

Agenda Item 12

PLANNING APPLICATIONS COMMITTEE
27 March 2014

Item No:

UPRN	APPLICATION NO.	DATE VALID
	13/P4131	08/01/2014

Address: Merton Abbey Primary School Colliers Wood
SW19 2JY

Ward: Abbey

Proposal: Erection of a two-storey extension including a single storey link to main building. Play and access area; new fencing and gates.

Drawing Nos: 752 003 09, 752.003 051 Revision C, 752.003 52 Revision B, 752.003 053 Revision B, 752.003 054 Revision A, 752.003 055 Revision A, 2046/13/A/3E

Contact Officer: Joyce Ffrench [020 8545 3045]

RECOMMENDATION: GRANT PLANNING PERMISSION subject to planning conditions.

CHECKLIST INFORMATION.

- " S106: N/A
- " Is an Environmental Statement required: No
- " Has an Environmental Impact Assessment been submitted: No
- " Press notice: Yes [Major application]
- " Site notice: Yes
- " Design Review Panel consulted: Yes
- " Number of neighbours consulted: 47
- " External consultations: Environment Agency & Transport for London
- " Public Transport Accessibility Level: 5 [TFL Planning Information Database]
- " Density: N/A
- " Number of jobs created: 5 full time; 5 part time (increase in staff applies collectively to this application (second phase) and application reference 13/P1516 (first phase))

1. INTRODUCTION

This application is brought before the Planning Application's Committee as it involves development on a major site that is owned by the Council with the current application submitted by the Children, Schools and Families Section and cannot be determined by Officers under the scheme of delegation.

2. SITE AND SURROUNDINGS

- 2.1 Merton Abbey Primary School is located on the south side of High Path with Merantun Way to the rear of the site. The site comprises school buildings to the west of the site separated from the road by a car parking and playground area with playing fields on the eastern half of the site. A childrens' centre is sited to the mid section of the northern end of the site.
- 2.2 Access to the site is from High Path on the northern boundary which is mainly residential. This section of High Path is one-way and a cycle route. Merantun Way, part of Transport for London's strategic 'red route' road network, is to the south and is separated from the school by a brick wall
- 2.3 The main school building is located in the western part of the application site adjacent to a three storey block of flats (Colborne Court) and St John the Divine Church. To the east is a single storey community centre
- 2.4 There is currently on-site provision for a total of 16 car parking spaces and no cycle parking spaces. The site has good access to public transport Public Transportation Accessibility Level 5 [where 1a represents the least accessible areas and 6b the most accessible].
- 2.5 The school buildings are single storey brick structures with pitched roofs
- 2.6 A prefabricated block was erected in the north west corner in 2010 to accommodate an additional 30 pupils on a temporary basis pending the proposed permanent expansion of the school buildings
- 2.7 The site is in a flood risk, zone 2, area, is not in an archaeological priority zone. There are no protected trees on the site

3. CURRENT PROPOSAL

- 3.1 The current proposal will allow the further expansion of the existing primary school. Phase 1 has been approved by Planning Committee under reference 13/P1516.

- 3.2 Removal of the temporary classroom building in the playground to the north of the existing buildings fronting High Path
- 3.3 The new two-storey building will provide 2 classrooms, an ICT suite, a studio space and an administration area. A single storey link will connect the proposed extension to the main building
- 3.4 New fencing and access gates to High Path; reconfigured car park, a new footpath and a landscaped area
- 3.5 Due to the width and one-way traffic restrictions of High Path, it is agreed with Transport for London (as part of planning reference 13/P1516) that construction vehicle access will be via Merantun Way involving the temporary demolition of part of the boundary wall and removal of trees

4. PLANNING HISTORY.

- 4.1 Whilst there are a number of entries in the planning history associated with the site, the most relevant applications in relation to consideration of the current scheme are as below.
- 4.2 13/P1516 - erection of a two storey extension to provide 4 new classrooms with ancillary space; extension to playground and formation of a new M.U.G.A and installation of temporary special educational needs unit approved at Planning Applications Committee September 2014. This application was the first of two phases of the scheme to extend the school.
- 4.3 11/P2847 - retrospective planning permission was approved in 2012 for the erection of a temporary single storey classroom block comprised of two classrooms and toilets to accommodate 60 additional pupils, located on the High Path frontage opposite St John's parish hall.. This temporary planning permission expires January 2017.

