of parking, 20 parking spaces would be provided, with the potential for 20 additional spaces in phase 2, following a period of monitoring to identify if additional spaces are required. These parking spaces would be available to the local community outside of school hours. The Transport Assessment indicates that the proposed off-street parking would cater for staff parking demand. No on-site provision would be made for parents dropping off or picking up pupils. The Transport Assessment concludes that the estimated parking demand generated by the school can be accommodated within surrounding on-street parking.

5.82 A number of mitigation measures are proposed, which include:

- The widening of the footpath to the eastern side of London Road.
- Provision of a raised table adjacent to the southern entrance of the school in order to calm traffic.
- School warning signs to the north and south of the school.
- The installation of pencil-shaped bollards close to the school.
- School Keep Clear (zig-zag) markings to be introduced along the school’s entrance zone.
- Provision of a pedestrian plaza to provide space to allow parents to wait for pupils, negating the need for waiting on the footway.

5.83 Parking and Traffic

5.84 The eastern footway on London Road, north of Hackbridge Road, and running along the eastern extent of the site boundary, has an existing average width of between 1.0m and 1.5m. The applicant acknowledges that a significant proportion of pedestrian trips generated by the school will necessitate use of the existing signalised pedestrian

crossing to the north of Seymour Road in order to reach the nearest pedestrian access into the school site which is situated approximately 50m to the south. In order to provide a safe, attractive pedestrian route which encourages parents and pupils to fully utilise the available crossing facilities, it is essential that this narrow section of footway running from the Seymour Road crossing to the southern extent of the site boundary is widened to 2m, as indicated in the Transport Assessment.

- 5.85 Oakley Court is a residential cul-de-sac located immediately to the south of the proposed school site. Given its immediate proximity and currently unrestricted access, there is a strong likelihood that some parents may be inclined to use this road as an informal parking place when dropping off and picking up pupils. It is also proposed that a pedestrian link will be provided between the estate and the school site. As a preventative measure, it will be necessary to provide and maintain an automated vehicular gate entry/exit facility for residents of Oakley Court, to be funded by the applicant.
- 5.86 To further discourage school parents from approaching the school site for drop-off and pick-up, a parking exclusion zone around the site will be incorporated into the School Travel Plan. This would operate on an informal basis but be strongly promoted by the school through correspondence with parents and in-school information activities.
- 5.87 The applicant has indicated an on-site parking provision of 20 spaces for phase 1 and an additional 20 spaces for phase 2, proposed in their TA by applying the Council's Parking Standards. This approach is supported. It is noted that TfL have indicated that only phase 1 (20 parking spaces) of the parking should be provided. Therefore, an appropriately worded condition to ensure that agreement from the Council is given prior to the provision of phase 2 parking is recommended.
- 5.88 School Travel Plan
- 5.89 The existing Hackbridge Primary School has an established School Travel Plan (STP) which has been awarded a Bronze Level within the National STARS accreditation scheme. Sutton schools are currently performing well within the scheme, with 82% of schools accredited; in contrast to a London average of 46%. It is understood that the proposal, providing a offsite extension to Hackbridge Primary School, will develop its own STARS-compliant School Travel Plan, to be in place from their date of opening; and resolution of many of the key highways issues identified in the submitted Transport Assessment are dependent on this being in place and effectively managed. It is suggested that the school should seek to attain a Silver level accreditation within two years of opening. Particular emphasis should be given to encouraging staff participation in the Travel Plan measures, since data provided in the Transport Assessment indicates that this has been limited in regard to the existing Hackbridge Primary School.
- 5.90 The STP should contain SMART measures to promote and achieve modal shift from the private car to more sustainable forms of transport such as cycling and walking, and particularly public transport (bus) use, for both staff and parents at the school, due to its location on London Road where these modes offer better accessibility to the school.
- 5.91 Increased cycle parking provision beyond the numbers currently stipulated by the Parking Standards under Policy DM22 should be assessed and provided by way of the Monitoring Outputs from the School Travel Plan at its monitoring milestones.
- 5.92 Parking Exclusion Zone
- 5.93 The Council is actively promoting the inclusion of a Parking Exclusion Zone around schools in School Travel Plans, to discourage the potential for parents to be attracted to school gates for drop-offs and pick-ups. The proposed school entrance is particularly

unsuitable for drop-offs and pick-ups whether at peak periods or at any other time of the day, due to its location on the A237 London Road, which is a busy bus route.

5.94 There are bus stops on either side on the proposed school gate on the east side of London Road, and another on the west side of London Road.

5.95 The School Travel Plan would be expected to design and include a parking exclusion zone for school parents, with measures to evaluate its effectiveness; and commensurate measures such as School Walking Buses from designated collection points to the school, supported by safer routes to school initiatives focussed on the built-up residential area largely to the west of the proposed school site.

