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DATE: 28 October 2014

To: Members of the  
**PLANS SUB-COMMITTEE NO. 4**

Councillor Richard Scoates (Chairman)  
Councillor Peter Dean (Vice-Chairman)  
Councillors Vanessa Allen, Nicky Dykes, Simon Fawthrop, Samaris Huntington-Thresher, Russell Mellor, Melanie Stevens and Michael Turner

A meeting of the Plans Sub-Committee No. 4 will be held at Bromley Civic Centre on  
**THURSDAY 6 NOVEMBER 2014 AT 7.00 PM**

MARK BOWEN  
Director of Corporate Services

Members of the public can speak at Plans Sub-Committee meetings on planning reports, contravention reports or tree preservation orders. To do so, you must have

- already written to the Council expressing your view on the particular matter, and
- indicated your wish to speak by contacting the Democratic Services team by no later than 10.00am on the working day before the date of the meeting.

These public contributions will be at the discretion of the Chairman. They will normally be limited to two speakers per proposal (one for and one against), each with three minutes to put their view across.

**To register to speak please telephone Democratic Services on 020 8313 4745**

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**If you have further enquiries or need further information on the content of any of the applications being considered at this meeting, please contact our Planning Division on 020 8313 4956 or e-mail [planning@bromley.gov.uk](mailto:planning@bromley.gov.uk)**

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**Information on the outline decisions taken will usually be available on our website (see below) within a day of the meeting.**

*Copies of the documents referred to below can be obtained from*  
<http://cds.bromley.gov.uk/>

## A G E N D A

- 1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**
- 2 DECLARATIONS OF INTEREST**
- 3 CONFIRMATION OF MINUTES OF MEETING HELD ON 11 SEPTEMBER 2014**  
(Pages 1 - 14)
- 4 PLANNING APPLICATIONS**

### SECTION 1 (Applications submitted by the London Borough of Bromley)

Report No.	Ward	Page No.	Application Number and Address
	NO REPORTS		

### SECTION 2 (Applications meriting special consideration)

Report No.	Ward	Page No.	Application Number and Address
4.1	Bromley Common and Keston	15 - 20	(14/02473/FULL1) - 1 Brewery Road, Bromley.
4.2	Hayes and Coney Hall	21 - 28	(14/02617/FULL1) - 53 Kechill Gardens, Hayes.
4.3	Shortlands	29 - 62	(14/02667/FULL1) - Kingswood House, Mays Hill Road, Shortlands.
4.4	Hayes and Coney Hall	63 - 68	(14/04127/FULL6) - 16 Queensway, West Wickham.
4.5	Darwin	69 - 74	(14/03150/FULL1) - 3 Layhams Farm Cottages, Layhams Road, Keston.
4.6	Cray Valley East	75 - 80	(14/03295/FULL1) - Parker House, 27 Elmcroft Road, Orpington.

**SECTION 3** (Applications recommended for permission, approval or consent)

Report No.	Ward	Page No.	Application Number and Address
4.7	Bickley	81 - 90	(14/03160/RECON) - Wilderwood, Widmore Green, Bromley.
4.8	Hayes and Coney Hall	91 - 94	(14/03389/FULL6) - 34 Harvest Bank Road, West Wickham.
4.9	Petts Wood and Knoll	95 - 98	(14/03519/FULL6) - 46 Crest View Drive, Petts Wood.

**SECTION 4** (Applications recommended for refusal or disapproval of details)

Report No.	Ward	Page No.	Application Number and Address
	NO REPORTS		

**5 CONTRAVENTIONS AND OTHER ISSUES**

Report No.	Ward	Page No.	Application Number and Address
5.1	Darwin	99 - 100	(DRR14/091) - Land at junction of Broombank Reservoir Access Track and Shire Lane, Farnborough.

**6 TREE PRESERVATION ORDERS**

Report No.	Ward	Page No.	Application Number and Address
6.1	Kelsey and Eden Park	101 - 104	(DRR14/095) - Tree Works Application 14/02595/TPO: Consent to remove 2 Pine Trees at 8 Thornton Dene, Beckenham.

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## PLANS SUB-COMMITTEE NO. 4

Minutes of the meeting held at 7.00 pm on 11 September 2014

### Present:

Councillor Richard Scoates (Chairman)

Councillors Vanessa Allen, Teresa Ball, Simon Fawthrop, Samaris Huntington-Thresher, Russell Mellor, Melanie Stevens and Michael Turner

### Also Present:

Councillors Graham Arthur, Alexa Michael and Stephen Wells

## 13 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

An apology for absence was received from Councillor Peter Dean; Councillor Teresa Ball acted as substitute.

An apology for absence was also received from Councillor Nicky Dykes.

## 14 DECLARATIONS OF INTEREST

Councillor Melanie Stevens declared a personal interest in Item 4.6. Councillor Stevens left the room and did not take part in the discussion or vote.

Councillor Steven Fawthrop declared a personal interest in Items 4.8 and 4.12 as his daughter was a pupil at Newstead Wood School.

## 15 CONFIRMATION OF MINUTES OF MEETING HELD ON 17 JULY 2014

**RESOLVED** that the Minutes of the meeting held on 17 July 2014 be confirmed and signed as a correct record.

## 16 PLANNING APPLICATIONS

### SECTION 1

(Applications submitted by the London Borough of Bromley)

### 16.1 CRAY VALLEY EAST

**(14/01926/FULL1) - St Pauls CE Primary School,  
Buttermere Road, Orpington**

Description of application - Proposed extension to existing school comprising two modular buildings to accommodate additional classrooms and nursery to

expand the school permanently from 1 form of entry to 2 forms of entry.

Members having considered the report and objections, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner.

**16.2  
PENGE AND CATOR  
CONSERVATION AREA**

**(14/02045/FULL1) - Alexandra Junior School, Cator Road, Sydenham**

Description of application - Demolition of existing modular building to eastern elevation and erection of single storey building with ramped and stepped access.

Members having considered the report, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner.

**16.3  
CRAY VALLEY WEST**

**(14/02313/MATAMD) - Riverside School, Main Road, St Pauls Cray**

Description of application - Minor Material Amendment to application ref. 13/01744 - Erection of part 3m/part 1-2m boundary fence and 1.2m gate. Erection of 1.2m internal fence with light fittings. Relocation of existing 3m gates.

**THIS ITEM WAS WITHDRAWN BY THE CHIEF PLANNER.**

**16.4  
COPERS COPE**

**(14/02367/FULL1) - Clare House Primary School, Oakwood Avenue, Beckenham**

Description of application - Demolition of existing school building and erection of a two storey school building with associated landscaping including an artificial multi-use sports pitch.

Oral representations in objection to and in support of the application were received. Oral representations from Ward Member Councillor Stephen Wells in support of the application were received at the meeting.

Planning Officer comments on behalf of the Chief Planner were reported as set out in Appendix 1 to these Minutes.

Members having considered the report, objections and representations, including the opinion on behalf of the Chief Planner that the proposal was not EIA development, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions and informative set out in the report of the Chief Planner with conditions 14 and 27 amended to read:-

'14 Before commencement of the use of the land or building hereby permitted, details of a minimum of 14 car parking spaces and/or garages and turning space shall be submitted to and approved in writing by the Local Planning Authority and such provision shall be completed before the commencement of the land or building hereby permitted and shall therefore be kept available for such use. No permitted development whether permitted by the Town and Country Planning (General Permitted Development Order 1995) (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

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

27 The targets for carbon dioxide emissions reduction detailed within the Sustainability and Energy Strategy Report hereby approved shall be achieved on site prior to occupation of the new school building.

Reason: In order to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 of The London Plan.'

The following two conditions were also added:-

29 The artificial multi-use sports pitch shall not be used before 0900 hours and after 1900 hours on any day between Monday-Friday inclusive, before 1000 hours and after 1900 hours on any Saturday and shall not operate on any Sunday.

Reason: In Order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the area.

30 No floodlighting shall be installed to the artificial multi-use sports pitch hereby permitted without prior approval in writing by the Local Planning Authority.

Reason: In order to comply with Policy ER10 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

**SECTION 2**

(Applications meriting special consideration)

**16.5  
BROMLEY COMMON AND  
KESTON**

**(14/02178/FULL1) - The Cabin, Jackass Lane,  
Keston**

Description of application - Demolition of existing dwelling and ancillary outbuildings and mobile home and erection of a detached two storey three bedroom house and detached garage.

Oral representations in support of the application were received. Oral representations from Ward Member Councillor Alexa Michael in support of the application were received at the meeting.

Members having considered the report and representations, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions and informatives set out in the report of the Chief Planner with the addition of a further condition to read:-

16 No mobile homes shall at any time be stationed or sited on the site without prior approval in writing by the Local Planning Authority.

Reason: In the interest of the visual amenities of the Green Belt and in order to comply with Policy G1 of the Unitary Development Plan.

**16.6  
CRAY VALLEY EAST**

**(14/02605/FULL6) - 124 Chislehurst Road,  
Orpington**

Description of application - Single storey outbuilding at rear to be used as a playroom/store/gym  
RETROSPECTIVE APPLICATION.

Oral representations in objection to the application were received at the meeting.

Members having considered the report, objections and representations, **RESOLVED that the application be REFUSED** for the following reason:-

1 The single storey outbuilding, given its siting and excessive height, appears out of character with the streetscene and would result in loss of visual amenity to local residents, thereby contrary to Policy BE1 of the Unitary Development Plan.

It was **FURTHER RESOLVED that ENFORCEMENT ACTION BE AUTHORISED to seek a reduction in height to the previously granted scheme (ref. 14/00059).**



**16.7  
PETTS WOOD AND KNOLL**

**(14/03044/FULL1) - 80 Crescent Drive, Petts Wood**

Description of application - Erection of a detached two storey three bedroom dwelling on land rear of 78-80 Crescent Drive with vehicular access onto Shepperton Road.

Councillor Fawthrop supported the recommendation for refusal and circulated an appeal decision for an application made by 58 Frankswood Avenue which he felt involved similar considerations. Councillor Fawthrop's comments are attached as Appendix 2 to these Minutes.

Members having considered the report and objections, **RESOLVED that the application be REFUSED** as recommended, for the reasons as set out in the report of the Chief Planner with reason 2 amended to read:-

'2 The proposal would constitute a cramped overdevelopment of the site, out of character with surrounding development, lacking in adequate amenity space, harmful to the spatial standards of the area and would have a detrimental impact on highway safety, therefore contrary to Policies BE1, H7 and T18 of the Unitary Development Plan, the London Plan and Paragraph 53 of the National Planning Policy Framework (2012).

**SECTION 3**

(Applications recommended for permission, approval or consent)

**16.8  
FARNBOROUGH AND  
CROFTON**

**(14/01131/FULL1) - Newstead Wood School,  
Avebury Road, Orpington**

Description of application - Installation of 16 x 8m tall floodlighting masts to 4 existing tennis courts.

Planning Officer comments were reported at the meeting.

Members having considered the report and objections, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner with conditions 4, 5, 7 and 8 amended to read:-

'4 Closeboard fencing (1.8m in height) will be provided along the western boundary of the site of the tennis courts with Newstead Wood. A plan showing the precise siting and length of this fencing is to be submitted to and be agreed by the Local Planning

Authority prior to the commencement of development. The fence is to be installed prior to the first usage of the floodlights and be permanently maintained thereafter.

5 Details of additional conifer planting to extend the existing planting from the music block to the western boundary is to be submitted to and agreed in writing by the Local Planning Authority. The additional conifer planting will be installed prior to the first operation of the floodlighting and be permanently maintained as such.

7 The floodlight fittings hereby approved will be Philips 1Kw projector fittings, with Philips Optivisors fitted to all of the 16 permitted floodlights. No alternative fittings or visors are to be used unless agreed in writing with the Local Planning Authority.

8 A report setting out the findings of a monitoring visit (before the end of the first bat activity season after the installation of the floodlights) shall be submitted to and approved by the Local Planning Authority. Details of any further mitigation measures recommended by the report shall be submitted to and approved by the Local Planning Authority and installed within 3 weeks of approval and permanently retained thereafter.'

**16.9  
WEST WICKHAM**

**(14/01611/FULL6) - 18 Blakes Green, West Wickham**

Description of application - Two storey side/rear extension.

Planning Officer comments were reported at the meeting.

Members having considered the report, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner with condition 2 amended to read:-  
'2 Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details. Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.'

**16.10  
CHELSFIED AND PRATTS  
BOTTOM  
CONSERVATION AREA**

**(14/01641/FULL1) - Access way to Glebe Land,  
Skibbs Lane, Orpington**

Description of application - Installation of concrete hard standing providing access to field.  
RETROSPECTIVE APPLICATION.

It was reported that further objections to the application had been received.  
Members having considered the report, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner with condition 1 amended to read:-  
1 The drainage system indicated on the approved drawings shall be completed within 4 months of this decision notice and permanently retained thereafter.  
Reason: To ensure satisfactory implementation of the surface water drainage proposals and to accord with policy ER13 of the Unitary Development Plan.

**16.11  
CHELSFIELD AND PRATTS  
BOTTOM**

**(14/01896/FULL1) - Norsted Manor, Norsted Lane,  
Orpington**

Description of application: Installation of 64 solar photovoltaic panels on A-frames on land adjacent to Norsted Manor.

It was agreed that the principle issues of permitting solar panels to be installed on properties in the Green Belt should be referred to the Development Control Committee for consideration by Members.

Members having considered the report, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner.

**16.12  
FARNBOROUGH AND  
CROFTON**

**(14/02210/FULL1) - Newstead Wood School,  
Avebury Road, Orpington**

Description of application - Air hall over four existing outdoor tennis courts to be erected for 6 months from 1<sup>st</sup> October to 31<sup>st</sup> March.

Planning Officer comments were reported at the meeting.

Members having considered the report, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the

Chief Planner with conditions 3, 4, 5 and 6 amended to read:-

'3 The use hereby permitted shall only be erected during the period from 1 October until 1 April in any year. At all other times the covers shall be removed and the site restored to its condition before the development took place.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interests of the visual amenities of the area.

4 The air hall hereby permitted shall not be open to patrons outside the following times: 09:00 to 21:30 on weekdays and between 09:00 and 21:00 on weekends.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the surrounding residential properties.

5 Before the use hereby permitted begins, details of the installation of equipment to inflate the covers shall be submitted to and approved in writing by the Local Planning Authority. All equipment installed as part of the scheme shall be thereafter operated and maintained in accordance with the manufacturer's instructions.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan.

6 The noise mitigation measures proposed as part of the application proposal will be implemented prior to the first operation of the equipment that will be used to inflate the air dome and maintained thereafter for whenever the air hall is inflated.

Reason: In order to comply with Policy BE1 and in the interest of the users of the site and occupiers of surrounding residential properties.'

**16.13  
BROMLEY COMMON AND  
KESTON**

**(14/02223/FULL6) - 2 Gravel Road, Bromley**

Description of application - Addition of first floor to existing bungalow to create a two storey dwelling.

Oral representations in objection to and in support of the application were received. Oral representations from Ward Member Councillor Alexa Michael in objection to the application were received at the meeting.

Members having considered the report, objections and representations, **RESOLVED that the application be REFUSED** for the following reason:-

1 The proposed first floor addition, given the siting of the property beyond the established front building line,

would be out of character with the streetscene and would result in a detrimental loss of amenity, in particular loss of light and prospect to No. 4 Gravel Road, thereby contrary to BE1 and H8 of the Unitary Development Plan.

#### **SECTION 4**

(Applications recommended for refusal or disapproval of details)

#### **16.14 BROMLEY COMMON AND KESTON**

#### **(14/02135/FULL1) - Scrubs Farm, Lower Gravel Road, Bromley**

Description of application - Use of part of field to make mulch and bio-fuel from virgin wood, siting of portacabin and construction of wooden log shed and associated works included the construction of a concrete base with surface water catchment system.

Oral representations in objection to and in support of the application were received. Oral representations from Ward Member Councillor Alexa Michael in objection to the application were received at the meeting.