5. CONSULTATION

- 5.1.1 Six designs options were considered prior to submission. Option 1 was considered by the Design Review Panel in October 2013 and given an amber rating.
- 5.2 The planning application was publicised by means of a major site notice, a press notice together with individual letters to 47 neighbouring properties. In response to this consultation no letters of representation have been received from member of the public

LB Merton Transport Planning

- 5.3 There are no objections to the proposal subject to the imposition of planning conditions relating to the approval of parking management; construction vehicles, provision for cycle parking, a road safety audit and a school travel plan. These conditions were imposed and are carried forward from application reference 13/P1516.

Transport For London

- 5.4 Transport for London was consulted and consider they proposals will have no impact on the public transport network. An arrangement has previously been agreed between LBM & Transport for London for construction access to be from Merantun Way.

LB Merton Tree Officer

- 5.5 There is no objection to the proposal subject to planning conditions relating to tree protection, site supervision, construction of new footpath and landscaping.

LBM Design Officer

- 5.6 The design officer has raised no objection nor required any conditions be imposed with regard to the design of the proposals

5.7 LB Merton Climate Change Officer

After assessment of the submitted BREEAM assessment it is confirmed that the development can achieve a BREEAM rating of 'Very good '. The Climate Change Officer confirms that, as long as recommendations in the flood risk assessment are adhered to, the application meets the minimum requirements of policy CS.15 of the Core Planning Strategy 2011.

Environment Agency

- 5.8.1 The Environment Agency has no objection to the proposals subject to conditions. These conditions relate to:- the permission should be carried out in accordance with the flood risk assessment, floor levels, surface water drainage and contamination.

LB Merton Environmental Health

- 5.9 Conditions will be carried forward from the previously approved scheme 13/P1516 relating to soundproofing, contamination, external lighting and hours of construction

- 5.10 Design Review Panel Comments – see Appendix A

6. POLICY CONTEXT

National Planning Framework [March 2012]

- 6.1 The National Planning Policy Framework [NPPF] was published on the 27 March 2012 and replaces previous guidance contained in Planning Policy

Guidance Notes and Planning Policy Statements. The NPPF document is a key part of central government reforms '...to make the planning system less complex and more accessible, and to promote sustainable growth'. The framework also states that the primary objective of development management should be to foster the delivery of sustainable development, and not to hinder or prevent development.

- 6.2 The National Planning Policy Framework states that the Government attaches great importance to ensuring that there is a sufficient choice of school places to meet the needs of existing and new communities. Local Planning Authorities should take a proactive approach to meeting this requirement and should give great weight to the need to create, expand or alter schools.
- 6.3 In August 2011 a letter to Chief Planning Officers from Central Government provided a Policy Statement on Planning for Schools Development.
- 6.4 The policy statement advised that "We expect all parties to work together proactively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes".'
- 6.5 The policy statement advises "A refusal of any application for a state-funded school, or the imposition of conditions, will have to be clearly justified by the local planning authority. Given the strong policy support for improving state education, the Secretary of State will be minded to consider such a refusal or imposition of conditions to be unreasonable conduct, unless it is supported by clear and cogent evidence."

Policies within the Adopted Core Strategy [July 2011]

- 6.6 The relevant policies within the Council's Adopted Core Strategy [July 2011] are CS11 [Infrastructure]; CS.13 [Open space; nature conservation; leisure and culture]; CS.14 [Design]; CS.15 [Climate change]; CS16 Flood Risk Management; CS.18 [Active transport]; CS.19 [Public transport]; and CS.20 [Parking; servicing and delivery].

The London Plan [July 2011].