5.96 Public Transport

5.97 TfL has stated that the school is expected to generate 91 bus trips, according to the submitted Transport Assessment, which could create pressure on the network. Therefore TfL would need to have the option to provide an additional journey, should the school prove to create pressure, and financial funding would be required to pay for a driver and a bus. However, no evidence has been provided regarding the capacity of the local bus network to support this additional funding and as contributions have already been sought and agreed for the Felnex development, which is expected to contribute a significant proportion of the trips for the school, this means TfL has a source to draw funds from if needed and, therefore, no contributions towards public transport are required.

5.98 A suggestion by TfL that the school attempt to enter into a future agreement with the developer of the planned Felnex development (adjoining Hackbridge Station) to operate a 'Park and Stride' scheme from this site does not seem reasonable given the significant distance from the proposal; (but this should perhaps be given consideration by the existing Hackbridge Primary School since it could help ameliorate the overall level of peak period traffic congestion on London Road attributable to the existing school). In any event, a 'Park and Stride' scheme is not part of the extant planning permission for the development of the Felnex Estate and as such, it would not be reasonable to seek to impose this additional planning obligation to a determined planning application.

5.99 Summary

5.100 The Council's Highway Engineer and TfL have considered the application proposals and do not raise objection subject to a number of conditions.

5.101 The proposed school would result in an increase in vehicle movements, however, the submitted information indicates that this can be accommodated in the surrounding road network. Additionally parking and access arrangements would be acceptable.

5.102 The mitigation measures proposed are considered to be adequate to off-set the impact of the proposal. These measures are recommended to be controlled by way of condition. A Section 278 Agreement will also be required for the off-site Highways improvement works proposed.

5.103 Officers consider that the proposal has sufficiently mitigated for its impact on the local highway network and notwithstanding that, the need to provide teaching facilities in this part of the borough is considered to outweigh any concern regarding an increase in vehicle movements.

**5.104 Inclusive access:**

5.105 The proposed development must be compliant with Part M of the Building Regulations and the Equality Act.

5.106 All routes used by pedestrians external to the school would be at least 2m wide, where there are unavoidable obstructions, a minimum gap of 1.2m would be retained which allows for most wheelchairs, scooters and double buggies.

5.107 All pedestrian routes would have a non-slip surface, with gradients not exceeding 1 in 20. Additionally, the design shows that pedestrian routes would have well-defined edges, would be signposted and would have contrasting colours.

5.108 All internal spaces would be compliant in facilitating wheelchair use, with corridors having a minimum width of 1.8m.

5.109 The proposed development would create a high quality built environment which would be accessible to all users of the building and surrounding site.

**5.110 Crime Prevention:**

5.111 The proposed development would be designed in line with the Secured By Design New Schools Guidance (2014) in order to achieve Secured By Design Certification.

5.112 The design and layout of the school would create a passive monitoring of the site that would enhance its security. CCTV is also incorporated into the proposal.

5.113 There are a range of fence types proposed to the boundaries of the site, which would create a secure environment but would maintain the openness of the site and surrounding area.

5.114 The Designing Out Crime Officer has commented on the proposal and considers that it would provide a good level of security and that there is no reason why the development would not achieve Secured By Design accreditation.

5.115 The proposed development is considered to be acceptable in terms of crime prevention.

**5.116 Trees and Landscaping:**

5.117 Policy DM1 of the Site Development Policies DPD states that developments would be expected to respect and retain, where possible, existing landforms and the natural features of the site, including trees of amenity value and make suitable provision for high quality additional landscaping.

5.118 The proposed development would involve the loss of 12 tree groups (a total of 34 trees), in order to facilitate the vehicular access points and widening of the pavement. The trees to be removed are: T8 Ash (B2), T11 Horse Chestnut (C1), T12 Horse Chestnut (C1), G13 Elm and Elder (U), G14 Norway Maple and Wild Plum (C2), T32 Ash (C1). None of the trees to be removed are of a high quality but one is of moderate quality.

5.119 The proposed development has been designed to avoid the loss of high quality trees and the well treed boundary to London Road would largely be retained.