It was reported that in the light of the additional information submitted with the application on the trip generation of the proposal, the Highways Division did not raise an objection on grounds of highways safety. Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE REFUSED** as recommended and for the reasons set out in the report of the Chief Planner with reason 2 amended to read:-

2 The noise and odour generated by the processing and subsequent composting of logs and other vegetative material, resulting from this independent operation which is operating on a commercial scale, results in an unacceptable impact on the amenities of the surrounding residential properties; thereby contrary to The National Air Strategy, The Mayor's Ambient Noise Strategy and Policy BE1 of the London Borough Bromley Unitary Development Plan.

#### **17**

#### **CONTRAVENTIONS AND OTHER ISSUES**

#### **17.1**

#### **2 The Drive, Beckenham**

Members having considered the report, **RESOLVED that AUTHORISATION BE GRANTED** as recommended, for: (i) the issue of a Breach of Condition Notice and/or an Enforcement Notice to

secure the removal of the unauthorised first floor rear extension; and (ii) the issue of an Enforcement Notice to secure the removal of the unauthorised part of the single storey rear extension.

Members **FURTHER RESOLVED** that it is necessary and expedient for the reasons stated in the report, for an application to be made to the Court for an injunction to secure the removal of the unauthorised first floor rear extension and the unauthorised part of the single storey rear extension.

The meeting ended at 8.55 pm

Chairman

## APPENDIX 1

### ITEM 4.4 - CLARE HOUSE PRIMARY SCHOOL, OAKWOOD AVENUE, BECKENHAM

#### PLANNING OFFICER COMMENTS

“1. Additional objections have been raised from local residents since the report was compiled. These include objections in respect of the Transport assessment data, car parking, traffic, the nature and scale of the proposal together with nature issues.

2. Additional information was received on 10<sup>th</sup> September from the agent which included an updated ecology report, specifically in regard to badgers. This document indicated no evidence of badger activity (although precautions are recommended in the construction phase and a construction management condition has been suggested).

In terms of the Transport document, the agent asserts that “*The Travel Survey reveals only an additional 37 and five extra members of staff would potentially travel to school in a car. It had been shown by the parking survey that the extra vehicles could be accommodated on street.*

*The above is considered very much a worst case scenario given the new pupil intake will be from the immediate area and it could be reasonably expected that the vast majority would actually walk to school from this short distance as can be demonstrated by the existing school survey. The school will aim to encourage users of the school to use more sustainable modes of transport, particularly those living nearby.*

*The site has reasonable access by modes of transport other than the private car, There is a bus service on Oakwood Road within a few minutes’ walk of the site giving convenient service to various destinations within the local residential area.*

*It is considered that by raising awareness of alternative modes of transport to the private car through the Travel Plan the number of car borne trips can be reduced.”*

3. The development proposed involves a scheme on a site of 1.2 hectares and therefore falls within the description of paragraph 10(b) of Schedule 2 to the Regulations. The view is therefore taken that, taking into account the selection criteria in Schedule 3 of the Regulations and the terms of the European Directive, it is likely the development would not have significant effects on the environment by virtue of factors such as its nature, size or location. This is taking into account all relevant matters including the information submitted and the scale of the proposed development on the site. Accordingly, the proposed development described is not “EIA development” within the meaning of the 2011 Regulations.

4. The agents have advised that they are willing to accept an hours of operation condition regarding the astro sports pitch if objections are raised to its use out of hours. Members would need to consider this as part of the debate.

5. Condition 27 needs to be substituted with “The targets for carbon dioxide emissions reduction detailed within the Sustainability and Energy Strategy Report hereby approved shall be achieved on site prior to occupation of the new school building. In order to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 of The London Plan.”

6. In terms of parking measures such as yellow lines/ white lines or other traffic measures etc, these are outside of the application site and cannot be conditioned as part of this application. Although my Highways colleagues and the school will liaise locally to look at these issues. Indeed these can be retro fitted should they be required.

7. The application involves an increase in car parking at the school from 4 spaces to 11. It may be possible to increase the car parking on site further and a condition relating to the submission of the car parking details is suggested.”



## **APPENDIX 2**

### **Item 4.7 - 80 Crescent Drive, Petts Wood**

#### **Comments received at the meeting from Committee Member and Ward Member, Councillor Simon Fawthrop**

“Mr Chairman

I whole heartedly support the recommendation in the report.

I would however like to add two additional grounds for refusal.

The first is in addition to H7; the London Plan also resists back garden development which should be included in the reasons.

The second relates to traffic in the area and the proximity of this site to the junction with Crescent Drive. Using my local knowledge as a ward Councillor I can advise Members that not only is this a busy junction, but at certain times of the day the area is overly parked, generally associated with the school run. Shepperton Road is also on the bus route R3 to The PRU Hospital and the bus often already becomes entangled with local traffic. This application will only exacerbate this situation contrary to policies T18 and T8.

Finally I offer for the Appeal reference APP/G5180/A/10/2121215 decision in relation to 58 Frankswood Avenue which is of a similar nature to this application without the additional traffic problems to support refusal in this case. I would particularly draw Members' attention to paragraph 5 of the decision.

I therefore propose refusal with the additional grounds mentioned.

Simon Fawthrop

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## SECTION '2' – Applications meriting special consideration

**Application No :** 14/02473/FULL1

**Ward:**  
**Bromley Common And  
Keston**

**Address :** 1 Brewery Road Bromley BR2 8LG

**OS Grid Ref:** E: 542377 N: 166291

**Applicant :** Mr Khaireidin Taha

**Objections :** YES

### **Description of Development:**

Construction of additional floor and alterations to existing building to provide office accommodation on ground floor (B1) plus 2 x two bedroom flats.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding

### **Proposal**

The proposal is to build an additional storey to accommodate a two bedroom flat. The office use will be retained on the ground floor and the existing flat of the first floor is proposed to become a two bedroom flat, with balconies and two car parking spaces.

### **Location**

The application site is a two storey building located towards the western end of Brewery Road close to the junction with Hastings Road. The property is situated on the corner at the junction with Osprey Close and currently has a commercial use at ground floor and a residential flat above. The area is predominantly residential in character although opposite the site is a commercial use.

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- limited parking in the area
- previous occupants of the building were illegally evicted from the premises
- lack of parking is already a major issue for residents on this street
- no concern for neighbouring properties

- loss of light to flats in Pembury House, 3 Brewery Road
- impact on residents of 1a Brewery Road
- office accommodation and new flats would cause increased parking pressure
- construction workers will park in Osprey Close
- the height of the development would look unseemly
- the development would attract thieves
- noise and nuisance is already a problem with loud praying and chanting coming from the building late into the night

### **Comments from Consultees**

Highways - on balance no objections are raised, subject to a standard condition.

Environmental Health (Housing) - the proposed combined kitchen and living spaces is not desirable due to the risk of accidents associated with areas used for both food preparation and recreation. A lack of external recreational space is also of concern and balconies are not considered recreational space suitable for children.

Thames Water - with regard to sewerage and water infrastructure capacity, no objection is raised.

Drainage - no objection raised subject to conditions

Crime prevention - the application does not fully demonstrate how crime prevention measures have been incorporated into the development. Should permission be granted a Secured By Design condition should be attached.

### **Planning Considerations**

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

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and Design
- T3 Parking
- T18 Road Safety

London Plan policies:

- 3.3 Increasing Housing Supply
- 3.5 Quality and Design of Housing Developments (inc. Table 3.3 Minimum space standards for new development)

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework which is a key consideration in the determination of all application.

The Council's adopted Supplementary Planning Guidance (SPG) documents are also a consideration in the determination of planning applications. These are:

SPG No.1 - General Design Principles  
SPG No.2 - Residential Design Guidance

### **Planning History**

Under planning application ref. 14/00773, planning permission was refused for the 'Demolition of existing two storey building and erection of three storey building (plus basement) with office accommodation (B1) on ground floor plus 4 x one bedroom studio apartments with balconies and two car parking spaces'.

In 2010 under ref. 10/02987, consent was granted for the 'retention of office (Class B1) at ground floor'.

Under planning application ref. 05/04064, planning permission was granted 'for a single storey side extension first floor rear extension use of flat roof at rear for roof terrace and change of use from offices to 1 two bedroom and 1 one bedroom flats'.

### **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

As can be seen from the planning history, the principle of a mixed use development comprising B1 office space with residential upper parts may not be considered inherently unacceptable. The premises were historically in use as an office on both floors for a number of years, and there are other commercial uses within this road near to the application site.

An important material consideration in the determination of this application is the previously refused scheme which was refused permission on the 4th March 2014 for the following reasons:

- 1 The proposal would constitute an overdevelopment of the site by reason of the amount of site coverage by buildings and hard surfaces, resulting in a development out of character with the area and thereby contrary to Policies H7 and BE1 of the Unitary Development Plan.
- 2 The proposal does not comply with the Council's requirement for a minimum 1 metre side space to be maintained to the flank boundaries in respect of

two storey development, in the absence of which the development would constitute a cramped form of development, out of character with the street scene, contrary to Policies H7, H9 and BE1.

The current plans show the retention of the existing building and the addition of an additional floor to accommodate a further residential dwelling in the form of a 2 bedroom unit. The existing one bedroom flat at first floor level is proposed to become a two bedroom unit with the existing terrace area, at the rear, becoming part of the dining room. The new flat on the second floor will mirror that to the one below. New glazed balconies are also proposed on the first and second floors. A staircase up to each of the flats is also proposed on the side elevation closest to the boundary with No.3 Brewery Road. This added bulk to the building will be build right up to the boundary and will therefore contrary to Policy H9, side space.

The host building is a relatively modest two storey building, flanked by three storey residential buildings either side. In general terms, a building over three storeys may therefore sit comfortably within the streetscene. The proposed units themselves would accord with the minimum space standards set out in the London Plan (2011) and Annexe 4 of the Mayors' Housing SPG.

From an amenity perspective, the building would incorporate new flank windows at the first and second floors which overlook Osprey Close. These would serve bedrooms & bathrooms on the eastern side. Whilst the bathroom windows could be obscured by way of planning condition the bedroom windows would look into the properties of Osprey Close. Concerns have been raised from neighbouring properties in relation to a detrimental impact on amenity. The site is separated from neighbouring properties by an access road on either side and the provision of side windows as proposed could be considered to result in overlooking and loss of privacy.

The application includes provision of balconies to the rear elevations to provide outside amenity space. These balconies would face the car park to the rear. It is noted that the neighbouring property to the east (No.3 Brewery Road) has high level forward facing Juliet balconies, and that the host building already has a rear roof terrace. The impact of the proposed balconies is not considered to be harmful to such a degree as to warrant refusal of planning permission on this basis.

A number of representations voiced concerns over the impact of the development on parking pressures within the immediate area. The Councils Highways engineers have considered the application and raise no objections.

Notwithstanding the above, there are concerns over the level of development being proposed on the site. The submitted drawings indicate that the flank elevations of the building will constitute the boundary treatment, effectively resulting in a development with 100% site coverage. This is contrary to adopted policy H9 in respect of side space provision, and is an indication of an overdevelopment of such a limited site.

The resulting development would mean the entire site would be covered by buildings and hard surfaces. If the principle of a mixed-use development is

considered acceptable in this location, careful consideration must be given to the built form of the proposal. It is an increase in density on the site which although, on balance, could be considered to respect neighbouring amenities, there is a requirement for it to relate well to the existing street scene.

It is considered that there is insufficient space to create an attractive setting for the development, which is an over-riding characteristic of the street scene. Other developments in the immediate area have a high density; however these are set within much larger plots with areas of soft landscaping which soften their appearance, improving their presence in the streetscene. Given the limitations of the subject site, it is considered that the proposal would not relate well to the wider streetscene.

Having had regard to the above it was considered that the proposed development is unacceptable in that it would result in an overdevelopment of the site, creating a development with insufficient side space provision; thereby resulting in a development that is out of character with the wider area.

### **RECOMMENDATION: PERMISSION BE REFUSED**

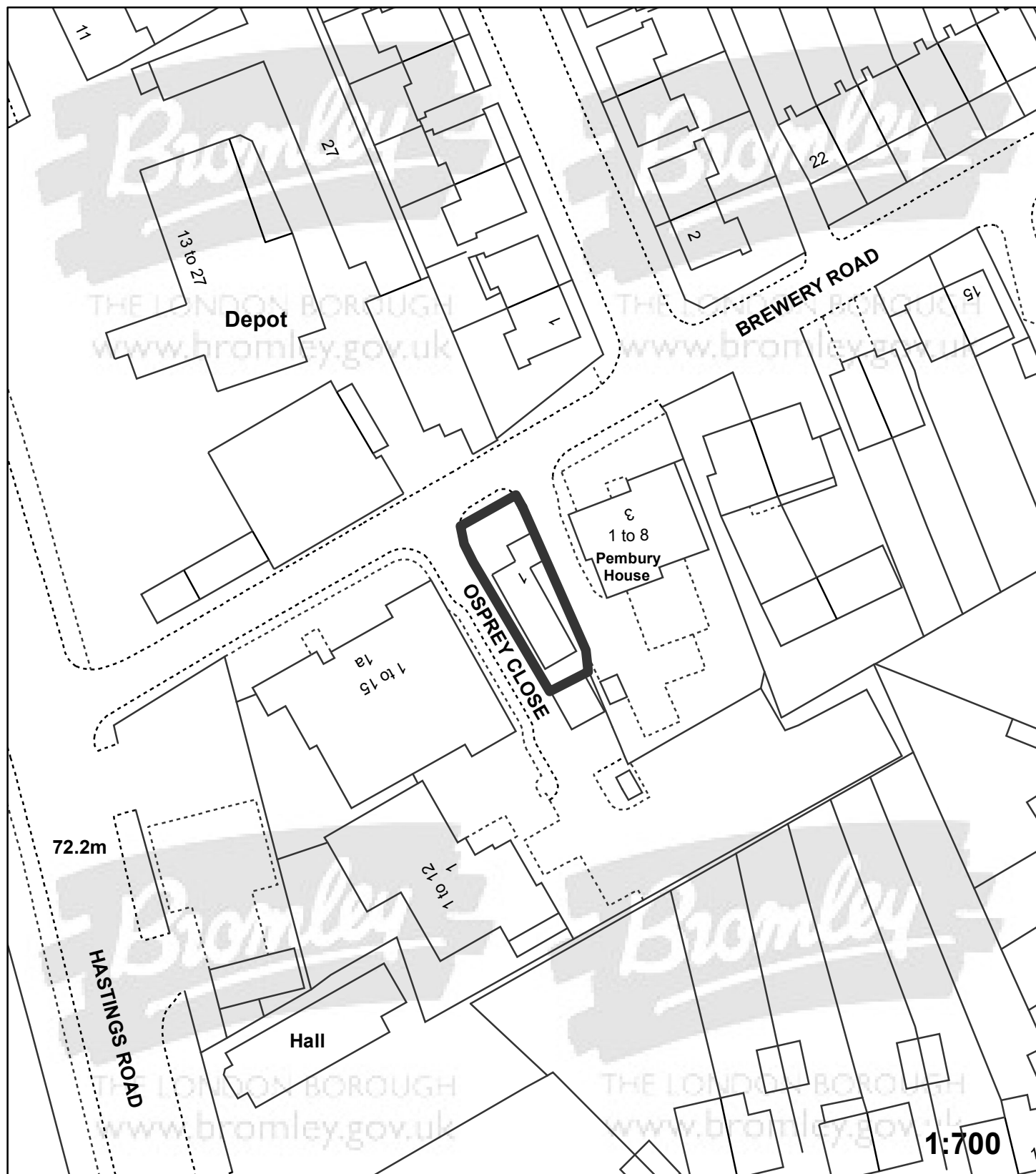
The reasons for refusal are:

- 1 The proposal would constitute an overdevelopment of the site by reason of the amount of site coverage by buildings and hard surfaces, resulting in a development out of character with the area and thereby contrary to Policies H7 and BE1 of the Unitary Development Plan.
- 2 The proposal does not comply with the Council's requirement for a minimum 1 metre side space to be maintained to the flank boundaries in respect of two storey development, in the absence of which the development would constitute a cramped form of development, out of character with the street scene, contrary to Policies H7, H9 and BE1 of the Unitary Development Plan.

**Application:**14/02473/FULL1

**Address:** 1 Brewery Road Bromley BR2 8LG

**Proposal:** Construction of additional floor and alterations to existing building to provide office accommodation on ground floor (B1) plus 2 x two bedroom flats.