- 6.7 The relevant policies in the London Plan [July 2011] are 3.16 [Protection and enhancement of social infrastructure]; 3.18 (Education Facilities); 3.19 Sports Facilities; 4.6 [Support for and enhancement of arts, culture, sport and entertainment provision]; 5.1 [Climate change mitigation]; 5.2 [Minimising carbon dioxide emissions]; 5.3 [Sustainable design and construction]; 5.7 [Renewable energy]; 5.10 [Urban greening]; 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]; 6.12 [Road network capacity]; 6.13 [Parking]; 7.2 [An inclusive environment]; 7.4 [Local character]; 7.5 [Public realm]; 7.6 [Architecture]; 7.14 [Improving air quality]; 7.15 [Reducing noise and enhancing soundscapes]; 7.18 Protecting local open space and addressing local deficiency; 7.21 [Trees and woodlands]

Merton Supplementary Planning Guidance

- 6.8 The key supplementary planning guidance relevant to the proposals includes Design [2004].

Policies retained in Adopted Unitary Development Plan [2003]

- 6.9 The relevant planning policies retained in the Adopted Unitary Development Plan [October 2003] are BE15 (New buildings and extensions), BE16 (Urban design), BE22 (Design of new development), BE25 (Sustainable development); C1 [Location and access of facilities]; C12 [Community use of education facilities], E2 [Access for disabled people]; L2 [Walking Routes]; L14 [Community and religious meeting places], NE.11 (Trees), PE7 [Capacity of water systems]; PE.9 [Waste minimisation and waste disposal]; PE.12 [Energy generation and energy saving]; Schedule 6: [Parking standards].

Merton's Submission Draft site and Policies Plan July 2013

- 6.10 DM C2 Education for children and young people
DM 01 Open Space

7. PLANNING CONSIDERATIONS

- 7.1 The main planning considerations include assessing the increased demand for school places; the design of the building; neighbour amenity; car parking and highway safety; trees and landscaping and sustainable construction.

Principle of development / need for additional school places

- 7.2 The spatial vision for the borough set out in the adopted Core Strategy and supported by the Community Plan [2009-2019] states that the Council will support community life. This support will be through facilitating development that meets local needs including education opportunities. London Plan policy 3.18 states that development proposals that enhance education provision will be supported. The policy states that those proposals that address the current projected shortage of primary school places will be particularly encouraged.

- 7.3 The London Borough of Merton is experiencing an unprecedented demand for primary school places that is a result of a high birth rate that

has risen by over 30% in the last seven years. Where possible, existing schools have been extended to cope with this increased demand. The Council has identified a number of primary schools that will potentially need to expand by one form entry to meet the growing population needs. The supporting planning application documents show that Merton Abbey Primary School is a popular and oversubscribed school and the Council has identified the site as having the potential to expand by way of an additional form of entry.

- 7.4 The current application relating to the expansion of the school would provide 2 new classrooms to allow the school to provide 2 form entry for Reception to Year 6 (currently 1 form entry years 2-6 and two forms for reception and year 1) The proposed expansion of Merton Abbey Primary School would clearly address an urgent need for primary school places in the local area and accord with London Plan policy 3.18 and the National Planning Policy Framework.
- 7.5 This application will be the second, and final, stage of the current expansion programme. There is a proven need for the expansion of this school which is outlined in the design and access statement

Design

- 7.6 It is considered that the proposed building, which is in a prominent position at the front of the school, has been designed to reflect its functional nature. This has resulted in a design which does not necessarily reflect the existing structures of which it will form a part. The height of the extension exceeds that of the existing school buildings and the provision of the flat roof may be judged at odds with its surrounds. Notwithstanding this, the urgent requirement for the provision of additional school places and the limits imposed by the site it is appreciated that options are been limited and the designs is therefore considered acceptable.
- 7.7 The Design Review Panel was given the opportunity to assess Option 1 (of 6) and gave this design an 'amber' rating together with recommendations i.e. to locate the structure further east and design it to give the school a more welcome, less industrial feel, for changes to improve the scheme. The architect has taken these recommendations into account in the submitted design with alterations reflected in the textured metal cladding panels, recesses, overhangs and large areas of glazing. It was considered that locating the proposed structure to the east would to be impractical as this would have resulted in a part three storey building which would result on loss of daylight and safe access to the Childrens' Centre.
- 7.8 Fencing and gates

The details of the proposed fencing and new gates to the High Path boundary are not specific in height or design therefore a planning condition will be imposed for details to be submitted