5.120 The proposal would involve the planting of 75 individual trees, most of them to the south and east boundaries.

- 5.121 Trees to be retained would be adequately protected and the Principal Tree Officer has raised no objection to the proposals. It is considered that the limited tree loss, which is mainly groups of small trees, would be outweighed by the proposed replacement planting and soft landscaping.
- 5.122 Overall, the proposal is considered to be acceptable in terms of its impact on trees.
- 5.123 **Biodiversity:**
- 5.124 The NPPF has a presumption in favour of sustainable development, seeking positive improvements in the quality of the built, natural environment including moving from a net loss of biodiversity to achieving net gains for nature. Policy PMP9 of the Core Planning Strategy seeks to enhance the Borough's biodiversity and Policy DM17 of the Site Development Policies DPD states that the Council will grant permission for developments that create, conserve or enhance biodiversity and improve access to nature.
- 5.125 The application incorporates a number of biodiversity features, including natural swales, replacement tree planting in significant excess of trees to be lost, other native plant planting, a forest garden, food growing and green roofs.
- 5.126 The Council's Biodiversity Officer has commented on the proposals and considers that the application demonstrates a good awareness of local context and biodiversity issues. Conditions are recommended to ensure that the development delivers biodiversity gains. Subject to these conditions it is considered that the proposal would result in biodiversity enhancements to the immediate locality.
- 5.127 **Land Contamination:**
- 5.128 The application is accompanied by a Phase 1 Desk Study and Phase 2 Ground Investigation Report, which indicate that ground contamination does not pose a significant barrier to development.
- 5.129 The site is located over a Secondary Aquifer and within SPZ1. The Environment Agency has reviewed the document 'Phase II Ground Investigation Report' by Soils Ltd (reference 14893/GIR dated July 2015). Soils and leachate analyses did not return any significant concentrations of potential contaminants. The Environment Agency raises no objection to the proposed development subject to safeguarding conditions.
- 5.130 The proposal is considered to be acceptable in terms of land contamination.
- 5.131 **Flooding:**
- 5.132 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.
- 5.133 The site is within Flood Zone 1 (low probability of flooding), although land 20m to the north of the site is within Flood Zone 2 (medium probability of flooding) and the proposed use as a school is classified as a 'less vulnerable' use.
- 5.134 A site specific Flood Risk Assessment has been submitted with the application which sets out that there is a low risk of flooding from fluvial, tidal, surface water, sewers, canals and reservoirs but that there is a moderate risk from groundwater flooding. The Flood Risk Assessment concludes that the proposed development would satisfy the requirements of the NPPF, is appropriate for the level of flood risk, and with an

appropriate drainage design, will not increase flood risk as the site or to the surrounding area.

- 5.135 All the proposed development would be in Flood Zone 1 and, as such, there is no requirement for an Exception Test or Sequential Test.
- 5.136 Lead Local Flood Authorities are responsible for managing local flood risk, including from surface water, ground water and ordinary watercourses, and for preparing local flood risk management strategies. The Lead Local Flood Authority (Sutton's Flood Risk Officer) has commented on the application and raises no objection to the flood risk assessment carried out. The assessment has been done thoroughly and the corresponding designs reflect the findings. Officers are supportive of the sustainable drainage methods proposed.
- 5.137 The proposal has adequately identified and assessed the risks of all forms of flooding to and from the development and demonstrates how these flood risks will be managed so that the development remains safe throughout its lifetime, taking climate change into account. The proposal is considered to be acceptable in terms of flood risk.
- 5.138 **Archaeology:**
- 5.139 The application site is located within an archaeological priority area. The proposed development would involve new ground disturbance. Supporting information has been submitted with the application and Historic England has stated that the submissions are in accordance with best practice recommendations set out in the NPPF and raises no objection.
- 5.140 **Sustainability:**
- 5.141 The London Plan 2015 Policy 5.2 requires developments to make the fullest contribution to the mitigation of, and adaptation to, climate change and to minimising carbon dioxide emissions according to the following hierarchy: use less energy through the use of passive design and energy efficiency measures, supply energy efficiently through the use of decentralised energy provision and generate renewable energy on-site. Further guidance is contained in the Council's IPG11 'Sustainable design and construction', Policy BP6 'One Planet Living' of the Core Planning Strategy DPD, and Policies DM5 and DM6 of the Site Development Policies DPD, which promote the highest standards of sustainable design and construction within the Borough in support of the Council's vision of 'Creating a sustainable suburb'.
- 5.142 The application proposes extensive sustainability measures for the development. A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. Both air permeability and heat loss parameters would be improved beyond the minimum backstop values required by building regulations. Other features include low energy lighting and mechanical ventilation with heat recovery. The proposed development is intended to achieve the Passivhaus standard.
- 5.143 The demand for cooling would be minimised through external shading (brise-soleil and vertical fins), blinds and mixed mode ventilation. To ensure that the proposed development satisfies BB 101 and CIBSE TM52 overheating requirements it is recommended that a condition is imposed to secure the relevant energy saving measures.
- 5.144 The site is located within a district heating network and therefore a condition is recommended to ensure that the proposed development can connect with that system.