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"



## SECTION '2' – Applications meriting special consideration

**Application No :** 14/02617/FULL1

**Ward:**  
Hayes And Coney Hall

**Address :** 53 Kechill Gardens Hayes Bromley BR2  
7NB

**OS Grid Ref:** E: 540392 N: 167128

**Applicant :** Mr Paul Nevard

**Objections :** YES

### **Description of Development:**

Erection of attached two storey 3 bedroom dwelling and extensions and alterations to 53 Kechill Gardens.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
River Centre Line

### **Proposal**

The application proposes the erection of an attached two storey dwelling with garage, and extensions and alterations to 53 Kechill Gardens. The southern boundary tapers to the rear and revised plans received indicate c 5.2m separation from the flank wall of the two storey house at the front of the site tapering down to 3.9m to the rear of the house. The flank wall of the proposed single storey garage element will be set c 1.8m (mid-point) from that boundary (c 2.2m distance at the front tapering down to c 1.2m at the rear). The rear point of the single storey rear extension will sit c 3.2m from the southern boundary, with a 3m rearward projection beyond the rear building line of the proposed dwelling and existing dwelling at No 53.

### **Location**

The site is a semi-detached two storey dwelling house located to the northern end (cul-de-sac) and on the west side of Kechill Gardens. The immediate vicinity comprises a mix of semi-detached two storey and bungalow development.

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- terrace house would be out of character
- incongruous development
- contravenes Policies H8 and H9, London Plan Policy 7.4 and National Planning Policy Framework
- garden grabbing
- overdevelopment
- pressure on parking & knock on effect to surrounding streets
- increase traffic & congestion
- contravenes previous condition to prevent sub-division
- existing covenants
- set precedent
- footprint larger than extension footprint
- two small cramped houses would lead to the need for further extensions
- impact on No 55 - becomes a terrace and development less than 1m to boundary
- plans exaggerated - show the plot of 53, 2m wider than it is
- development should be just extension - as approved

Objections received include representations from Kechill Gardens Residents Association

### **Comments from Consultees**

Design Out Crime comments are received and see no reason why the proposal cannot achieve the principles of Secured By Design. Recommendations are made in the event of a planning permission.

No Highway objections are raised to the proposal; conditions are suggested in the event of a planning permission.

### **Planning Considerations**

The application falls to be determined in accordance with the NPPF, the London Plan and the following policies of the Unitary Development Plan:

- BE1 Design of New Development
- H7 Housing Density and Design
- H9 Side Space

Supplementary Planning Guidance 1  
Supplementary Planning Guidance 2

### **Planning History**

There is a significant planning history to the site which includes the following:

- 12/02589 - Part one/two storey side and rear extension – Permission.

The side space to the southern boundary indicated on the plans the subject of this planning permission show 4.05m to the front tapering down to c 3.7m to the rear. The single storey rear element proposes a 3.5m rearward projection.

- 12/03353 - Two storey detached dwelling house - Refused for the following reason: The proposal represents an overdevelopment of the site harmful to the spacious character of the surrounding area thereby contrary to Policy BE1 of the Unitary Development Plan and Policy 7.4 of the London Plan and the appeal was dismissed
- 13/00228 - Demolition of two storey extension and erection of two storey detached dwelling together with associated work to provide off street parking - Refused for the following reason:

The proposal represents an overdevelopment of the site harmful to the spacious character of the surrounding area thereby contrary to Policy BE1 of the Unitary Development Plan and Policy 7.4 of the London Plan and the appeal was dismissed

- 13/03420 - Erection of two storey dwelling with garage and additional attached garage to serve 53 Kechill Gardens on land adjacent 53 Kechill Gardens - Refused for the following reason:

The proposal represents an overdevelopment of the site harmful to the spacious character of the surrounding area thereby contrary to Policies BE1 and H9 of the Unitary Development Plan and Policy 7.4 of the London Plan and the appeal was dismissed.

## **Conclusions**

The main issues relating to the application are the impact that it would have on the amenities of the occupants of surrounding residential properties and the effect that it would have on the character of the area.

In terms of the impact of the development on neighbouring amenities given the size, siting and design of the proposed dwelling it is not considered that the scheme will have such a negative impact on neighbouring amenities to warrant a planning refusal in this respect.

In respect of the effect that the development would have on the character of the area it should be noted that the previous grounds of refusal were concerned with overdevelopment of the site and harm caused to the spacious character of the surrounding area. The subsequent appeal decisions, now material considerations in any future development proposal at the site, noted that the gaps in between the pairs of houses provide substantial and important visual break along Kechill Gardens; combined with the setback of houses behind garden frontages and/or driveways an attractive, open and spacious quality to the area was provided. The Inspector's decision also noted that the houses in 'this part' of the street are semi-detached and provide a rhythm and uniformity to the area which serves to enhance its character and appearance. The Inspector opined that the introduction of a

detached dwelling would appear alien and out of keeping with the surrounding area.

These historical applications related to the provision of a detached dwelling house. This current proposal is to consider the planning merits of an attached dwelling. It is noted that the planning history (ref. 12/02589) does allow for a substantial two storey side extension to the existing house with a side space to the southern boundary c 3.7m. That permission was subject to conditions, including Condition 4 which required that 'The additional accommodation shall be used only by members of the household occupying the dwelling at 53 Kechill Gardens and shall not be severed to form a separate self-contained unit'. The reason for the condition was to '...ensure that the accommodation was not used separately and unassociated with the main dwelling and so as to prevent an unsatisfactory sub-division into two dwellings'.

In terms of a satisfactory level of accommodation, the scheme now presented for consideration is not considered to be sub-standard and would offer a satisfactory level of accommodation for existing and future occupiers.

The principle of the extent of the proposed built form is considered acceptable given permission ref. 12/02589 with the external appearance in keeping with the general character of the rest of the dwellings in the street. The submitted plans indicate that the proposed development is slightly less in bulk to the approved extension. It is not considered that any greater sense of terracing would occur than the effect of the extant permission for the proposed extension. There will remain a substantial gap between the new house and No.51

As noted above, previous appeal decisions have referenced the rhythm and uniformity of development within the area. Additionally significant local concerns have been expressed in respect of incongruous and over development.

The previous appeal decisions are material considerations within the consideration of this specific proposal. There are finely balanced considerations to this proposal given that the principle of the extent of the built form is acceptable, that a generous level of side space will remain to the southern boundary and that the host and resultant accommodation are not compromised.

The NPPF sets out a presumption in favour of sustainable development and encourages the provision of a good supply of a varied mix of homes. Policy BE1 of the Bromley Unitary Development Plan 2006 (the UDP) sets out criteria which proposals for new development will be expected to meet. These include requirements for an attractive appearance, adequate space and suitable access and that the amenity of occupiers of neighbouring buildings should be respected. It is considered on balance that these aims are met by this proposal.

There is a significant planning history relating to detached dwellings on the site however a revised design approach has now been made and it is a carefully balanced decision that has to be made. Given the above, and on balance, it may be considered that the proposal is acceptable in that it would not harm the character and appearance of the existing building or the surrounding area and is

therefore consistent with Policy BE1, that highways requirements are met and that it would provide an additional home in a sustainable location in accordance with advice in the NPPF.

Local concerns in respect of covenants are noted however this a matter between the two parties concerned and does not form part of the planning considerations.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

As amended by documents received 2.10.14

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1     ACA01        Commencement of development within 3 yrs  
      ACA01R      A01 Reason 3 years
- 2     ACA04        Landscaping Scheme - full app no details  
      ACA04R      Reason A04
- 3     ACA07        Boundary enclosure - no detail submitted  
      ACA07R      Reason A07
- 4     ACC01        Satisfactory materials (ext'nl surfaces)  
      ACC01R      Reason C01
- 5     ACI02        Rest of "pd" Rights - Class A, B,C and E  
**Reason:** In order to comply with Policies H8 and BE1 of the Unitary Development Plan and in the interest of the neighbouring amenities.
- 6     ACH03        Satisfactory parking - full application  
      ACH03R      Reason H03
- 7     ACH16        Hardstanding for wash-down facilities  
      ACH16R      Reason H16
- 8     ACH32        Highway Drainage  
      ADH32R      Reason H32
- 9     No loose materials shall be used for surfacing of the parking and turning area hereby permitted.  
**Reason:** In the interest of highway safety.
- 10    ACI08        Private vehicles only  
      ACI08R      Reason I08
- 11    ACK01        Compliance with submitted plan  
      ACC01R      Reason C01

### **INFORMATIVE(S)**

- 1     You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A

form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.

- 2 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)

**Application:** 14/02617/FULL1

**Address:** 53 Kechill Gardens Hayes Bromley BR2 7NB

**Proposal:** Erection of attached two storey 3 bedroom dwelling and extensions and alterations to 53 Kechill Gardens.



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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## SECTION '2' – Applications meriting special consideration

**Application No :** 14/02667/FULL1

**Ward:**  
**Shortlands**

**Address :** Kingswood House Mays Hill Road  
Shortlands Bromley BR2 0HX

**OS Grid Ref:** E: 539495 N: 168950

**Applicant :** Mr J McFarland

**Objections :** YES

### **Description of Development:**

A two form entry primary school, involving the demolition of all existing buildings together with the erection of a two storey building with associated vehicular access, parking and landscaping

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds

### **Proposal**

Planning permission is sought for a two form entry primary school, involving the demolition of existing buildings together with the erection of a two storey building with associated vehicular access, parking and landscaping.

The application is submitted on behalf of The Harris Foundation and is for a two form primary school and will provide 420 school places. This includes two reception year classrooms and twelve classrooms for years 1 to 6, an assembly hall, studio, group rooms and specialist teaching areas and ancillary spaces. The new school is to be a Free School.

Revised plans were submitted on the 3rd October indicating a total of 22 car parking spaces fronting May Hill Road together with a revised transport technical note.

The main entrance to the school will be located on Kingswood Road. Year 2 to 6 access will be from Mays Hill Road. There is a small car park accessed from Kingwood Road. (This to provide disabled car parking facilities)

This proposal includes an hard play area, covered play area, cycle parking area and landscaping areas. The main playground is positioned behind the school building.

The building materials proposed includes a palette of render, coloured render, timber and coloured cladding panels.

A number of mature existing trees are being retained as part of the proposal and on the south western boundary additional planting is being introduced. The very steep north western corner will be largely unchanged with the tree planting retained and used as a supervised external learning area. A new planting area and habitat will be created on the 5 way junction corner in front of the proposed hall. The proposal has been designed despite being on a steep site to ensure level entry.

The application is accompanied by a technical report to address highways issues. The addendum report outlines the revised mode split and trip generation methodology based on travel plan data provided, and sets out the revised transport strategy to mitigate the impact of the development.

On-site parking for staff and visitors has been increased to 22 spaces. 28 cycle and 18 scooter spaces are provided for pupils and staff.

The applicants indicate in the technical highways report that the multimodal trip generation assessment of the fully occupied school shows that the proposed primary school has two clear peaks, with one in the morning between 08.00 and 09.00 and the second between 15.00 and 16.00, while the school operation is predicted to have no significant impact on the afternoon general traffic network peak hour between 17.00 and 18.00. The transport strategy outlines the impact on waiting and parking on the local highway network and has proposed two options as mitigation measures. Option 1 shows that the introduction of a limited amount of single yellow line can support the development and the existing parking pressure from residents and commuters, up to Year 2 after site opening. Should the Council deem the introduction of further restrictions necessary in the areas beyond 2017/2018 an extension of the existing CPZ is proposed. This would create on street parking capacity during the school periods.

## **Location**

- The site is triangular in shape having an area of 0.512 ha.
- The Kingswood House site is a vacant residential care home currently owned by the London Borough of Bromley. It is located on the junction with Kingswood Road, Mays Hill Road and Valley Road.
- The site is bounded by residential development of varying age and character on all sides.
- The current buildings on site comprise a substantial two/three story building of brick and render with a tiled roof. The building is centrally located and arranged around a central courtyard.
- The topography of the site slopes steeply from the junction. There are 5 trees subject to a Tree Preservation order.

- The site is located short walk from Shortlands Station and is located along the 367 bus route with a bus stop located adjacent to the site on Kingswood Road.
- The site has no specific designation within the Unitary Development Plan.

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and a significant number of representations (over 100) were received. At the time of compiling this report there were approximately 80 letters of objections.

These are summarised as follows:

#### Objections:

- scale of the development
- impact on Traffic and parking
- impact on Built Environment
- 22 parking spaces on the site (up from 13). This is still inadequate.
- the proposed school will have a seriously detrimental impact on traffic, commuter parking and the quality of local life. Specifically
- parking still inadequate for 49 staff, many of who will be looking for parking spaces in the surrounding area
- the increased car parking provisions reduce the play area to 984.68m<sup>2</sup> hard area and 67.37m<sup>2</sup> covered area – a total 1,052.05m<sup>2</sup>, compared with a previous total of 1102.90m<sup>2</sup>.
- this results in 2.5m<sup>2</sup> recreational area per pupil (against 2.6).
- the site is not capable of accommodating 420 pupils (as well as 49 staff, services and visitors), and giving them the space they need;
- the proposals include “park and stride” but these figures are not counted as ‘vehicular’ trips.
- they will involve cars looking for parking spaces in the surrounding area thereby further increasing pressure on the area, on top of the commuter parking displaced by the existence of the school;
- the report states that it is proposed to monitor of street parking capacity and behaviour as part of an ongoing travel planning process. This is unacceptable as the damage to the local quality of life will already have been done;
- in proposing measures to restrict parking in the immediate area the plan also assumes “that all parking identifies as commuter parking has been displaced to other areas outside the CPZ. There is no evidence that the pressures on the surrounding area has been considered, a key part of the concerns expressed by residents;
- the plan assumes that 24% of pupils will arrive and depart by car in September 2015, and that this will reduce to just 14% when the school reaches full capacity in September 2020. This is wholly unrealistic and not supported by an evidence. Bromley’s own figures prove that 40% of the children at our local primary schools are taken by car. The figures for the

Harris free school are, if anything, likely to be higher as we know that they come from a wider catchment area;

- assessments about the impact on the junction are insufficient to support conclusions, and are not validated by external observers;
- it is assumed that a maximum drop off time will take five minutes. There is no evidence for this and we do not understand how any queuing system might work;
- figures for the numbers of children attending breakfast and after school clubs have been used to map arrival and departure times are based on experience of operation of the school in its temporary Bromley South site. It is not realistic to draw conclusions on the basis of this site or that fact that this has been operational for just a few weeks;
- the document states that cars dropping off in Mays Hill Road will proceed around to the crossroads of Mays Hill & Kingswood and then turn right down Kingswood Road. In reality they will not enter this already congested road but go straight across and down Mays Hill Road to Shortlands Road to exit the area under the railway bridge towards Bromley North. When approaching the school many vehicles will take this route in reverse to avoid queuing on Queen Anne Avenue;
- parking also needs to be controlled on Kingswood Road outside Orchard Court as its impossible to see up Kingswood Road when turning right out of Mays Hill Road.
- the Multimodal modal trip assessment is irrelevant
- pressure from EFA to find prospective buildings

In support:

- Bromley need good new schools
- the plans well thought out
- extending choice
- school places shrinking year on year
- good use for disused site
- easily accessed

The Shortland's Residents Association have submitted a 41 page document in opposition to the application together with an executive summary.

This is summarised as follows:

- The Kingswood site is completely unsuitable for the development of a primary school with proposed very high density of pupil at 420
- siting the school at Shortlands, does not prioritise school place provision in the specific areas of urgent need within borough
- the topography of the site, with its very steep gradient and overall fall of 9.5 metres will require extensive building works
- the usable area per pupil will be less than 25% recommended by the Department of Education
- building design is over intensive and bland
- lack of play area per pupil

- staggered breaks will result in unacceptable noise levels
- contrary to Unitary Development Plan
- not a sustainable development
- the transport data cannot be supported and unrealistic
- will cause traffic chaos
- parking is not sufficient
- haphazard CPZ will lead to problems elsewhere
- unsatisfactory and locally contentious way to resolve the inevitable parking problem.

The full text of comments received are available to view on the file.