Neighbour Amenity

- 7.9 Policy BE15 of the Unitary Development Plan states that new buildings will be expected to maintain sunlight and daylight levels to adjoining buildings and gardens; ensure the privacy of neighbours; protect from visual intrusion and not result in harm to living conditions through noise or disturbance. Retained policy PE.2 of the adopted Unitary Development Plan states that developments that would have a significantly adverse effect on nearby occupiers or the amenity of the locality by reason of noise generation and disturbance will not be permitted.
- 7.10 The nearest residential properties to the new permanent school building are located in Ramsey House and Priory Close. No concerns have been raised by the occupiers of these properties and it is considered that, as the proposal structure is not directly opposite any residential properties neighbour amenities are not affected.

Traffic, car parking, walking and cycling

- 7.11 Policy CS20 of the Core Strategy [July 2011] states that the Council will seek to implement effective traffic management by requiring the developers to demonstrate that their development will not adversely affect pedestrian and cycle movements, safety, the convenience of local residents or on-street parking and traffic management.

Traffic

- 7.12 The potential for increased traffic movement as a result of a new school building must be considered with any potential impact on local highway safety. The applicant has submitted a transport statement that uses the results of parking surveys taken on local roads and automatic traffic counts. The Transport Statement advises that the proposed development would lead to an increase of 76 vehicle trips and 24 cycle trips. Transport Planning and Transport for London have confirmed that this traffic increase can be accommodated on the existing road network.
- 7.13 The Transport Statement also encourages the school to liaise with parking enforcement officers in order to ensure that existing parking restrictions are enforced as evidence from surveys indicate that some parents ignore parking restrictions during the 'pick up/drop off' period.
- 7.14 In lieu of the increase in trip generation Transport Planning and Transport for London have requested that a condition be imposed for the school to provide a school travel plan which would be submitted on an annual basis to TfL and the LPA.

Car parking demand.

- 7.15 Policy CS20 of the Core Strategy [July 2011] states that car parking should be provided in accordance with current parking standards, whilst assessing the impact of any additional on street parking on vehicle movements and road safety. Policy CS20 of the Core Strategy [July 2011] states that car parking should be provided in accordance with current parking standards, whilst assessing the impact of any additional on street parking on vehicle movements and road safety.
- 7.16 Policy 6.13 of the London Plan states that the Mayor wishes to see an appropriate balance between promoting new development and preventing excessive car parking that can undermine cycling, walking and public transport use. Whilst the current maximum off street car parking standards are set out within the London Plan [table 6.2] these standards do not provide any standard for schools.
- 7.17 The submitted planning application advises that the new building will increase the number of school staff; however the parking survey concludes that no additional parking is required. One additional disabled space is to be provided. To ensure parking is managed Transport Planning have requested that a condition be imposed requiring the submission of a school parking management strategy.
- 7.18 Policy CS20 of the Core Strategy [July 2011] states that the Council will seek to implement effective traffic management by requiring developers to incorporate adequate facilities for servicing to ensure loading and unloading activities do not have an adverse impact on the public highway. The policy also requires developers to incorporate safe access to and from the public highway.
- 7.19 The proposed new building will be serviced from High Path by the existing entrances used by the existing school. Transport Planning Officers have raised no concerns in this regard.

Cycling

- 7.20 Policy CS 18 of the adopted Core Strategy [July 2011] states that the Council will promote active transport by prioritising the safety of pedestrian, cycle and other active transport modes; by supporting schemes and encouraging design that provides, attractive, safe, covered cycle storage.
- 7.21 The site currently provides no cycle parking spaces and it is intended to provide 28 additional cycle spaces as part of the current proposal which is supported by Transport Planning

7.22 Vehicle Construction Access

Due to the limitations imposed by the one-way system on High Path construction access has been agreed by Transport for London via Merantun Way; this was agreed subject to a road safety audit being carried out by the Highways Section of LBM to be submitted prior to works being undertaken. This access is currently being used in conjunction with construction of Phase 1.

Impact on trees

7.23 Policy NE8 seeks to preserve trees, which are of significant amenity value unless the reason for development outweighs the amenity value of the trees. Policy CS.13 of the Core Strategy [July 2011] states that the Council will expect development to incorporate and maintain appropriate elements of open space, play areas and landscape features such as trees which make a positive contribution to the wider network of open spaces.