- 5.145 The application includes the use of ground source heat pumps and 900sqm of photovoltaic panels, which would further reduce the energy demand of the proposed development.
- 5.146 The carbon dioxide savings significantly exceed the target set within Policy 5.2 of the London Plan. In addition, the proposal is designed to ensure that it is net zero carbon. The application has outstanding sustainability credentials which would be in line with the aspiration for Hackbridge to be a sustainable neighbourhood and the creation of a 'Low Carbon Zone'.
- 5.147 A number of conditions are recommended to ensure that the energy saving measures proposed are delivered as part of the development.
- 5.148 **Planning Obligations:**
- 5.149 Policy DP2 of the Core Planning Strategy states that, where necessary, the Council can seek planning obligations from developers to provide community benefits necessary to facilitate implementation of an acceptable development scheme.
- 5.150 The proposed development does not require financial contributions/CIL payments for education/community uses, in accordance with the Council's Supplementary Planning Document 5 'Planning Obligations' and the Charging Schedule for the Mayor of London CIL.

## 6.0 CONCLUSION AND RECOMMENDATION

- 6.1 The proposed development represents a departure from the development plan. However, it is considered that the application has provided adequate justification. The site is on MOL wherein inappropriate development is harmful by definition but very special circumstances, including the need for the development and the lack of suitable alternative sites, which would overcome the harm caused to the openness of the Metropolitan Open Land (MOL) by way of inappropriateness and any other harm, have been demonstrated. The principle of development is therefore considered to be acceptable.
- 6.2 The proposal is considered to be of exemplar design quality, which would complement the natural setting of the site and retain important trees, and would complement the adjacent BedZED development.
- 6.3 The proposed development would deliver a number of benefits, such as increased access to MOL, facilities to be shared with the local community and additional school places.
- 6.4 The proposal would not result in any unacceptable highway impact subject to the implementation of the highway improvement works put forward as part of the proposal.
- 6.5 The proposed development would achieve high levels of sustainability and biodiversity enhancements, which would benefit the promotion of Hackbridge as a sustainable neighbourhood.
- 6.6 The proposed development would not result in material harm to neighbouring amenity.
- 6.7 The proposed development is considered to be acceptable in planning terms subject to the requirement to consult the Mayor of London under Article 5 of Town & Country Planning (Mayor of London) Order 2008.

Drawings and other documents can be viewed on line –

- 1) Go to page: <http://gis.sutton.gov.uk/FASTWEB/welcome.asp>
- 2) Enter Planning Application Number: **C2015/72418**
- 3) Click on Search and View Current Applications
- 4) Click on View Plans & Documents



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C2015/72418/3FR

# DRAFT

**WARNING:** It is in your interests to ensure you obtain the approval of the Local Planning Authority, where the conditions require that to occur. Failure to comply with the following conditions may lead to enforcement action to secure compliance.

## FIRST SCHEDULE

Proposed Primary School Expansion LONDON ROAD Mitcham Junction

Erection of a new two storey primary school for 420 pupils for educational and part community use incorporating soft and hard play area, car and cycle parking pedestrian accesses and a vehicular access with raised table crossing onto London Road (Departure Planning Application).

## SECOND SCHEDULE

(1) The development must be begun not later than the expiration of three years beginning with the date hereof.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.

(2) No machinery or plant shall be operated, no process carried out and no demolition/construction related deliveries taken at or dispatched from the site except between the hours of 08:00 to 18:00 Monday to Friday, 08.00 to 13.00 on Saturday, and not at any time on Sundays, Bank or Public Holidays.

Reason: In the interests of the amenities of nearby residents.

(3) Prior to the commencement of development, a fully STARS-compliant School Travel Plan, including baseline surveys, which meets all requirements for Bronze accreditation and which includes the objectives to attain Silver level accreditation within the first two years of opening, shall be submitted to and approved in writing by the Local Planning Authority and subsequently implemented as approved thereafter.

Reason: To promote sustainable transport choices, encourage access by non-car modes and reduce the need to travel especially by car.

(4) Prior to the commencement of development drawings shall be submitted to and approved in writing by the Local Planning Authority detailing the design of the footway to be widened, including guard-railing. The development shall be carried out in accordance with the agreed details prior to the first occupation of the development and retained thereafter.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(5) Prior to the commencement of development a scheme detailing the installation of pencil-shaped bollards to the entrance zone of the school shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to the first occupation and retained thereafter.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(6) Prior to the first occupation of the development hereby approved, the highway improvement works, as detailed on PL150 Rev P1, to include school warning signs and school keep clear markings, shall be carried out and retained thereafter.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(7) Prior to the first occupation of the development hereby approved, a design for the proposed raised table and accompanying advance signage to be constructed on A237 London Road, adjacent to the southern pedestrian access into the site, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details prior to the first occupation of the development hereby approved and retained as such thereafter.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(8) Prior to the first occupation of the development hereby approved, a scheme shall be submitted to and approved in writing by the Local Planning Authority for an automated pedestrian gate entry system at Oakley Court to restrict pedestrian access at school drop off and pick up times. The development shall be carried out in accordance with the agreed details and retained thereafter.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(9) Prior to the commencement of development, a scheme shall be submitted to and approved in writing by the Local Planning Authority for the implementation of a wider parking exclusion zone to be actively promoted by the school. The development shall be carried out in accordance with the agreed details and retained thereafter.