The Shortlands Residents Association have commented further in respect of the amended Highways report:

They indicate it is worth commenting specifically on two issues:

- we note that the figures provided in this document show a significant increase in both arrivals and departures by car from the original submission – see comments on section 2. This gives a more realistic view of the adverse impact on both the immediate and surrounding areas;
- this revised report contains only one material change from the original submission in that it increases the parking available to staff from 13 to 22 places. Figures elsewhere in the report itself show that this remains inadequate. We calculate that there are likely to be 15 staff looking to park in our area before parents and children are brought into the equation. The expansion of on-site parking also has the unfortunate knock on effect of reducing still further the outside play area available for the pupils.

The full text of the additional comments received is repeated below:

Despite the fact that the cover sheet implies that the document has been checked and quality assured, it contains – like the original transport plan – a number of basic errors, inaccuracies and unsupported assumptions.

Local people do not have the time or resources to conduct local traffic surveys of their own, so we cannot therefore be confident that this work does not contain errors or mistakes in, for example, the application of transport planning methodologies or surveys that have not been independently verified or audited.

Indeed, the principal change to the original plan is to increase the provision for staff parking to 22 places (from 13). While this is still inadequate – see our detailed comments below - the increased car parking provisions reduce the play area to 984.68m<sup>2</sup> hard area and 67.37m<sup>2</sup> covered area – a total 1,052.05m<sup>2</sup>, compared with a previous total of 1102.90m<sup>2</sup>. This results in 2.5m<sup>2</sup> recreational area per pupil (against 2.6). We have already commented on the fact that the site is not capable of accommodating 420 pupils (as well as 49 staff, services and visitors), and giving them the space they need.

This revised technical note therefore leaves many unanswered questions and will do nothing to change the views of the SRA and of local people that the proposed school will have a seriously detrimental impact on traffic, commuter parking and the quality of local life.

### Section 1, introduction etc.

No comments.

### Section 2 – multimodal trip assessment

Tables 2.1 and 2.2: We recognise the value in using local statistics but using averages is always open to question. How can an average be applied to a specific site when this involves taking schools with very different locations, and therefore substantially different modes of travel, and averaging them. The geography of the individual site must be the most significant point in determining how pupils will arrive at school. This seems to be completely ignored.

As surveys of the pupils presently in the Westmoreland Road temporary site have been used elsewhere, why were they not used to assess the number of pupils currently arriving by car?

If the “park and stride” option means children being taken to school by car and then walking the last part of the journey, these figures should be included in the ‘vehicular’ trips listed. They will involve cars looking for parking spaces in the surrounding area thereby further increasing pressure on the area, on top of the commuter parking displaced by the existence of the school. This greatly changes the averages if all vehicle movements in the area are included as car journeys.

Table 2.3: What child departs from school between 07.00 and 0.800 not having arrived at the school (table 2.4)?

Table 2.4: The data imply that staff arrive between 07.00 and 09.00 and depart between 16.00 and 19.00. For staff this assumes that they all park at the school (in 22 spaces?) and a trip only implies a single journey. For pupils who are dropped off at the school, the data in the table suggests a trip implies a ‘double’ journey – a trip to drop off and a separate trip for the parent to drive away. Is this correct? For staff the figures for the total trips are 49 per day arrivals and 49 departures per day; for pupils there are a total of 982.9 arrivals and 986.3 departures (suggesting  $2 \times 420 = 840 + 142.9 = 982.9$  arrivals for example. Presumably the 142.9 are other people – delivery, post, visitors etc.). What evidence and assumptions have been used to support this?

Para 2.10: The admin staff may arrive before 09.00 and depart after 16.00 but this would not apply to kitchen/ancillary staff. This may dilute the arrivals/departures at the peak times for ‘staff’ but increase the pupil figures. Either way, the document is unclear.

Table 2.4: What pupils arrive between 17.00 and 18.00 yet do not depart?

Table 2.5: These figures ignore the ‘park and stride’ pupils. Should they not be included – see above?

Ref Table 2.5: The pupil vehicular arrivals are now, by TPA figures, 124.6 between 08.00 and 09.00 compared with 39 previously – a significant increase! Departures between 15.00 and 16.00 are 158 compared with 44 previously.

Tables 2.3-2.5: these are difficult to interpret in any meaningful way. For example in 2.3, 'all person trips' (420 pupils) between 08:00 and 09:00 there are 523.3 arrivals and 105 departures. The data appears to have been derived from a software program and there appears to have been no external validation of its accuracy or relevance to the Kingswood House situation.

In addition, there appears to be no provision for any other arrivals or departs, for example from service vehicles. There is no estimate as to how many of these vehicles will arrive each day and there must be equivalent experience at the other four named schools.

Although the numbers are small, the report's credibility is undermined by a number of inaccuracies, for example in table 2.4 where between 07:00 and 08:00 referring to pupil trips, there are no arrivals but 1.3 departures. This cannot be explained by rounding. There are many examples of a similar nature.

### Section 3 – junction capacity analysis

Paragraph 3.2: this section deals with the junction capacity analysis; this is based on what is described as a manual classified count at the junction on just one day, Tuesday, 10 June 2014. How representative was this of a normal day's activity and what external verification of the figures has been conducted?

There is other confusing material here. Should the heading before 3.14 be "Do Something Scenario (with development) 2020"? And in 3.15, should the third line last words refer to PM rather than AM according to Table 3.1?

### Section 4 – transport strategy

Para 4.3: Why should it be assumed that "...administrative staff, part-time kitchen and ancillary staff, and visitors to the school are expected to have a less car dependent travel behaviour..."? This is entirely unsupported by any evidence, and if the modal split provided by the Council is used across the board, there will be demand for 35 parking spaces and only 2 available on the site, further increasing pressure on parking in the surrounding area.

Para 4.9: An on-street location is to be provided in either Kingswood Road or Mays Hill Road, for dropping off and picking up. How large is this planned to be? Just look at the situation in Pickhurst School where the road on both sides is full – and the access roads - for a considerable time. This also claims that "...Parents will not be permitted to use the car parks which will be reserved for visitors and staff" (our bold type). The car parks will be overfull with teachers and no estimate has been made of the number of visitors who will be looking to share these spaces (not that any will, in fact be available).

Para 4.10: The existing parking Stress seems irrelevant, other than to show the increase but the assumptions in 4.15 are suspect to say the least.

Para 4.11: this describes the observed parking survey area outside in 1290 m of kerb length for parking-but no clarity exactly where this is supposed to be.

Para 4.15: All the assumptions are based on the Harris school at Westmoreland House which cannot be assumed to be typical. Why not use data from the existing schools as done for the traffic analysis? For example the assumption of a 5 minute drop off time and then assuming this implies that the space is available 4 times over a 20 minute period is totally unrealistic. The assumption that "... 80% of pupils get picked up immediately at school closing time at 3.20..." is again a pipe dream.

Para 4.21: This assumes that parking on a single yellow line would be acceptable. Is it?

Table 4.3 A predicted occupancy of 98% does not allow for error in predictions!

Para 4.23. "It is proposed to monitor on-street car parking capacity and travel behaviour of staff and parents as part of the travel planning process ...". It is not acceptable to begin the project without having a fully worked out traffic and transport plan based on realistic assumptions and data, including proposals to deal effectively with displaced commuter parking.

Para 4.27: The CPZ would not cater for staff parking who "...would be prevented from obtaining business parking permits and therefore on street parking..." So where do they park if the car park is full?

Para 4.33: Note that the last line should read: "...and 94/95% between 15.00 and 16.00."

We have made the case very strongly that the introduction of a CPZ must have the knock on effect of driving commuter parking into nearby streets. Many of these are already blighted by commuter parking – Park Hill Road, Shortlands Road, Church Road and parts of Kingswood and South Hill Roads to name but a few, and no provisions have been made, or even considered, by the proposers or Bromley to deal with the additional pressures on the area from displaced commuters or staff seeking parking spaces in the area.

### Section 5 – travel plan targets

Tables 5.1 and 5.2: It would present a far more realistic picture if these were adjusted to include 'Park and stride' figures as vehicular – not walking.

It is not clear what the Waiting Demand (Pupils) columns mean and the need for spaces appears to be speculative. The assumption appears to be that everybody will act in an orderly way and will find a space somewhere perhaps even a few hundred metres from the school. This is not going to happen. As we know from other local experience what will happen is double parking and parking across the drives of local residents.



Table 5.2: it is unrealistic to assume that pupil travel modes by car will fall to just 14% on full occupancy in 2020. Again, no evidence is provided to support this and we know that current rates for local primary schools far exceed these numbers. These rates will, if anything, be worse for the Kingswood House school given that we know that the demand for primary places is heavily focused on other parts of the borough.

Paras 5.4 and 5.5: these paragraphs make it clear that what is described as the “actual baseline mode share” will be determined following school travel surveys to be undertaken post-occupation. This implies that despite the volume of survey and other work presented here, the proposers have, in fact, very little idea now what will happen but will look at it again later when they are already operating the school at or near capacity. This is unacceptable given that, for local residents, the damage to their quality of life will already have been done. See above.

## Section 6

Para 6.7: suggests a negligible impact on the junction. Whatever software is used, and referring back to table 2.5 we might have 124 vehicle arrivals and 158 departures at peak times. A substantial number of these vehicles will use the junction in one way or another over a short period of time and it is overly optimistic to assess the impact as being “negligible”.

Overall, the only material difference that this report makes to the original set of transport and traffic proposals is the addition of a small number of additional parking places for staff - and even these will be insufficient to meet demand. They in turn have a knock on effect of decreasing the already unacceptable playground area for the children.

This revised technical note therefore leaves many unanswered questions and does nothing to assuage the concerns of the SRA. We remain convinced that the proposed school will have a seriously detrimental impact on traffic, commuter parking and the quality of local life.

The applicant has responded to the objections in a written response which states as follows:

*“A number of consultation responses have been received regarding this application, most notably an objection on behalf of the Shortlands Residents Association (SRA).*

*The school will be founded on a powerful vision and forward thinking ethos which will provide high quality teaching for both boys and girls between the ages of four and eleven. It will be based upon high expectations for behaviour and learning and will be brought about by having systems and processes in place that ensure good behaviour; engaging and rigorous teaching; learning and assessment combined with detailed monitoring of pupil achievement and personalised target setting.*

## Need for school places

*Consultation responses have been received on the application regarding the need for primary school places, and thus the need for a school to be provided on the Kingswood House site. The need for additional primary school places has been identified by the London Borough of Bromley through their school places planning, which is undertaken by the Council as they have a statutory duty to provide school places. This need has also been acknowledged in the Shortlands Residents Association response to the application, where it is accepted in paragraph 1.6 that “there is an urgent need to find sufficient school places in Bromley”.*

*Currently without the additional school places that could be provided by the Harris Shortlands School there would be 55 children in need of school places in Bromley. The Harris Federation along with the Education Funding Agency and the London Borough of Bromley is working hard to meet this need and provide young children with a much needed school place. Further information on the need for primary school places and thus the need for the Harris Shortlands School is provided in a letter from Mr Terry Parkin, Executive Director of Education, Care and Health Services.*

*The National Planning Policy Framework (NPPF) and the London plan are very clear on how Local Planning Authorities should consider planning applications for new schools. The NPPF states in paragraph 72 that the “Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities”. The NPPF goes on to state that “Local Planning Authorities should “take a proactive, positive and collaborative approach ... [and] they should give great weight to the need to create, expand or alter schools”.*

*Furthering this and specific to London, the London Plan is very clear on providing additional primary school places in London. London Plan Policy 3.18 Education Facilities supports the provision of primary school facilities adequate to meet the demands of the population. Specifically in relation to planning applications the policy states that “In particular, 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 and which cannot be addressed through the appropriate use of planning conditions or obligations”.*

*Clearly the need for these additional school places has been demonstrated by the London Borough of Bromley, and in these circumstances planning policy is clear that such applications that meet an identified need should be given positive consideration.*

### *The site*

*The Kingswood House site is a vacant brownfield site currently owned by the London Borough of Bromley. The re-use of a brownfield site complies with planning policy, making the best use of previously developed land, as well as being located within the community within which it will serve. The suitability of the site for a school has been fully assessed by the Education Funding Agency as part of their site selection process and procedures in procuring land, and to release funding for the lease of the site from the London Borough of Bromley, and construction of*

*school buildings. It should be noted that Bromley Council identified this site as one to be used to provide a school and made it available to the Harris Federation through the Education Funding Agency. Disposal of the site specifically for this use was sanctioned by the Council.*

*Whilst the topography of the site provides a challenge in terms of construction, a sound and feasible structural solution for the site has been developed by the structural engineers on the project. The proposed retaining wall replaces the existing retaining wall that is present on the site.*

*The existing former Kingswood Residential Care Home forms a retaining structure as part of its southern elevation, placing its mass at the top and middle of the site and as such presents an open aspect towards the five way junction. The proposal for the new Harris School reverses this relationship in order to achieve a number of benefits including:*

- a protected play area secured by the built form of the school,*
- an enclosed rear play area out of view and separated from the five way junction*
- the built form of the proposal is positioned on the lowest part of the site meaning the overall mass of the scheme sits lower than the ridge line of the existing Kingswood House*
- the main hall is positioned on the apex of the triangular site giving a strong mass to address this junction. The internal floor level of the hall and ground floor of the school is set significantly above the road level at the junction, this has the effect of separating further the internal environment from activity beyond the site*
- The upper and steeper parts of the site will remain undeveloped but are intended to be utilised as supervised habitat areas to inspire a variety of learning opportunities. In addition the planting proposal looks to enhance and strengthen this boundary against the neighbouring residential properties where required*

*The conclusion by objectors that the site is unsuitable for a school is unfounded, and based on guidance that does not form part of the statutory requirement for the free school programme. The site is suitable for a 2 form entry primary school and the plans clearly demonstrate the ability for the school to be accommodated on the site, in line with Education Funding Agency Statutory Requirements. The site would not be unstable, with the existing retaining wall on the site to be replaced.*

### *Building design*

*The building has been designed taking full account of the topography and shape of the site, as set out in the Design and Access Statement submitted as part of the planning application. The architects, GSS, are experienced in designing schools and the building has been designed in conjunction with the Education Funding Agency and the education providers, the Harris Federation, to ensure that the layout and specification meets primary education needs creating an inspiring learning environment for children, and a practical and cohesive environment for staff.*

*The design of the building has taken into consideration the requirements set out by the Education Funding Agency and guidance contained in the Building Bulletin. The statutory requirements set out by the Education Funding Agency that have been used to design the building are appended to this letter. An Education and Design brief prepared by the Harris Federation has also been a key document influencing the design of the scheme.*

*The design of the building has taken account of the characteristics of the site and surrounding context, and fully complies with requirements of planning policies at national and local level. The building does not appear cramped or obtrusive in the street scene, with the proposed building being lower in height than that of the existing structure on the site, and taking advantage of the topography of the site. The building is of an appropriate scale and massing for the site and the area, not dominating the street scene and enhancing this key corner site.*

*The design and materials chosen are entirely appropriate and consistent with planning policy, including the London Borough of Bromley UDP Policy BE1 Design of New Development.*

*Key points on the building design are:*

- Key stage one pupils have been positioned at ground floor level and all have direct access from their classrooms into the play areas*
- The Reception Years are afforded a separate defined hard play area on the Kingswood Road side of the building. Positioned on this side of the building it allows parents to see children enter their classes and easily and safely collect them again. This play area has been developed by pulling the building back from the Kingswood Road which in turn has also created an entrance point that allows parents, pupils and visitors off of the pavement as they pass through the first controlled secure line of the site*
- The plant room, bin store, kitchens and hall are positioned on the Mays Hill Road boundary using the built form to secure this side of the site and reduce the number of teaching spaces facing the roads*
- The remainder of year groups are clustered at first floor level which will allow year groups to work together and collaborate where required. At this floor there is access to the group rooms and specialist teaching spaces used more frequently by the older years.*
- A large hall has been provided which can accommodate all children for school meals and will be a good space for physical education able to host a range of activities. In addition to the large hall an additional studio space has been provided which will also accommodate larger groups of children. These amenities offer a variety of spaces to teaching staff in which to deliver the curriculum.*
- The staff spaces are positioned centrally at both ground floor and first floor allowing passive surveillance of circulation and external play spaces.*
- Vehicle access is available from both Mays Hill Road and Kingswood Road using existing access points from the highway. No new vehicle access will be created to the site*
- A drop off lay by will be created close to the kitchen for direct deliveries into the school*