7.24 Trees labelled T4 & T5 are potentially affected by the construction of the new footpath. The Tree and Landscape Officer has confirmed that the location of the 15 proposed trees for the second phase and the soft landscaping are acceptable and has asked that conditions be imposed with regard to site supervision, tree protection and the construction of the new footpath.

Flood Risk

7.25 The Environment Agency and the Climate Change Officer have confirmed that there are no objections the submitted scheme (Flood Risk Assessment dated May 2103) on the proviso that the scheme is carried out in accordance with the FRA and with conditions as imposed on the phase one application.

Sustainable design and construction.

7.26 The Council's Core Strategy reinforces the wider sustainability objectives of the London Plan with policy CS15 requiring all development to demonstrate how the development makes effective use of resources and materials and minimises water use and CO2 emissions. All non-domestic development over 500 square metres will be expected to achieve a BREEAM 'very good' standard and to meet CO2 reduction targets.

7.27 As part of the current planning application the applicant has submitted a BREEAM Design Stage Pre Assessment Report. The pre-assessment report concludes that based on the current design development the proposed development would achieve BREEAM 'very good' standard.

Planning conditions are recommended to seek confirmation that development is registered with an assessor prior to commencement and that confirmation is provided that this standard has been met.

8. ENVIRONMENTAL IMPACT ASSESSMENT

8.1 The proposals are on a site of more than 0.5 hectares and therefore require assessment as an 'urban development project' under Schedule 2 development under the Town and Country Planning [Environmental Impact Assessment] Regulations 2011.

8.2 The proposals have been assessed against the Town and Country Planning [Environmental Impact Assessment] Regulations 2011 and it is concluded that there is no requirement for an Environmental Impact Assessment in this instance.

9. LOCAL FINANCIAL CONSIDERATIONS

Mayor of London Community Infrastructure Levy

9.1 The Mayoral Community Infrastructure Levy [CIL] seeks funds to be used by the Mayor of London towards the 'CrossRail' project. The proposed development providing education floorspace is not liable to pay the CIL charge.

Planning Obligations

9.2 There is no requirement for planning obligations in relation to this proposal.

10. CONCLUSION

10.1 The expanded school, with suitable planning conditions, will be located in a position that will be acceptable in terms of impact on neighbour amenity; it will generate additional vehicle movements that can be safely accommodated on the local road network and is of a design that is satisfactory to accommodate the 2 additional classrooms, ICT suite and administration area necessary to supply the additional forms of entry to meet current demand.

RECOMMENDATION

GRANT PLANNING PERMISSION subject to the following planning conditions:

- 1 A1 - Commencement of development
- 2 A7 - Approved plans:- 752 003 09, 752.003 051 Revision C, 752.003 52 Revision B, 752.003 053 Revision B, 752.003 054 Revision A, 752.003 055 Revision A, 2046/13/A/3E
- 3 B1 - Materials to be approved - all external materials

- 4 B4 - Details of surface treatment
- 5 B5 – Details of walls/fences - to include gates
- 6 D3 - Restriction on Music/Amplified Sound
- 7 D5 -Soundproofing of Plant and Machinery
- 8 D9 -External lighting
- 9 D11 - Hours of Construction
- 10 E5 - Restriction, use of premises
- 11 F1 – Landscaping
- 12 F2 – Landscaping (implementation)
- 13 F5P – Tree Protection
- 14 F8 – Site Supervision
- 15 Non standard condition:- New footpath: the new footpath to be constructed between the existing trees marked T4 and T5 as shown on the approved drawing titled 'hard and soft plan' numbered '2046/13/A/3E' shall be constructed using a no-dig method incorporating a cellular confinement system as recommended by the BS5837;2012. The details and method of construction shall form part of the Arboricultural Method Statement and Tree Protection Plan.