Reason: To prevent those dropping off or picking up pupils at the school by car from doing so within the boundaries of the Oakley Court development and neighbouring residential roads, to the detriment of local residents.

(10) Prior to the commencement of development, details of a parking management plan, to ensure that the vehicular access to the site on London Road is managed so as to ensure that no non-essential vehicular ingress/egress attributable to pupils being dropped off or picked up at the school occurs during school hours, shall be submitted to and approved in writing by the Local Planning Authority. The agreed measures shall be implemented thereafter.

Reason: To prevent any adverse impact on the free flow of traffic on the A237 London Road, to minimise the potential for vehicular and pedestrian conflict and to reinforce the ethos of the Safer Routes to School and School Travel Plan initiatives.

(11) Prior to the first occupation of the development hereby approved, the improvements to the pedestrian environment, as detailed in the Pedestrian Environment Review Survey shall be carried out.

Reason: To prevent obstruction and inconvenience to other highway users (especially pedestrians and those with disabilities), and also in the interest of highway safety.

(12) The development shall not be occupied until the proposed accesses to London Road have been constructed in accordance with the approved plans and thereafter be permanently retained.

Reason: In the interest of road safety.

(13) The development shall not be occupied until space has been laid out within the site in accordance with the approved plans for 20 car parking spaces (including one space for drivers with disabilities and two spaces for Electric Vehicle Charging Points) and for vehicles to turn so that they may enter and leave the site in forward gear. The parking area shall be used and permanently retained exclusively for its designated purpose. The parking proposed for Phase 2 shall only be implemented following written agreement from the Local Planning Authority following a period of monitoring.

Reason: To prevent obstruction and inconvenience to other highway users (especially pedestrians, cyclists and those with disabilities), and also in the interest of highway safety.

(14) Prior to the first occupation of the development, elevation and floor plans of the proposed bicycle store (for 32 bicycles) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and retained thereafter. The cycle parking shall be in place prior to the first occupation of any part of the development hereby approved and retained thereafter.

Reason: Having regard to the character of the area and to encourage access by non-car modes and facilitate integration between sustainable forms of transport.

(15) Prior to the commencement of development a detailed Framework Delivery and Servicing Plan, Construction Management Plan and a Construction Logistics Plan, to include a Haul Route for construction vehicles in and out of the site onto the strategic road network, shall be 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 proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(16) Prior to the commencement of development, elevation drawings of the proposed scooter parking store, as shown on layout plan 397\_102 Rev A, shall be submitted to and approved in writing by the Local Planning Authority. The agreed scooter parking store shall be made available for use prior to the occupation of Phase 2 of the development hereby permitted and retained thereafter.

Reason: To promote sustainable transport choices, encourage access by non-car modes and reduce the need to travel especially by car.

(17) The development hereby approved shall be carried out in accordance with the submitted Tree Survey, including Tree Constraints on site, Arboricultural Implications of Development and Tree Retention and Tree Protection Method Statement, carried out by B.J. Unwin Forestry Consultancy, dated 11 February 2015 and 2 July 2015.

Reason: To ensure the continuity of amenity afforded by existing trees.

(18) All hard and soft landscaping and planting shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that (within a period of five years after planting) are removed, die, or become in the opinion of the Local Planning Authority seriously damaged or defective shall be replaced as soon as is reasonably practicable with others of species/size/number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment, and maintenance of a reasonable standard of landscape in accordance with the approved designs.

(19) Prior to the first occupation of the development hereby approved the proposed boundary fencing detailed on plan 397\_201 Rev C Status P, 387\_200 Rev C Status P, 397\_202 Rev C Status P, 397\_203 Rev C Status P, 397\_204 Rev C Status I, 7960PL650 Rev P1, 7960PL651 Rev P1 and the Design and Access and Planning Statement shall be constructed and retained thereafter, unless first otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of on-site safety and security.

(20) The development shall not be occupied until refuse and recycling facilities have been provided in accordance with the approved plans. The facilities shall be retained thereafter for use by the occupiers of the development hereby approved.

Reason: Having regard to the character and function of the area.

(21) Prior to first occupation of the development, a Passivhaus Certificate issued by the BRE or equivalent authorizing body registered with the Passivhaus Institute, must be submitted to the Local Planning Authority and approved in writing to demonstrate that the proposal has been constructed in accordance with Passivhaus principles. All the measures integrated shall be retained thereafter.

Reason: To comply with Policy DM5 of Sutton's Site Development Policies DPD.