### External Play Space

*The SRA and other objectors have raised concerns about the amount and location of the play space on the site. For clarification the total play space on site is 1197.68sqm, which is a combination of separate play space for reception children of 243sqm and a larger play area to the rear of the school of 954.68sqm for the remaining 320 pupils.*

*In addition to the formal hard play that is proposed as part of the planning application the parts of the site will remain undeveloped but are intended to be utilised as supervised habitat areas to inspire a variety of learning opportunities. Separately to the build of the school the Harris Federation will be providing both fixed and loose external play and educational equipment as part of the enhanced learning environment, which is clearly not a material planning consideration.*

*Objections are raised on the basis that staggered break and lunch times will be needed, and the impact this could have on the learning environment and noise levels. The EFA and the Harris Federation have both been integral to the design of this school, and although not a material planning consideration, the operation of a school with staggered break times is not an unusual concept and one that is used at a number of primary schools. The practice of staggered break times is something that the Harris Federation as the education provider will carefully manage and will be monitored.*

*Comments have also been received regarding the noise levels emanating from the play space at the site. The play space is located in a sunken area of the site, with enhanced planting towards the rear boundary to strengthen this boundary adjacent to the neighbouring residential properties where required. The planting scheme is outlined on the landscaping plan submitted with the planning application.*

*Activity at the site will take place during the day time only and on weekdays only. There will be no material disturbance to adjoining properties from children's play particularly at more sensitive times.*

### Highways and transport

*A response on highway issues from Transport Planning Associates is appended to this application. This covers the issues raised in the objection comments.*

### Sustainable Development

*The proposed scheme fully complies with planning policies in the London Borough of Bromley's UDP. These requirements are fully met on site. The design and layout of the building has also taken account of key sustainability factors, including:*

- In the south facing elevations of the building spaces are naturally ventilated via openable windows.*
- The concrete structure will be exposed on the classroom ceilings which will be used for night time heat purging by allowing cool air to flow over it. During the day its thermal mass will reduce temperature spikes.*

- *A photovoltaic array will be installed on the building's roof as a source of renewable energy*
- *Window heads are positioned directly underneath the concrete soffits inside the classrooms, this allows a wider angle of the brightest part of the sky to be visible allowing natural daylight to enter the rooms, and this will decrease reliance on artificial lighting.*
- *High quality robust building materials have been specified that will stand up to use in a busy school*
- *We have designed to high standards of U-value for building elements and low air leakage targets.*

### Ecology and Trees

*An arboricultural report, ecology survey and landscaping plan have been submitted with the planning application. There a number of trees that are being removed from the site which the arboricultural report has identified are either diseased or their loss will be mitigated. The ecology report, undertaken by a qualified ecologist, identified that the habitats within the site are considered to have low ecological importance, apart from trees and shrubs that are important for nesting and foraging birds. No protected species are considered to be present on site.*

*The landscaping plan has taken account of the mitigation measures put forward by the arboriculturalist for the planting of at least semi-mature heavy standard trees to replace those lost. The new planting will be native species and along with these additional nature conservation measures such as bird and bee boxes will form part of the curriculum. The felling of tress will follow the recommendations of the ecologist and take place outside of the bird nesting season or with a qualified ecologist on site during the works.*

*The applicant is happy to receive a condition on the planning application in relation to the tree planting and ecology mitigation measures.*

### Contamination

*A Site Investigation (SI) report has been submitted as part of the application. Comments have been received by objectors that the site should not be considered for development until further reports have been submitted. The submitted SI clearly states that limited potential hazards have been identified, and the report clearly identifies the mitigation measures that are deemed necessary on the site and will be implemented as part of the scheme.*

*The applicant expects, as normal in these planning situations, that a condition will be attached to any planning permission which will requiring monitoring and reporting of the ground conditions through the development, reporting to Environmental Health. 6*

### Construction

*The site construction will follow the Control of Pollution and Noise from Demolition and Construction Sites - Code of Practice ensuring that the contractor complies with measures to limit noise and disturbance to neighbouring properties.*

*In addition to this, as is standard with planning application for new development, the applicant expects to have to comply with planning conditions relating to the operation of the site. From the Code of Practice, acceptable site working hours are typically Monday to Friday 08.00 to 18.00 and Saturday 08.00 to 13.00. There may however need to be some exceptions to this, however written approval will be sought from LBB prior to this.*

*In addition to the above, certain decisions have been made through the design process in order to reduce the potential of noise pollution causing disruption to the neighbouring properties:-*

- Bored piled foundations have been opted for to greatly reduce noise pollution when compared to driven piles*
- Lightweight building systems are also being utilised on the external fabric and internal partitions in order to reduce the noise pollution when compared to more traditional building systems such as masonry construction.*

*In relation to the concerns raised over 'Long Vehicle' construction traffic, it was decided at an early stage of the design process that a concrete frame was the best solution for the structural frame, as delivery lorries would be restricted to 6 wheel lorries rather than articulate lorries associated with other forms of frame construction. Ditto the bored piled foundations compared against driven piles. As outlined in the Construction Method Statement (CMS), a designated traffic marshall will control the movements of vehicles to and from site.*

*In relation to the storage of hazardous materials being stored on site, this will primarily be limited to tins of glues and adhesives associated with general building methods. All hazardous materials will be stored in drip trays, in a locked container and will be managed as per COSHH Regulations. There will be no risk from spillage/leakage of these materials to any of the immediate residents.*

*The proposed area for the Waste Management compound is highlighted on the site plan within the CMS. The segregation of waste material is in line with best practice from Site Waste Management Plan Regs (2008). We would envisage 2 to 4 skips being removed from site per week. Hazardous waste material (glues/adhesives) will be secured within sealed drums within a container until there is sufficient waste to be disposed of by a licensed operator. As above, none of the hazardous materials which will be used on site, will pose any risk to the neighbouring residents.*

*Security lighting on site will be positioned so as not to create a nuisance to any neighbouring properties. All site lighting will be controlled by a motion sensor photocell.*

### *Community Involvement*

*The London Borough of Bromley's adopted Statement of Community Involvement (SCI) requires developers as part of the planning process to engage with planning officers, stakeholders and the local community.*

*As part of the process of developing the scheme for the new primary school the applicant engaged with the officers through the formal pre-application planning process, meeting officers and receiving feedback on the progress of the scheme. In addition to this the Harris Federation held consultation meetings on the school in June 2013 which was held at Bromley Parish Church and advertised through the local press and schools and other groups were informed via the Bromley LA circular. The Harris Federation have also attended an SRA meeting in September 2013 to advise on the process and stage we were at. We also met with local councillors in October 2013 as well as subsequent meetings with the SRA in addition to the formal pre-planning application meetings with the local authority.*

*Following the requirements of the SCI the applicant has sent out leaflets to local residents informing them of the development proposal, and held a public exhibition at St Mary's Church, Kingswood Road to allow the proposal to be more fully understood by the local community prior to submission. In addition to this the project team also met with the SRA to outline the scheme proposals.*

*The SCI submitted with the planning application gives more detail on the consultation undertaken, and clearly demonstrates that the approach and process undertaken is in full compliance with the London Borough of Bromley adopted SCI.*

### Conclusions

*This scheme for a new primary school is entirely consistent with national, regional and local planning policies, and many of the comments made by objectors to the scheme are unsubstantiated and not related to planning policies and considerations. The scheme is fully justified in meeting an identified education need, with a design that responds well to the site and surrounding context, and should be fully supported in line with UDP and London Plan policies."*

### **Comments from Consultees**

Highways comments are as follows: Updated information has provided a revised trip generation methodology using school travel plan data provided by the Council;

- an increase in on-site parking for staff from the proposed level of 13 spaces; and an on-street parking and drop-of/ pick-up strategy to avoid displacement of commuter parking.
- It can be assumed that some pupils and staff attend breakfast clubs, and extra-curricular activities and after school care in the afternoon, no firm details are given at this stage.

**MULTIMODAL TRIP ASSESSMENT-** Replacing the initial TRAVL/ TRICS based assessment approach, the Council provided historical Travel Plan data for four Bromley-based primary school sites to derive an appropriate multimodal mode split for the Application Site.

**Modal Split Data** Travel survey data for staff and pupils of the following schools has been presented to the Applicant by the Council;



- Clare House Primary School; Oakwood Avenue, Beckenham, (PTAL 2);
- Highfield Junior School, South Hill Road, Shortlands, (PTAL 1b);
- Pickhurst Infant and Junior Academy, Pickhurst Lane, (PTAL 1b); and
- Valley Primary Academy, Beckenham Lane, Bromley, (PTAL 3)

Time Period	Staff Trips (49 Staff)			Pupil Trips (420)		
	Arrivals	Departure	Total	Arrivals	Departure	Total
07:00-08:00	18.5	0.0	<b>18.5</b>	0.0	1.3	<b>1.3</b>
08:00-09:00	30.5	0.0	<b>30.5</b>	492.8	105.0	<b>597.8</b>
09:00-10:00	0.0	0.0	<b>0.0</b>	128.5	110.0	<b>238.6</b>
10:00-11:00	0.0	0.0	<b>0.0</b>	25.2	7.6	<b>32.8</b>
11:00-12:00	0.0	0.0	<b>0.0</b>	28.6	20.2	<b>48.7</b>
12:00-13:00	0.0	0.0	<b>0.0</b>	18.1	39.5	<b>57.5</b>
13:00-14:00	0.0	0.0	<b>0.0</b>	24.8	21.0	<b>45.8</b>
14:00-15:00	0.0	0.0	<b>0.0</b>	51.7	20.6	<b>72.2</b>
15:00-16:00	0.0	0.0	<b>0.0</b>	190.7	625.0	<b>815.6</b>
16:00-17:00	0.0	21.3	<b>21.3</b>	18.1	36.3	<b>54.3</b>
17:00-18:00	0.0	13.0	<b>13.0</b>	4.6	0.0	<b>4.6</b>
18:00-19:00	0.0	14.7	<b>14.7</b>	0.0	0.0	<b>0.0</b>
<b>Daily</b>	<b>49.0</b>	<b>49.0</b>	<b>98.0</b>	<b>982.9</b>	<b>986.3</b>	<b>1969.2</b>

Table above illustrates Primary School All People Trips by Staff and Pupils

Time Period	Staff Trips (49 Staff)			Pupil Trips (420)		
	Arrivals	Departure	Total	Arrivals	Departure	Total
07:00-08:00	12.9	0.0	<b>12.9</b>	0.0	0.3	<b>0.3</b>
08:00-09:00	21.2	0.0	<b>21.2</b>	124.6	26.5	<b>151.1</b>
09:00-10:00	0.0	0.0	<b>0.0</b>	32.5	27.8	<b>60.3</b>
10:00-11:00	0.0	0.0	<b>0.0</b>	6.4	1.9	<b>8.3</b>
11:00-12:00	0.0	0.0	<b>0.0</b>	7.2	5.1	<b>12.3</b>
12:00-13:00	0.0	0.0	<b>0.0</b>	4.6	10.0	<b>14.5</b>
13:00-14:00	0.0	0.0	<b>0.0</b>	6.3	5.3	<b>11.6</b>
14:00-15:00	0.0	0.0	<b>0.0</b>	13.1	5.2	<b>18.3</b>
15:00-16:00	0.0	0.0	<b>0.0</b>	48.2	158.0	<b>206.2</b>
16:00-17:00	0.0	14.8	<b>14.8</b>	4.6	9.2	<b>13.7</b>
17:00-18:00	0.0	9.1	<b>9.1</b>	1.2	0.0	<b>1.2</b>
18:00-19:00	0.0	10.2	<b>10.2</b>	0.0	0.0	<b>0.0</b>
<b>Daily</b>	<b>34.1</b>	<b>34.1</b>	<b>68.2</b>	<b>248.5</b>	<b>249.4</b>	<b>497.9</b>

Table above identifies that the proposed primary school has two clear peaks, with one in the morning between 08:00 and 09:00 with 146 vehicular arrivals and 27 departures, and the second between 15:00 and 16:00 with 48 vehicular arrivals and 158 departures. The school operation is predicted to have no significant impact on the afternoon network peak hour between 17:00 and 18:00 with nine vehicular departures.

**JUNCTION CAPACITY ANALYSIS-** Analysis of the junction was undertaken for the Valley Road/ Mays Hill Road/ Hillside Road/ Kingswood Road junction, utilising

traffic flows from MCC survey data, TRICS data obtained within the trip generation analysis, and growth factors obtained from TEMPro.

The proposed school is expected to have an acceptable impact upon the existing junction, with maximum RFC values increasing from 0.253 (25.3%) under the Do-Nothing Scenario to 0.512 (51.2%) under the Do-Something Scenario.

The Valley Road/ Mays Hill Road/ Hillside Road/ Kingswood Road junction is therefore expected to operate within its design capacity.

**Proposed On-Site Parking Provision and Accesses-** The proposal continues to utilise the existing vehicular access points for the Application Site, one on Kingswood Road and one on Mays Hill Road, providing access to two separate car parks. The northern Kingswood Road access car park will provide two parking spaces for disabled staff and visitors.

The southern Mays Hill Road access car park has been increased to 20 staff car parking spaces (from 10 spaces), at the request of this office. It will be secured by a manual barrier which will be kept open during main school opening hours.

Applying the staff mode split provided by LBB, which suggests 67.7% of staff drive and 4.0% car share, this parking provision is acceptable to cater for all 20 vehicles used by the 28 teaching staff. Any administrative staff, part-time kitchen and ancillary staff, and visitors to the school are expected to have a less car dependent travel behaviour which would be catered for by nearby free white bays and unrestricted on-street parking.

**Proposed Servicing and Delivery Arrangements-** Provision for servicing and delivery remains unchanged from the original proposals, enabled by an inclusion of loading bay situated in close proximity to the kitchen and bin store.

**Proposed Emergency Access-** Provision for emergency vehicles remains unchanged from the original proposals.

**Proposed Cycle and Scooter Parking-** Scooter and bicycle parking provision remains unchanged from the original proposals, with 28 cycle parking spaces (14 stands) for staff and pupils, and 18 scooter parking spaces (two stands) for pupils, provided near the two pedestrian entrances.

**Pupil Drop-Off/ Pick-Up-** It is proposed that pupils travelling by car will be dropped-off/ picked-up from an on-street location in either Kingswood Road or Mays Hill Road, using either of the two entrances. It is expected that parents will not be permitted to use either of the car parks, which will be earmarked for visitors and staff.

**Proposed On-Street Parking Provision-** Existing Parking Stress

In order to investigate the existing level of parking stress, a survey was undertaken between the hours of 05:30 and 21:00 on Tuesday 10th June 2014. The parking survey included license plate data to allow for duration of stay which can be used as a proxy for the identification of commuter traffic parking within the survey area.

The observed parking survey area has 1,290 metres of available kerb length for parking. The following areas not legal for parking have been deducted from the available kerb length:

- Junction areas (Iden Close);
- Bus stop areas (Kingswood Road, two bus stops);
- White Lines (3 spaces);
- Drop Kerbs (52 spaces);
- Single Yellow Lines (34 spaces); and
- Double Yellow Lines (5 spaces).

In line with Lambeth Methodology an average of 5m parking space was assumed.

During the key school run periods the survey shows an occupancy of between 58% and 74% from 08:00 to 09:00, and 75% from 15:00 to 16:00. The impact of commuter parking during these periods is particularly high, with 56 to 75 vehicles between 08:00 and 09:00, and 84 to 92 vehicles between 15:00 and 16:00 associated with commuter parking.

Overall, the maximum number of parked vehicles with 124 occurred between 11:30 and 12:30 which equates to a parking stress of 82%. It should be noted that this peak does not coincide with the demand associated to the school at the start and end of the school day. The lowest parking occupancy was observed at the start of the survey at 5:30 with 32 vehicles (21% parking stress), with the average number of parked vehicles across the survey period at 88 (42% parking stress).