Reason for condition:- To protect and safeguard the existing retained trees in accordance with policy CS13 of the AMCPS 2011.
- 16 H6P - Cycle parking - details to be submitted
- 17 H9 - Construction vehicles
- 18 L6P- Sustainability - pre-commencement
- 19 L7 - Sustainability - pre- occupation
Amended standard condition [Construction phase impacts] No development shall commence until a working method statement has been submitted to and approved in writing by the Local Planning Authority to accommodate: parking of vehicles of site workers and visitors; loading and unloading of plant and materials; storage of construction plant and materials; wheel cleaning facilities; control of dust, smell and other effluvia; control of surface water run-off. No

development shall be carried out except in full accordance with the approved method statement.

Reason for condition: In the interests of vehicle and pedestrian safety and the amenities of neighbouring occupiers and to comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.

20 Non standard condition [Demolition dust and noise] No development [including demolition] shall commence until a method statement outlining the method of demolition, and measures to prevent nuisance from dust and noise to the surrounding occupiers has been submitted to and approved in writing to the Local Planning Authority for approval. Once approved, the scheme shall be implemented and retained thereafter.

Reason for condition: To protect the amenities of occupiers of neighbouring properties and to accord with policy PE.2 of the Adopted Merton Unitary Development Plan 2003.

21 Non standard condition:-

School Parking Management Strategy

Prior to the commencement of the development hereby permitted, a draft Parking Management Strategy demonstrating how the school will manage the off-street parking area of within the school shall be submitted to and approved in writing by the Local Planning Authority. The measures as approved shall be implemented prior to the first occupation of the development hereby permitted and shall be maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation.

Reason: To promote road safety and sustainable travel measures and comply with policy CS18 and CS20

22 Non standard condition:-

School Travel Plan

Within 6 months of occupation of the development hereby permitted, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority and Transport for London. The Plan shall follow the current 'School Travel Plan Guidance' issued by TfL and shall include:

- i) Targets for sustainable travel arrangements;
- ii) Effective measures for the ongoing monitoring of the Plan;
- iii) A commitment to delivering the Plan objectives for a period of at least 5 years; and
- iv) Effective mechanisms to achieve the objectives of the Plan by both present and future occupiers of the extension.

The Travel Plan shall be updated and submitted to and approved in writing by the Local Planning Authority and Transport for London on a yearly basis and the development shall be implemented only in accordance with the approved Travel Plan.

Reason for Condition: To promote sustainable travel measures and comply with policy CS18, CS19 and CS20

23 Non standard condition

The development permitted by the planning application shall only be carried out in accordance with the approved Flood Risk Assessment received 20/12/2013 (Reference GA/2909 May 13) and the following mitigation measures detailed in the FRA: finished floor levels of new buildings are set no lower than 15.01mAOD (see section 6, para 6a)

Reason for condition: To reduce the impact of flooding on the proposed development and future occupants

24 Non standard condition

Development shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, where possible, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that aspires to achieve reductions in surface water run-off to Greenfield rates in line with Policy 4A.14 of the Major's London Plan. As a minimum, the London Plan requires that discharge rates are reduced to 50% of existing rates if the Greenfield rate is not achievable. The surface water drainage scheme shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason for condition: To reduce the impact of flooding on the proposed development and future occupants.

25 Non standard condition

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses

- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason for condition: For the protection of Controlled Waters. The site is located over a Secondary Aquifer but no information has been provided on the potential for contamination.

26 Non standard condition

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. The site is located over a Secondary Aquifer and partly within a groundwater Source Protection Zone (SPZ3). The Application Form indicates that contamination is neither known nor suspected, but no information has been provided to support this.

Reason for condition:

There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters.

27 Non standard condition:

Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency

action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

Reason for condition: Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use.

28 Non standard condition:

Whilst the principles and installation of sustainable drainage schemes are to be encouraged, 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 for condition: Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

29 Non standard condition:

Prior to commencement of development a road safety audit should be carried out, submitted to, and approved in writing by the Local Planning Authority and Transport for London.

Reason for condition: To ensure the development does not detract from the general condition of highway safety and the free flow of traffic

INF12 Works affecting the public highway

Non standard informative

For the creation of travel plans for nursery primary and secondary schools, the Council is happy to provide assistance for this and applicants can make an appointment with the school travel plan officer 020 8545 3872.

Non standard informative: The Climate Change Officer (Damian Hemmings – telephone number 020 8545 3821) would welcome discussion regarding preferred low and zero carbon technology before detailed designs are finalised

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