(22) Prior to occupation of the development, documentary evidence including 'as-built' BRUKL outputs implemented through the Simplified Building Energy Model (SBEM); calculated non-regulated emissions based on CIBSE (Chartered Institute of Building Service Engineers) Guide F or equivalent; and detailed specifications of installed on-site renewable energy technologies, should be submitted to the Local Planning Authority and approved in writing to demonstrate that the proposal will achieve net zero carbon standards (including both regulated and unregulated

emissions). If the development is unable to meet the required reduction in CO2 emissions through the approved energy strategy, then any shortfall should be made up through the application of further sustainability measures unless otherwise approved by the Local Planning Authority in writing.

Reason: To comply with Policy DM6 of Sutton's Site Development Policies DPD.

(23) Prior to building work starting on site, evidence, including any relevant design or specification documentation, must be submitted to the Local Planning Authority and approved in writing, to demonstrate that the following standards are met:

- (i) the following elements are specified to achieve an 'A' rating for reduced lifecycle impact according to the BRE Green Guide to Specification (a) roof (b) external walls (c) internal walls (d) floors (upper and ground); and (e) windows; and
- (ii) at least 95% of timber and timber products are Forest Stewardship Council (FSC) accredited with the remainder being compliant with the UK Government's Timber Procurement Policy.

Reason: To comply with Policy DM5 and Sutton's One Planet Action Plan targets.

(24) Prior to the commencement of development an accessibility statement, in line with the requirements of British Standard BS8300:2009 + A1:2010, as referenced in the London Plan, shall be 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 proposed development meets the highest standards of accessibility and inclusive design.

(25) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: Having regard to the potential for unexpected contamination to be identified during development groundworks, which could present an unacceptable risk to Controlled Waters.

(26) No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason: Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

(27) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: Having regard to the potential impact on controlled waters.

(28) No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out,

including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure and piling has the potential to impact on local underground sewerage utility infrastructure.

(29) Prior to the first occupation of the relevant phases of the development hereby approved the Sustainable Urban Drainage System, detailed in the approved plans and documents shall be implemented and retained thereafter.

Reason: Having regard to the environmental impact of the proposed development.

(30) Prior to the commencement of development a SUDS management and maintenance plan for the lifetime of the development, relating to the proposed alterations to the Ordinary Watercourse shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The development shall be carried out in accordance with the approved details and managed and maintained in accordance with the agreed details thereafter.

Reason: To ensure that the SUDS remains effective.

(31) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall set out how dust will be controlled and monitored and shall be in accordance with the requirements of 'The Control of Dust and Emissions during Construction and Demolition' (SPG) produced by the GLA. The development shall be carried out in accordance with the approved details.

Reason: To minimise the adverse impacts of dust during both demolition and construction phases of the development.

(32) The development hereby permitted shall be carried out in accordance with the submitted Written Scheme of Investigation for an Archaeological Strip, Map and Record, Archaeological Desk-Based Assessment, Archaeological Strip and Record and Post-Excavation Assessment.

Reason: Having regard to the archaeological value of the site.

(33) Prior to works commencing on site, a Landscape Management Plan for the development footprint will be provided for approval to the Local Planning Authority and contain full details of the proposed soft landscaping mitigation measures, as outlined within drawings 397\_205 and 397/500 and Section 7.12 of the Design and Access Statement, their creation (including profiles, as necessary), aftercare and ongoing maintenance and management.

Reason: To provide a high quality school landscape in perpetuity that provides mitigation towards the loss of SMI.

(34) Prior to works commencing on site, full details of the creation, aftercare and management of the biodiverse roof are to be supplied to be supplied to the Local Planning Authority for written approval. These details should be in accord with drawing 397/501.

Reason: To provide a high quality biodiverse roof in perpetuity to provide mitigation towards the loss of SMI.

(35) Within 6 months of the date of this planning permission, a scheme for providing the London Borough of Sutton's Biodiversity Team appropriate resources to successfully enhance 2ha of

extant meadow, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To ensure there is no net loss of biodiversity and to provide suitable net gains for biodiversity.

(36) Prior to works commencing on site, a Habitat Management Plan will be submitted for approval by the Local Planning Authority and contain information on the protection of off-site biodiversity. This will follow the basic content contained within the PEIA (Atkins 2015, section 6.3, pgs. 17-19).

Reason: To ensure notable and protected species are not impacted during and post-completion of the works.

(37) The development shall not begin until a Construction Method Statement, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors,
- (b) loading and unloading of plant and materials,
- (c) storage of plant and materials,
- (d) programme of works (including measures for traffic management),
- (e) provision of boundary hoarding, behind any visibility zones,
- (f) construction traffic routing,
- (g) hours of working,
- (h) means to control noise, and
- (i) means to prevent deposition of mud on the highway.

has been submitted to and approved by the Local Planning Authority. The development shall be constructed in accordance with the approved statement.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(38) Full details and samples where applicable shall be submitted, showing the type and treatment of the materials to be used on the exterior of the buildings hardstanding areas, to and approved in writing by the Local Planning Authority prior to the development being carried out. The development shall thereafter be carried out in accordance with the approved materials and completed prior to its occupation/use and retained thereafter.