Estimated Demand Profile- The following assumptions have been used for assessing the impact of the school development:

- In the morning, 20%\* of all pupils partake in a breakfast club, arriving one hour early, i.e. between 07:30 and 08:00; during this period each kerbside space would be used twice only;
- The remainder of 80%\* of pupils arrive over a 20 minute window between 08:30 and 08:50. For the purpose of the resulting parking demand, it has been assumed the maximum drop-off dwell time is 5 minutes, i.e. each kerbside space is available four times over a 20 minute period;
- A total of 80%\* of staff arrive before the main school peak between 07:30 and 08:00. The remaining 20%\* of staff arrive during the peak along with the pupils between 08:30 and 09:00;
- In the afternoon, 80%\* of pupils get picked up immediately at school closing time at 15:20, with 20%\* remaining in school for after-school clubs for one hour until the commuter peak period of 17:00 to 17:30;
- For those pupils picked up by private vehicle around 15:20 (80% of total), 40% of vehicles are expected to arrive after 15:00 and depart by or before 15:30, with each space only available once during this period; the remaining 40% of vehicles are expected to arrive by or after 15:30 and depart by 16:00 at the latest; as before, each space is only assigned once during this period;
- Staff depart after the main school peak, with 40%\* of staff departing between 16:30 and 17:00 and 60%\* between 17:00 and 17:30.

*The above assumptions (\*) are based on information provided by the Harris Federation on the current operation of the temporary site at Westmoreland House, where 12 out of 53 pupils (22%) participate both breakfast and after school clubs, and the majority of staff arrive early (80%) and stay late (60%), compared to the school opening and closing times.*

The two options have been consulted with this office and their impacts are as follows:

### **Option 1: Unrestricted Parking with Waiting/ Parking Restrictions**

Option 1 (temporary measure) foresees to maintain unrestricted parking within the vicinity of the Application Site, and expand the existing single yellow line marking so that dropping-off and picking-up during the school peak hours can be facilitated.

This can be facilitated up to the end of year 2 after site opening (September 2017) with a reduced on-street parking capacity of 126 spaces, and an increased single yellow line for a maximum of 20 vehicles, to accommodate drop-off/ pick-up for 180 pupils. The proposals are illustrated in drawing 1401-68PL14C showing on street parking capacity which serves the demand from commuters, residents and staff.

It is intended to monitor on-street car parking capacity and travel behaviour of staff and parents as part of the travel planning process, and, should the need for further intervention be identified, a controlled parking zone ( CPZ) is proposed, to be introduced at the discretion of the Council. The Harris Academy has stated that the “Federation commit the monies to fund the process into a bond, which would be secured by means of a S106 agreement. Commitment to funding a CPZ in the future (by means of a bond), should the Council wish to do so, supported by ongoing monitoring of parking capacity issue beyond 2017/18.”

### **Option 2: Controlled Parking Zone Extension**

Should the monitoring process identify the need to address parking issues at the Application Site beyond 2017/18, it is proposed to extend the existing CPZ A and C to include Mays Hill Road and part of Kingswood Road, in order to facilitate residents parking, as well as accommodating the demand from the primary school development during school peak hours.

The CPZ is proposed to operate Monday to Saturday, between 12:00 and 14:00, in line with the time of the current CPZ A and C nearby. This is to deter commuter parking which is shown from the parking stress survey to occur during those times, while allowing parking for residents, visitors and school drop-off and pick-off outside these hours.

It should be noted that this measure is not designed to facilitate staff car parking, who would be prevented from obtaining business parking permits and therefore on-street parking by means of a S106 agreement. The proposed CPZ extension is illustrated in drawing 1401-68 PL17A in showing 77 on-street spaces.

### **To summarise:**

On-site car parking spaces for 20 staff and a further 2 spaces for disabled staff or visitors displaying Blue Badges will be provided, which is considered acceptable to

accommodate teaching staff at the car driving (67.7%) and car sharing (4.0%) mode split.

Twenty eight cycle parking 18 scooter parking spaces will be created near the two main entrance points in sheltered, safe and secure locations.

Two options for the on-street parking strategy have been indicated to the Council for consideration, and agreed in principle by this office.

The proposals will increase the traffic in the area. It is proposed that 22 car parking spaces would be provided on site to help mitigate staff parking on the adjacent roads.

Residents have raised concerns as the roads during the morning dropping off and afternoon picking up can be heavily congested. Notwithstanding this, the surveys confirm that traffic generated by the school can be accommodated on the local road network.

It is however likely there will be some impact as the primary cause of congestion is parents wanting to drive as close as possible to the school entrance (during the morning drop off) some may double park and create congestion, regardless of available parking within walking distance of the school.

The Environment Agency advise the nearest river is the Ravensbourne, well to the north of the site. It's possible that there is a Thames Water sewer running through the site although I would've expected that to be shown on our map. The application should be referred to your drainage team and Thames Water on this.

The submitted drainage strategy indicate that the applicant is proposing an underground tank to attenuate for surface water run-off. Standard condition D02 is suggested.

Any comments from a Landscaping and Tree point of view will be reported verbally.

The Environmental Health officer advises that the contamination report identifies some contamination from PAH species, Arsenic and Lead and some remedial measures are necessary which we need to approve. A K09 condition should be attached to cover this.

### Noise

The noise assessment indicates that specific noise insulation and ventilation requirements would be needed to meet the requirements of BB93 and provide a good internal environment. The documents mention staggered playtimes, in which case the effect of noise from playing on classrooms adjacent to the play areas should additionally be considered when specifying insulation to those facades. In theory some of these requirements should come under Approved Document E of Building Regs so this may be a duplicate control for some of the issues but if it is felt that further control is desirable then the following condition could be attached:

*Details of a scheme of noise insulation and mitigations for the school buildings (including mechanical ventilation where necessary) to meet the requirements of Building Bulletin 93 shall be submitted to the Local Planning Authority for approval. Once approved the scheme shall be implemented in full prior to the use commencing and permanently maintained thereafter.*

The report states *'It is noted that on the drawings, a moveable wall is included between the Hall and the Studio. It is expected that the airborne sound insulation requirements are unlikely to be achieved and so derogation from the criteria in BB93 may be required'*. The proposed situation is likely to lead to a poor quality noise environment or the spaces being unusable simultaneously.

The acoustic assessment does not consider the effect of noise from children on surrounding amenity. Noise from children playing can be a source of complaints and the play areas are in close proximity to housing. If you are minded to approve the application it is likely that residents would have to accept some loss of amenity as a result of noise during outdoor play times. Also, the external areas are exposed to more noise than is currently recommended by BB93 but no further investigation and options for reducing the noise level have yet been considered (as stated in BB93). It is likely that further mitigations such as acoustic fencing and possibly sound absorption may be reasonable.

If you are minded to grant permission I would recommend that the following condition is attached to cover treatments to the outdoor play areas:

*A scheme of noise mitigation (to reduce as far as reasonably practical ambient noise levels within the play areas and noise escape from the play areas) shall be submitted to the Local Planning Authority for approval. Once approved the scheme shall be implemented in full prior to the use commencing and permanently maintained thereafter.*

In respect of plant noise the following condition should be attached:

*At any time the combined noise level from all plant at this site in terms of dB(A) shall be 10 decibels below the relevant minimum background noise level, LA90(15mins) measured at any noise-sensitive building. If the plant has a distinctive tonal or intermittent nature the predicted noise level of the plant shall be increased by a further 5dBA. Thus if the predicted noise level is 40dB(A) from the plant alone and the plant has a tonal nature, the 40dB(A) shall be increased to 45dB(A) for comparison with the background level. The L90 spectra can be used to help determine whether the plant will be perceived as tonal.*

### Air Quality

The sites lies within an Air Quality Management Area for NOx and may lead to significant traffic generation but no Air Quality Assessment has been submitted.

Bromley Education, Care and Health Services have written in support of the application. They state that Harris Primary Academy Shortlands is a new free school opening in September 2014 in off- temporary accommodation. The Council

has agreed to dispose of the Kingswood House site to enable permanent accommodation to be constructed for the school. The new school will be 2 Forms of Entry and when full accommodate approximately 420 pupils.

The new school has been included as part of the Council's strategy for providing sufficient high quality school places in the borough. Currently, in Shortlands there are streets that cannot access a local school due to increased demand and this development will help the needs of local parents. Without opening the school in September 2014 there would have been a shortage of school places across Education planning area 1 to 4.

Comments from Executive Director Education, Care and Health Services:

"We welcome comments from the Shortlands Residents' Association (SRA) on the Council's proposals to deliver its statutory duty to ensure a sufficiency of high quality school places for its residents. However, I find nothing in this submission that leads me to believe the consent applied for should not be awarded.

### Site

It is Government policy that novel sites should be explored for free schools. Changes to planning regulations introduced in 2013 mean that in England free schools can open in offices, hotels and shops. As such, the planning guidance referred to in the SRA submission on p6 does not relate to free schools. Further, the standards quoted on p3 of the submission have no place in Statute and therefore no place in the formal planning process.

The plans prepared for the site provide an interesting and creative use of a brown field site, consistent with planning requirements contained within the existing and indeed draft Local Area Plan for the London Borough of Bromley. p8 et seq of the submission again makes reference to outdated guidance.

The site is at the heart of the area of greatest need in the borough which spans pupil place planning areas 1 to 4: this has been established by the Members Working Party considering school places. The argument both for the need and the location seems irrefutable. P4 of the submission refers to 'we are informed..': the documentation approved by the Members' Working Party is on our website and therefore freely available. These make the case for further places in this location (p5 of the submission). According to the most recent GLA projections without Harris Primary Academy Shortlands opening in September 2014 there would have been a deficit of 44 places across planning areas 3 & 4 that encompasses Shortlands.

Furthermore the need for school has been proven by the actual demand for school places in Shortlands for September 2014. If places at Harris Primary Academy Shortlands had not have been available there would have been 55 children in the Shortlands area without an offer of a school place. Out of 55 places accepted at the school by the end of summer term 2014, over 75% of children lived less than a mile from Kingswood House.

The Learning Environment is a matter for the head teacher and trustees of the school. It is for them to organise the learning in an appropriate manner and that these arrangements will be monitored and overseen by Ofsted. The providers, Harris, have an excellent reputation for delivering high quality education in a wide variety of contexts and the Council is confident that they will be able to repeat this on this site. The report author knows little about schools day and school planning, and p12 makes reference in emotive language to ‘pupils being cooped-up’. This will certainly not be the case. Staggered breaks have been common in many schools for many years. We must be careful that we do not apply an outdated model of how education is delivered to a new school and a provider with an outstanding record of high quality provision.

The school is sustainable and the evidence provided by the providers indicate that to be the case. The development meets the energy and sustainability requirements and policies of the London Borough of Bromley, the London Plan 2010 and current Building Regulations. The proposed sustainability principles and engineering concepts also incorporate the requirements and guidelines of the relevant British Standards, CIBSE guides and DfE Building Bulletins. The SRA may disagree with this and again make use of outdated guidance (eg p15). The SRA submission itself states that the school will comply, for example, with CO2 emissions. ‘Just comply’ is to comply. We do not ask any applicant to significantly exceed the planning requirements.

The detailed transport assessment produced in association with the scheme concludes that proposed development, supported by the Travel Plan Framework, is sustainable and has a negligible impact on the local highway network. There will by the essential nature of the building – a school – be issues at the beginning and end of the school day. The provider has discussed the possible solutions to mitigate these concerns with the Council and a number put forward, including increasing on-site parking.

### Consultation

We are aware of a number of consultation events held by Harris and are content that they would normally be sufficient for such a scheme. The EFA hold numbers for those attending such events and we have been assured that they have had very good coverage. “

In terms of overall size Education advise:

The recommended site minimum size for a 2FE Primary school under BB103 is 16,632m<sup>2</sup>. However, this is not statutory and consideration is also given to the introduction on pg 2 of BB103 that states:

*“The purpose of this document is to set out simple, non-statutory area guidelines for mainstream school buildings (part A) and sites (part B) for all age ranges from 3 to 19. It supersedes the area guidelines in Building Bulletins (BB) 98 and 99, recommending reduced minimum internal and external areas.*



*The document aims to assist architects, sponsors and those involved in creating a design brief for new school buildings, or for school refurbishment or conversion projects. It may also be of interest to head teachers, governors and others who need advice on the appropriate amount of space for teaching and learning activities.*

*However, in line with policies which seek to increase choice and opportunity in state funded education, these guidelines will not necessarily have to be met in every case and should always be applied flexibly in light of the particular circumstances.”*

Furthermore in Annex B on page 44 that specifically deals with site size the following caveat is provided:

*“Where there is limited outdoor space available to pupils on a restricted site, consideration should be given to providing the following:*

- 1. firstly, hard informal and social area, including outdoor play area immediately accessible from early years classrooms;*
- 2. then hard outdoor PE space, ideally in the form of a multi-use games area;*
- 3. then soft informal and social area;*
- 4. finally soft outdoor PE area.”*

## **Planning Considerations**

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

- BE1 Design of New Development
- NE7 Development and Trees
- C1 Community Facilities
- C7 Educational and Pre School Facilities
- T1 Transport Demand
- T3 Parking
- T18 Road Safety

London Plan policies:

- 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
- 5.13 Sustainable Drainage
- 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.

- 7.3 Designing out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.21 Trees and woodlands
- 8.3 Community infrastructure levy

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework which is a key consideration in the determination of this application.

The Councils adopted SPG design guidance is also a consideration.

### **Planning History**

There is no recent planning history.

### **Conclusions**

The main planning considerations relevant to this application are:

- Whether the principle of the a new school on the site is acceptable.
- The design and appearance of the proposed scheme and the impact of the new school buildings and site alterations on the character and appearance the locality
- The impact of the scheme on the residential amenity of neighbouring properties.
- Traffic, parking and servicing.
- Sustainability and Energy.
- Ecology and Landscaping.

### Principle of Development

Policy C1 is concerned with community facilities and states that a proposal for development that meets an identified education needs of particular communities or areas of the Borough will normally be permitted provided the site is in an accessible location.

Policy C7 is concerned with educational and pre school facilities and states that applications for new or extensions to existing establishments will be permitted provided they are located so as to maximise access by means of transport other than the car.

The London Plan policy 3.18 states that "proposals for new schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantiality outweigh the desirability of establishing a new school and which cannot be addressed through appropriate use of planning conditions or obligations."

### Design

Paragraph 63 of the NPPF states that 'in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'. Paragraph 131 states that 'in determining applications, local planning authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.

Policy BE1 requires that new development is of a high standard of design and layout which complements the surrounding area and respects the amenities of the occupants of nearby buildings.

In terms of design the proposed building design is contemporary and uses a modern palette of materials with a high quality approach. This approach is supported within this context with the proposed building .

The layout and access has echoes the original building and is smaller in height than the original.

The building is located to respect the existing street form and allow for a buffer space to be provided.

The scale of the school building is designed to broadly reflect the scale of buildings in the area. In particular, the height of the building reflects that of buildings in the vicinity. The separation from residential properties is considered acceptable. Members may consider that the scale of the development given the sense of place and destination it would create as a school building in a residential area is acceptable.

In terms of appearance and elevational treatment the applicant intends that all of the building will have a consistent design. In principle the materials palette as detailed above is considered acceptable subject to further details and samples which can be obtained by planning condition.

It may be considered that the layout, scale and mass, elevational treatment and composition of the frontages to public roads would be particularly successful. The proposed elevational treatment and use of materials can be secured by a condition on a planning permission.

The position of the building has been set back from the boundaries with minimum distance of 3 metres from the boundary to the building.

#### Residential Amenity and Impact on Adjoining Properties

Policy BE1 also requires that development should respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

In terms of neighbouring residential amenity it is considered that there would be no significant impact on the privacy and amenity of adjoining occupiers in terms of loss of light and outlook, siting and position of the replacement school building.

The bulk and mass of the building is set away from the site boundary to at a lower level.

Given the separation distance and function of the rooms it is not considered that the residential amenity of occupiers will be affected significantly.

A number of mature street trees are located in the footway and given the below street level siting of the building and substantial separation distance across the road to these properties it is not anticipated that any loss of privacy or overlooking will occur in accordance with Policy BE1. It is acknowledged that the outlook from these properties will be altered. It is considered that the siting of the building at a lower level goes some way to mitigate this and account must be taken of the need for the building to provide school places.

### Highways and Traffic Issues

The applicants have provided a Transport statement to accompany the application, this states in order to facilitate the existing parking pressures from residents and commuters, as well as creating capacity for car-borne drop off and pick-up traffic associated with the proposed development, mitigation measures are indicated.

Short term: unrestricted Parking with waiting Restrictions (Option 1)  
Optional Long Term: Controlled Parking Zone ( Option 2)

#### Option 1:

Option 1 foresees to maintain unrestricted parking within the vicinity of the application site and expand the existing single yellow marking so that dropping -off and picking-up during the school peak hours can be facilitated. This can be facilitated up to the end of year 2 after opening ( September 2017) with a reduced on street parking capacity of 126 spaces and an increased single yellow line for a maximum of 20 vehicles to accommodate drop-off/pickup for 180 pupils.

It is proposed to monitor on- street car parking capacity and travel behaviour of staff and parents as part of the travel planning process and should further intervention be identified, a controlled parking zone (CPZ) is proposed, to be introduced at the direction of the Council. The Foundation will commit monies to fund the process which would be secured by legal agreement.

#### Option 2:

Option 2 - should the monitoring process identify the need to address parking issues beyond 2017/2018, it is proposed to extend the existing CPZ A and C to include Mays Hill Road and part of Kingwsod Road.

The full detail of this is outlined in the transport statement.

A Transport Statement has been submitted, the contents of which have been reviewed by the Council's Highway's Officer - see consultee comments above

It is noted that many representations have been received from local residents about parking congestion on street, parking provision on site and highway safety issues.

However, taking these issues into account, along with the Highways Officers findings it is considered that the proposal is acceptable subject to a Section 106 Legal Agreement regarding traffic management options and possible extension of CPZ. A condition regarding a Travel Plan would also be necessary.

### Sustainability and Energy

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.

The scheme is a major application and therefore is required by Policy 5.2 of the London Plan to achieve a 40% reduction in carbon emission on 2010 Building Regulations between 2013 and 2016.

The proposal includes the use of photovoltaic cells positioned on the roof which will contribute to renewable energy.

### Play area, Ecology, Landscaping

A phase 1 habitat survey has been carried out on the site. The survey concluded that in general the site was of low ecological value. The site was able to support breeding and foraging bats and birds. No protected species were found. The recommendation of the report was that works should be timed to avoid the bird nesting season and no objection is raised in this regard.

It is noted that the play area is limited and objections have been raised in this respect. The play area is located at a lower level than neighbouring properties and below a retaining wall. The impact of this area is lessened due to these factors.

In terms of overall play area the comments from education are noted.

General landscaping works are proposed.

An Extended Phase 1 Habitat Report has been submitted. The findings have been reviewed

### Land contamination and Site Investigation

A Site Investigation report has been submitted to the Council as part of the application. Any comments from the Environmental Health Officer will reported.

## Summary

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

Should Members consider the development acceptable, having taken into account all factors including the Transport Assessment submitted as part of this application, a legal agreement should be undertaken to enable the London Bromley of Bromley to undertake waiting and parking traffic measures adjacent to the site and consult, and if agreed undertake an extension to the CPZ if required. A robust Travel Plan would also be required which would be subject of a condition.

Taking into account the submitted Transport Assessment and subject to conditions and a legal agreement, the highways impacts of the proposal may be considered acceptable, particularly in light of the other benefits of the scheme including the clearly urgent requirement for school places.

The proposed school building and external works are considered to be of appropriate scale, mass and design and relate well to their context in the locality. It is not considered that the proposal would have an unacceptable impact on visual amenity in the locality or the amenity of neighbouring occupiers.

On balance, it is considered that the proposal represents a sustainable form of development in accordance with the aims and objectives of adopted development plan policies.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) excluding exempt information.

### **RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT**

and the following conditions:

- |   |                 |  |
|---|-----------------|--|
| 1 | ACA01<br>ACA01R | Commencement of development within 3 yrs<br>A01 Reason 3 years |
| 2 | ACA04<br>ACA04R | Landscaping Scheme - full app no details<br>Reason A04         |
| 3 | ACA07<br>ACA07R | Boundary enclosure - no detail submitted<br>Reason A07         |
| 4 | ACB01<br>ACB01R | Trees to be retained during building op.<br>Reason B01         |
| 5 | ACB03<br>ACB03R | Trees - no bonfires<br>Reason B03                              |
| 6 | ACB16<br>ACB16R | Trees - no excavation<br>Reason B16                            |
| 7 | ACC01           | Satisfactory materials (ext'n'l surfaces)                      |

- 8 ACC01R Reason C01  
ACD02 Surface water drainage - no det. submitt  
AED02R Reason D02
- 9 ACH03 Satisfactory parking - full application  
ACH03R Reason H03
- 10 ACH16 Hardstanding for wash-down facilities  
ACH16R Reason H16
- 11 ACH18 Refuse storage - no details submitted  
ACH18R Reason H18
- 12 ACH28 Car park management  
ACH28R Reason H28
- 13 ACH29 Construction Management Plan  
ACH29R Reason H29
- 14 ACH30 Travel Plan  
ACH30R Reason H30
- 15 ACI21 Secured By Design  
ACI21R I21 reason
- 16 ACJ22 Lighting Scheme  
ACJ22R J22 reason
- 17 ACK01 Compliance with submitted plan  
ACK03R K03 reason
- 18 No plant, equipment or machinery shall be placed erected or installed on or above the roof or on external walls without the prior approval in writing by the Local Planning Authority.  
ACK03R K03 reason
- 19 ACK05 Slab levels - no details submitted  
ACK05R K05 reason
- 20 The targets for carbon dioxide emissions reduction detailed within the Sustainability and Energy Strategy Report hereby approved shall be achieved on site prior to occupation of the new school building.
- Reason:** In order to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 of The London Plan.
- 21 Details of a scheme of noise insulation and mitigations for the school buildings (including mechanical ventilation where necessary) to meet the requirements of Building Bulletin 93 shall be submitted to the Local Planning Authority for approval. Once approved the scheme shall be implemented in full prior to the use commencing and permanently maintained thereafter.
- 22 A scheme of noise mitigation (to reduce as far as reasonably practical ambient noise levels within the play areas and noise escape from the play areas) shall be submitted to the Local Planning Authority for approval. Once approved the scheme shall be implemented in full prior to the use commencing and permanently maintained thereafter.
- 23 At any time the combined noise level from all plant at this site in terms of dB(A) shall be 10 decibels below the relevant minimum background noise level, LA90(15mins) measured at any noise-sensitive building. If the plant has a distinctive tonal or intermittent nature the predicted noise level of the plant shall be increased by a further 5dBA. Thus if the predicted noise level is 40dB(A) from the plant alone and the plant has a tonal nature, the 40dB(A) shall be increased to 45dB(A) for comparison with the background

level. The L90 spectra can be used to help determine whether the plant will be perceived as tonal.

#### INFORMATIVE(S)

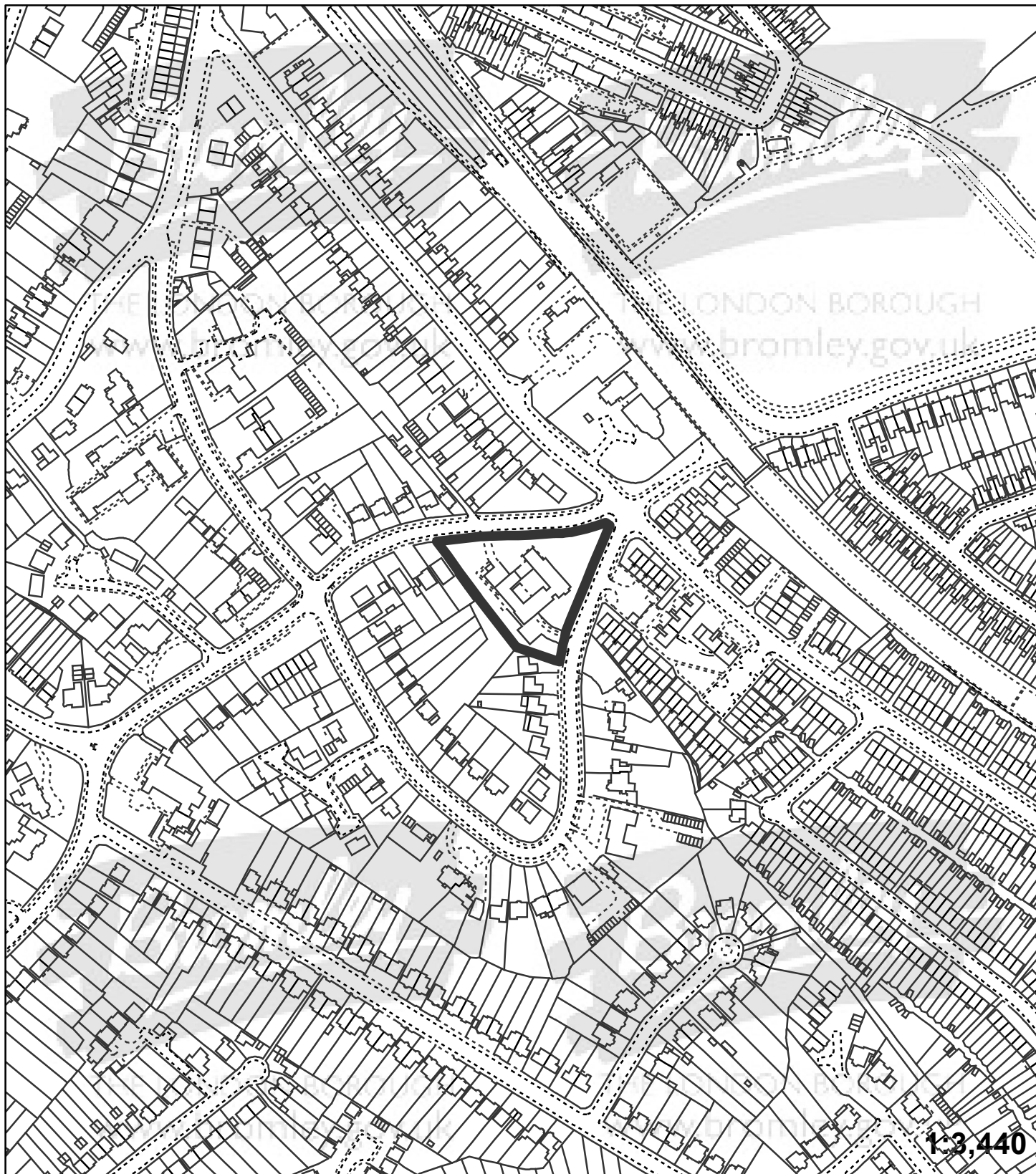
- 1 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.
- 2 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the forming of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
- 3 Federation commit to fund the process secured by means of a S106 agreement. Commitment to funding a CPZ in the future (by means of a bond), should the Council wish to do so, supported by ongoing monitoring of parking capacity issue beyond 2017/18." Also any works in order to modify the existing Traffic Regulation Order or introduce a new (waiting restrictions) within the vicinity must be funded by the applicant.



**Application:**14/02667/FULL1

**Address:** Kingswood House Mays Hill Road Shortlands Bromley BR2 0HX

**Proposal:** A two form entry primary school, involving the demolition of all existing buildings together with the erection of a two storey building with associated vehicular access, parking and landscaping



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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## SECTION '2' – Applications meriting special consideration

**Application No :** 14/03127/FULL6

**Ward:**  
Hayes And Coney Hall

**Address :** 16 Queensway West Wickham BR4 9ER

**OS Grid Ref:** E: 539373 N: 165077

**Applicant :** Williamson Architectural Design

**Objections :** YES

### **Description of Development:**

Part one/two storey side and rear extensions and roof alterations to incorporate rear dormers RETROSPECTIVE APPLICATON

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding

### **Proposal**

This application seeks permission for a part one/part two storey side and rear extensions with roof alterations. This application is a retrospective application. The development must include the previously permitted works as the roof alterations have been added and built as one operation. On this basis, the whole proposal requires permission.

However, the proposal essentially seeks permission for roof alterations to incorporate rear dormers and to alter the previous permission to the roof from a hipped style to a gable end. The front dormers have been deleted from this application.

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- it will affect privacy and overlooking
- out of character
- previous planning application refused
- oversized extension

In addition, the West Wickham South Residents Association state that the following changes to the contentious points of the second application were eventually

permitted under ref. 13/03596. Further to the latest applications, 14/01825 and 14/03127, “we find the whole roof has been removed. Once again we are back at square one - a totally overbearing and out of character modification far from other houses on the estate”.

This is a summary of comments received. The full letters are available to view on file.

Any further representations will be reported verbally at the meeting.

### **Planning Considerations**

The application falls to be determined in accordance with the following policies of the Unitary Development Plan and the London Plan:

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space

Supplementary Planning Guidance 1 General Design Guidance  
Supplementary Planning Guidance 2 Residential Design Principles

The London Plan and National Planning Policy Framework are also key considerations in determination of this application.

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework.

Relevant planning history includes the following:

13/01677 - Part One/two storey front/side and rear extension and rear dormer with Juliet balcony this was refused on the following grounds:

- 1 The proposed extensions by reason of their excessive rear projection and overall scale and bulk would constitute an over dominant addition to the main dwelling, contrary to Policies BE1, H8 and H9 of the Unitary Development Plan and the Council's Supplementary Planning Guidance.
- 2 The proposed extensions by reason of their excessive overall rear projection would result in an unacceptable impact on the outlook and prospect from the ground floor rear windows of No.14 Queensway, which the occupants of that property might reasonably expect to continue to enjoy, contrary to Policies BE1 and H8 of the Unitary Development Plan.
- 3 The proposal does not comply with the Council's requirement for a minimum 1 metre side space to be maintained to the flank boundary in respect of two-storey extensions, the absence of which constitutes a cramped form of development, out of character with the streetscene and contrary to Policy H9 of the Unitary Development Plan.

13/03596 - Part One/two storey side/rear extension and front porch granted.

14/01825 - Certificate of Lawfulness for roof alterations – Refused.

Enforcement Action has been authorised. Members will need to consider whether to continue with this action.

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

The proposal consists of roof alterations which include a rear dormers, a hip-to-gable extension. There are no front dormers proposed this element has been deleted from the submission.

The rear dormers are relatively small in size and are unlikely to cause any additional opportunities for overlooking than those which already exist from the upper windows of the property.

A first/second floor side window is proposed, this is to a landing. As such Members may consider that the proposal would not cause any significant harm to the amenities of the adjoining properties in terms of loss of privacy or outlook. Members could consider whether the use of a condition to obscure glaze the window was appropriate.

The hip-to-gable extension will be a significant change to the roof form. However, it is not considered that the impact would be so unduly harmful. It is noted that hip to gable extensions can often be constructed as be permitted development.

It should be noted that hip to gable roof extensions can be considered to be permitted development if the cubic allowance under Class B of the General Permitted Development Order as amended is not exceeded.

In considering this proposal the previous application must be taken into account. In this case a 1m side space is retained along the eastern boundary which meets the requirements to provide a minimum 1m as outlined in Policy H9 of the Unitary Development Plan. This is considered an acceptable dimension given the surrounding pattern of development.

On this basis, it is also recommended that it is not expedient to continue with the previously authorised enforcement action.

Overall, the additional roof element, changing from hip style to full gable is, on balance, not considered to be significantly harmful to the character of the area or to nearby amenities to warrant a refusal on this basis. Having had regard for the above, it is considered that on balance the extension in the manner is acceptable.

Background papers referred to during production of this report comprise all correspondence on file ref. 14/03127 and relevant history excluding exempt information.

as amended by documents received on 16.10.2014

**RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |        |                                |
|---|--------|--------------------------------|
| 1 | ACK01  | Compliance with submitted plan |
|   | ACC04R | Reason C04                     |

Further recommendation:

Enforcement Action withdrawn.

**Application:**14/03127/FULL6

**Address:** 16 Queensway West Wickham BR4 9ER

**Proposal:** Part one/two storey side and rear extensions and roof alterations to incorporate rear dormers RETROSPECTIVE APPLICATION



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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## SECTION '2' – Applications meriting special consideration

**Application No :** 14/03150/FULL1

**Ward:**  
**Darwin**

**Address :** 3 Layhams Farm Cottages Layhams  
Road Keston BR2 6AR

**OS Grid Ref:** E: 539986 N: 162567

**Applicant :** Mr A Johnson

**Objections :** NO

### **Description of Development:**

Demolition of existing dwelling and garage and erection of replacement two storey four bedroom detached dwelling with basement level accommodation

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Biggin Hill Safeguarding Area  
Green Belt  
London City Airport Safeguarding  
London City Airport Safeguarding  
Local Distributor Roads

### **Proposal**

Permission is sought to replace existing two storey dwelling and outbuilding and erect a two storey four bedroom detached dwelling.