Reason: To safeguard the visual amenities of the area.

(39) No development shall take place until full details have been submitted to and approved by the Local Planning Authority of a scheme for all external lighting of the exterior of the buildings proposed. Any lighting agreed shall be switched off between 0700 and 2300, other than in times of emergency. The approved scheme shall be installed in accordance with the approved details and carried out prior to the occupation of any part of the development hereby permitted and thereafter retained.

Reason: To safeguard the visual amenities of the area.

(40) Prior to the occupation of the development hereby permitted, full details of the necessary crime prevention measures to achieve 'Secured by design' accreditation shall be submitted to and approved in writing by the Local Planning Authority. Details shall include natural surveillance, car and cycle parking, lighting, fencing, gates, doors, windows etc. The details once approved in writing by the Local Planning Authority, shall be implemented in accordance with the approved details and retained thereafter.

Reason: To ensure the proposed development provides a safe environment.

(41) Noise from any plant or commercial kitchen extract system, shall be assessed and rated in accordance with BS4142. The rated noise level shall not exceed a noise level 5dB below the background noise level at nearby noise sensitive windows.

Reason: To protect neighbouring amenity and the amenity of future occupiers.

(42) Prior to building work commencing, an amended Energy Statement must be submitted to the Local Planning Authority and approved in writing to show that the overheating requirements of BB 101 or CIBSE TM52 are satisfied. The development shall thereafter be carried out in accordance with the approved details and retained thereafter.

Reason: To comply with Policy DM6 of Sutton's Site Development Policies DPD.

(43) Prior to the commencement of development a scheme for the future connection to district heating shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To comply with Policy DM6 of Sutton's Site Development Policies DPD.

(44) Prior to the commencement of development locational details, elevation drawings and floor plans of the proposed energy centre shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and retained thereafter.

Reason: To comply with Policy DM6 of Sutton's Site Development Policies DPD.

(45) Prior to the commencement of development further information on the ground source heat pump system, including size in kW of the heat pumps, GSHP type i.e. closed or open loop and explain how the system will be compatible with connection to a future network. The development shall be carried out in accordance with the agreed details and retained thereafter.

Reason: To comply with Policy DM6 of Sutton's Site Development Policies DPD.

(46) Prior to the commencement of development a roof plan showing the position of the proposed photovoltaic panels shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: To comply with Policy DM6 of Sutton's Site Development Policies DPD.

(47) Prior to the first occupation of the development hereby permitted a management plan for the community use of the buildings and external spaces shall be submitted to and approved in writing by the Local Planning Authority. Only the agreed measures shall be implemented.

Reason: Having regard to the impact on the highway network and neighbouring amenity.

(48) The development hereby permitted shall be carried out in accordance with the following approved plans and documents: P14-265-SK01, 397/100 Rev E Status P, 397\_102 Rev A Status P, 397\_102 Rev A Status P, 397\_110 Rev B Status I, 397\_200 Rev C Status I, 397\_201 Rev C Status P, 397\_202 Rev C Status P, 397\_203 Rev C Status P, 397\_204 Rev C Status P, 397\_205 Rev A Status P, 397/450 Rev A Status P, 397/500 Rev B Status P, 397/501 Rev A Status P, 7960DD002, PL001 Rev P1, PL002 Rev P1, PL150 Rev P1, 7960PL151 Rev P1, 7960PL152 Rev P1, 7960PL153 Rev P1, PL155 Rev A, 7960PL650 Rev P1, 7960PL651 Rev P1, PL660 Rev P1, PL661 Rev P1, PL662 Rev P1, 7960PL850 Rev P1, 7960PL851 Rev P1, 7960PL900 Rev P1, 7960PL901 Rev P1, 7960PL902 Rev P1, 7960SK009, S715/0586/P/001, S715/0586/P/0002, S715/0586/P/0003, S715/0586/P/0004, S715/0586/P/0005,

S715/0586/P/0006, S715/0586/P/0007, S715/0586/P/0008, S715/0586/P/0009, S715/0586/P/0010, S715/0586/P/0011, S715/0586/P/0012, 23777-600 Ver 3, 23777-601 Ver 3, 23777-610 Ver 4, 23777-610 Ver 3, 23777-612 Ver 3, SK30 Ver 3, FSEWTRP-MAY15, FSEWRPA-FEB15, FSEWTR-FEB15, FSEWSH-FEB15, Draft PV Layout Issue C, Map 1 Site Allocation, Map 2 Alternative School Sites within Site Allocation BW14, Map 4 Site Search Area, Ecological features on site: 16/10/2014, Proposed measures to reduce and mitigate ecological impact: 16/10/2014, 'The need for additional Primary school places/Why a primary school is needed in Hackbridge/Site Availability', 'Proposed New Primary School in Hackbridge', 'Proposed New Hackbridge Primary School Site Search and Evaluation of Alternative Sites', 'Strategic Planning Comments on the GLA Comments on the Proposed Hackbridge Primary School', 'Building Construction', 'Biodiversity/Ecological Issues', 'Design and Access Statement and Planning Statement', 'Archaeological Desk-Based Assessment', 'A Written Scheme of Investigation for an Archaeological Strip, Map and Record', 'A Post-Excavation Assessment', 'Archaeological Strip and Record', 'Feasibility Study', 'Daylight Report', 'Air Quality Assessment', 'Energy Strategy Report', 'Overheating Report', 'Flood Risk Assessment', 'Preliminary Ecological Impact Assessment (Draft)', 'Transport Assessment', 'Phase 1 Desk Study', 'Phase 2 Ground Investigation Report', 'Passivhaus Report – Stage D', 'Express Preliminary UXO Risk Assessment', 'Detailed Unexploded Ordnance (UXO) Threat Assessment', 'Initial Concept Report', 'Outline Acoustic Review', 'Hackbridge Primary School – Local, Neighbourhood and Borough Assessment', 'Tree Survey, including Tree Constraints on site, Arboricultural Implications of development and Tree Retention and Tree Protection Method Statement' and 'Pre-application Report D&P/3517'.

Reason: For the avoidance of doubt and in the interests of proper planning.

#### INFORMATIVES.

(1) This approval only grants permission under Section 57 of the Town and Country Planning Act 1990. Further approval or consent may be required by other legislation, in particular the Building Regulations and you should contact Building Control on 020 8770 6268 before proceeding with the work.

(2) This application has been assessed against the relevant policies of the London Plan 2015, Sutton's Core Planning Strategy 2009 and the Site Development Policies DPD 2012. The proposal is generally in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) and for this reason planning permission is granted.

(3) With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

(4) Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

(5) There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within

3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

(6) With regard to water supply, this comes within the area of the Sutton & East Surrey Water Company. For your information the address to write to is -Sutton & East Surrey Water Company, London Road, Redhill, Surrey, RH1 1LJ Tel - (01737) 772000.

(7) In regards to condition 9, the Delivery and Service Plan should be prepared in accordance with TfL guidance and should also reflect the need for robust safety standards from freight operators. The requirements for providers of goods transport services to offer Fleet Operator Recognition Scheme (FORS) – or FORS bronze-equivalent or better safety accreditation, should be included. Further information is available at:

<http://www.tfl.gov.uk/info-for/freight/planning/delivery-and-servicingplans?intcmp=7833>

The CLP should show consideration to cyclists, with appropriate measures implemented to ensure any conflict between cyclists and construction traffic is minimised along with efficient and sustainable measures identified. This should be in accordance with TfL's guidance – <https://tfl.gov.uk/info-for/freight/planning/construction-logistics-plans>

In partnership with the construction industry, TfL has developed a Standard for Construction Logistics, to reduce risks to vulnerable road users of construction vehicles. The Standard seeks to promote improved driving practices and use of safer vehicles. A commitment from the applicant and their primary contractors to demand a higher level of safety should form a key part of the CLP. Signing up to the Standard, as well as the Fleet Operator Recognition Scheme (FORS) helps in part to achieve this. Please see: <http://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/managing-risks-wrrr>. TfL requests the applicant and their contractors sign up to these standards.

(8) TfL strongly encourages the use of construction contractors who are registered on the FORS. Any conflict points identified on the delivery routes, traffic and pedestrian management equipment and cycle specific safety equipment should ideally be considered and the detail of how risks can be reduced or mitigated provided.

(9) Contractor vehicles should include side-bars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the capital's roads. The site is expected to contribute towards the site-wide measures proposed by the coordination team including the use of consistent site signage and safety measures in the sites vicinity.

(10) The applicant is advised to consider incorporating security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design.

(11) The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

(12) The permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that under the Highways Act 1980, a licence must be obtained from the Head of Highways and Streetcare at 24 Denmark Road, Carshalton (tel. 020 8770 6061), before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. In the case of development related to the S278 Highways Act 1980 highway improvement works, the S278 Agreement must be concluded before works can start on the public highway.

(13) Under (Section 163) Highways Act 1980 the surface water drainage of the site should be designed so as to prevent the discharge of water onto the public highway.

(14) Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

(15) The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority.

(16) The developer is reminded that under the Highways Act 1980 Sections 131, 148 and 149, it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and also to prosecute persistent offenders.

(17) In regards to Condition 9, this will require a member of the school staff or an approved volunteer to be deployed at the access point during drop-off/ pick-up times and for the access to be otherwise secured during the intervening period.

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