The proposed dwelling has a total width of 12.5 metres centred upon a central core, giving the front elevation a width of 7.7 metres and the rear elevation a width of 9.5 metres. A total depth of 13.7 metres is proposed with an eaves height of 4.9 metres and a total height of 8.2 metres; the southern elevation has a cat-slide roof with an eaves height of 2.4 metres. A side space of 3.5 metres is allowed to the northern boundary and 2 metres to the southern boundary. This part of the proposal is identical to that granted planning permission under ref.13/00416. This application seeks the introduction of a basement that would be constructed within the footprint of the approved dwelling. The basement would provide a cinema/games room, a shower room, a playroom and storage. No elevational changes are proposed.

### **Location**

The application site is located to the eastern edge of Layhams Road, to the south east of Layhams Farm, and features a detached two storey single family dwelling with detached garage located within the Green Belt.

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and no representations were received.

### **Comments from Consultees**

Highways - the additional basement is unlikely to have an impact on the highway- previously comments apply: good sized garage proposed and there is a parking / turning area on the site. Given the location a construction management plan should be provided if permission is granted.

Drainage - no surface water or foul water sewers near the site and that appropriate conditions should be imposed should permission be granted.

Thames Water- informatives suggested

Environmental Health (Pollution)- no objections

Environmental Health (Housing)- No basement rooms should be used for habitable accommodation given the lack of natural light and ventilation.

### **Planning Considerations**

The application falls to be determined in accordance with the following policies of the Unitary Development Plan and the London Plan:

- BE1 Design of New Development
- G1 The Green Belt
- G4 Dwellings in the Green Belt
- G5 Dwellings in the Green Belt
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- T3 Parking
- T18 Road Safety

Supplementary Planning Guidance 1 and 2

London Plan Policy 3.4 Optimising Housing Potential  
London Plan Policy 3.5 Quality and Design of Housing Developments  
Mayor of London's Housing Supplementary Planning Guidance

The National Planning Policy Framework

### **Planning History**

In 2004, planning application ref. 04/00275 was granted permission for a part one/part two storey extension. This permission was not implemented but is similar to the proposed two storey 'rear' extension under a certificate of lawfulness ref. 12/00126.

Application ref. 12/00126 sought a lawful development certificate for a two storey rear extension, single storey side extension, two side dormer dormers, a rooflight to the side elevation and the insertion of windows to the second floor front and rear elevations. This was refused by the Council in April 2012 on the grounds that:

"The two storey rear extension, two side dormer window extensions, insertion of windows in second floor front and rear elevation do not constitute permitted development as they do not comply with Schedule 2, Part 1, Class A, Part (h); Class B, Part (c) and Condition B.2 (c) respectively of the Town and Country Planning (General Permitted Development) (England) Order 1995 (as amended)."

However, this decision was overturned at a subsequent appeal, with the Inspector stating that the north-west elevation is the front of the property.

Most recently, planning permission was granted under ref. 13/00416, planning permission was granted for the Demolition of existing dwelling and erection of replacement two storey four bedroom detached dwelling.

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area, the openness of the Green Belt and the impact that it would have on the amenities of the occupants of surrounding residential properties.

Green Belt policy seeks to protect the openness within the Green Belt although this is not specifically defined, but can be taken to mean the absence of visible development. The effect of a development on the openness of the Green Belt is primarily a matter of its nature, scale, bulk and site coverage. That is to say its physical effect on the application site rather than any visual or other impact on its surroundings.

The principle of the replacement house has been established by the granting of planning permission under ref.13/00416. This application seeks the addition of a basement area below the permitted footprint of the previously approved dwelling. The proposed basement would have approximately 110m<sup>2</sup> gross external floor area. The NPPF states that such replacement buildings are appropriate provided the one building is in the same use and not materially larger than the one it replaces, with Policy G5 measuring such materiality as being above 10% of the existing floor area, including any outbuildings within 5 metres. The replacement dwelling was granted planning permission at 209 square metres (the existing floor area of the dwelling and detached garage is some 128 square metres), with the proposed additional basement of 110 square metres or approximately 52% increase.

The proposed increase is clearly above the 10% threshold outlined in Policy G4 for extensions to dwellings within the Green Belt. However, the Applicant's position is that the proposed basement would be contained within the footprint of the approved dwelling, with no external alterations to the approved scheme under ref.13/00416 with the additional floorspace contained below ground level, and for non-habitable purposes. In this case, given that the basement would not extend beyond the footprint and is unlikely to intensify the use of the proposed of the approved dwelling, Members may agree that very special circumstances exist in this case to grant planning permission for the development, which is inappropriate by definition.

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character, openness, or visual amenity of the Green Belt.

Background papers referred to during production of this report comprise all correspondence on files refs. 14/03150, 13/00416 and 12/00126, excluding exempt information.

**RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1     ACA01        Commencement of development within 3 yrs  
ACA01R        A01 Reason 3 years
  - 2     ACA04        Landscaping Scheme - full app no details  
ACA04R        Reason A04
  - 3     ACC01        Satisfactory materials (ext'n'l surfaces)  
ACC01R        Reason C01
  - 4     ACD02        Surface water drainage - no det. submitt  
AED02R        Reason D02
  - 5     ACD04        Foul water drainage - no details submitt  
ADD04R        Reason D04
  - 6     ACH03        Satisfactory parking - full application  
ACH03R        Reason H03
  - 7     ACH16        Hardstanding for wash-down facilities  
ACH16R        Reason H16
  - 8     ACH29        Construction Management Plan  
ACH29R        Reason H29
  - 9     ACH32        Highway Drainage  
ADH32R        Reason H32
  - 10    ACI01        Restriction of all "pd" rights
- Reason:** In the interests of protecting the visual amenity and openness of the Green Belt.
- 11    ACK01        Compliance with submitted plan  
ACC01R        Reason C01
  - 12    ACK05        Slab levels - no details submitted  
ACK05R        K05 reason

- 13 The existing detached garage to the northern boundary annotated on drawing number AJ/11/232/10 shall be demolished and the site cleared prior to the commencement of the development hereby permitted.  
ACK04R K04 reason

### INFORMATIVE(S)

- 1 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

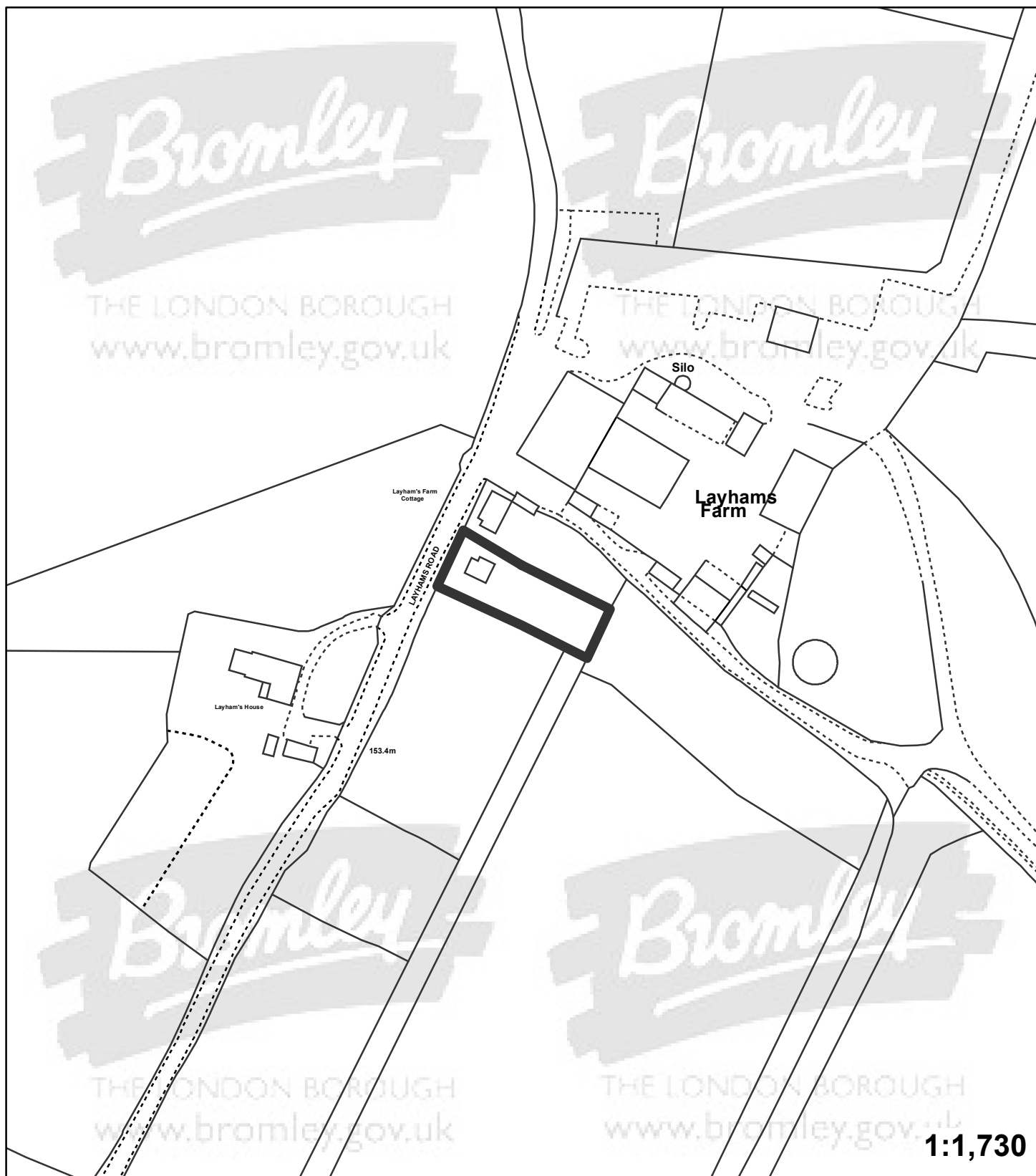
Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)

- 2 With regard to surface water drainage it is the responsibility of the 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 Ground Water. Where the developer proposes to discharge from the site prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

**Application:**14/03150/FULL1

**Address:** 3 Layhams Farm Cottages Layhams Road Keston BR2 6AR

**Proposal:** Demolition of existing dwelling and garage and erection of replacement two storey four bedroom detached dwelling with basement level accommodation



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

## SECTION '2' – Applications meriting special consideration

**Application No :** 14/03295/FULL1

**Ward:**  
Cray Valley East

**Address :** Parker House 27 Elmcroft Road  
Orpington BR6 0HZ

**OS Grid Ref:** E: 546522 N: 166813

**Applicant :** Mr J Parker

**Objections :** YES

### **Description of Development:**

Second floor mansard roof extension to provide additional Class B1 office accommodation and elevational alterations.

Key designations:

Areas of Archaeological Significance  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Flood Zone 2  
Flood Zone 3  
London City Airport Safeguarding

### **Proposal**

It is proposed to add a second floor mansard roof extension over this two storey office building which would add an additional 301sq.m. of floor space. The extension would increase the height of the building by 2.6m, giving a total height of 10m. Some additional windows are also proposed at first floor level within the existing building.

No additional parking would be provided, but a proposed parking layout has been submitted which shows how 17 vehicles (including a disabled bay) could be accommodated within the existing parking area.

### **Location**

This part two storey/first floor office building is located to the rear of residential properties at Nos.17-25 Elmcroft Road and contains 635sq.m. of floorspace. It is served by an access road between Nos.25 and 29 Elmcroft Road which leads to a parking area adjacent to the building, part of which forms undercroft parking below the first floor office. This access road also serves the three storey office building at West House to the rear which fronts the northern end of the High Street.

## **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- loss of sunlight, daylight and outlook to neighbouring properties
- new windows in the south-east elevation of the building would overlook the rear of properties in the High Street
- new windows in the south-western elevation to a training room and break room would overlook properties in Elmcroft Road
- detrimental impact on nearby conservation area
- additional pressure for parking in Elmcroft Road which is a small one-way street with limited parking for residents
- increase in noise and disturbance to nearby residents.

## **Comments from Consultees**

Highways - The site is within a moderate (3) PTAL area, and the provision of 17 spaces would far exceed the maximum 10 spaces which would be required by the UDP and The London Plan for the extended office building. In the interests of reducing on-street demand, no highways objections are raised to the over-provision of parking.

Environment Agency - No objections

## **Planning Considerations**

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

BE1 Design of New Development  
EMP2 Office Development  
T3 Parking

## **Planning History**

Permissions were refused but allowed on appeal in 1987 (refs. 86/01154 and 86/02694) for similar schemes for an attached first floor office extension over the car park (the only difference being the width of the extension, one being 2m wider than the other).

Permissions were refused in 1988 (ref. 88/04275) and 1990 (ref. 89/03644) for a first floor extension to provide a caretakers flat over the existing parking area in the northern corner of the site, and the subsequent appeals were dismissed due to the detrimental impact on the amenities of residents in Elmcroft Road.

More recently, permission was refused in May 2014 (ref.14/00072) for a second floor extension to provide additional Class B1 office accommodation along with elevational alterations on the following grounds:



"The proposed office extension would, by reason of its size, height and bulk in close proximity to residential properties in Elmcroft Road, have a seriously detrimental impact on the amenities of nearby residents by reason of loss of light, privacy and outlook, thereby contrary to Policy BE1 of the Unitary Development Plan."

An appeal against the refusal has been lodged, and the decision is currently awaited.

## **Conclusions**

The main issues relating to the application are the effect that the revised scheme would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties, and on pressure for parking in the close vicinity.

The proposals have been revised in the following main ways:

- the additional floor space created has been reduced by 91sq.m. (from 392sq.m. to 301sq.m.)
- a mansard roof design is now proposed, with the north-western element set further back from the north-western flank wall of the building
- the height of the extension has been reduced by 0.8m (from 3.4m to 2.6m)
- seven windows in the north-western flank elevation of the proposed extension have now been removed, along with three windows originally proposed at first floor level in this elevation.

The proposals would result in a 47% increase in office floorspace, and the principle of additional office floorspace on this site is considered acceptable in this location.

Significant changes have been made to the proposals in order to reduce the impact on neighbouring properties, including the removal of overlooking windows, and a reduction in the overall size, height and bulk of the proposed extension. There would still be some loss of light and outlook to neighbouring properties, but Members may consider that the proposals have been sufficiently revised to reduce this to an acceptable level.

Neighbours in Elmcroft Road have raised concerns about potential overlooking from new windows to a training room in the north-western part of the extension and to a break room on the floor below (within the existing building), but these windows face a south-westerly direction, and would be at an oblique angle to neighbouring residential properties and their rear gardens, and would not cause direct overlooking.

Residents in the High Street who back onto the site have also raised concerns about new windows in the south-eastern flank elevation overlooking their properties, however, the new windows to general office areas would be some distance away from the rear elevations of these properties (25-30m), and the proposals would not therefore be significantly harmful.

The revised proposals are considered to adequately overcome the previous grounds for refusal, and would not now have a seriously detrimental effect on the amenities of nearby residents through loss of light, privacy and outlook.

With regard to parking issues, the provision of 17 spaces would far exceed the maximum 10 spaces which would be required by the UDP and The London Plan for the extended office building. However, given the pressure for on-street parking in the close vicinity of the site, along with neighbours' concerns about limited parking available, the over-provision of parking is considered acceptable in this case, as it was with the refused scheme.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1      ACA01      Commencement of development within 3 yrs  
        ACA01R      A01 Reason 3 years
- 2      ACC07      Materials as set out in application  
        ACC07R      Reason C07
- 3      ACH03      Satisfactory parking - full application  
        ACH03R      Reason H03
- 4      ACH22      Bicycle Parking  
        ACH22R      Reason H22
- 5      ACH27      Arrangements for construction period  
        ACH27R      Reason H27
- 6      ACI17      No additional windows (2 inserts)      north-western and south-  
        eastern flank      extension  
        ACI17R      I17 reason (1 insert)      BE1
- 7      ACK01      Compliance with submitted plan  
        ACK05R      K05 reason

### **INFORMATIVE(S)**

- 1      You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop

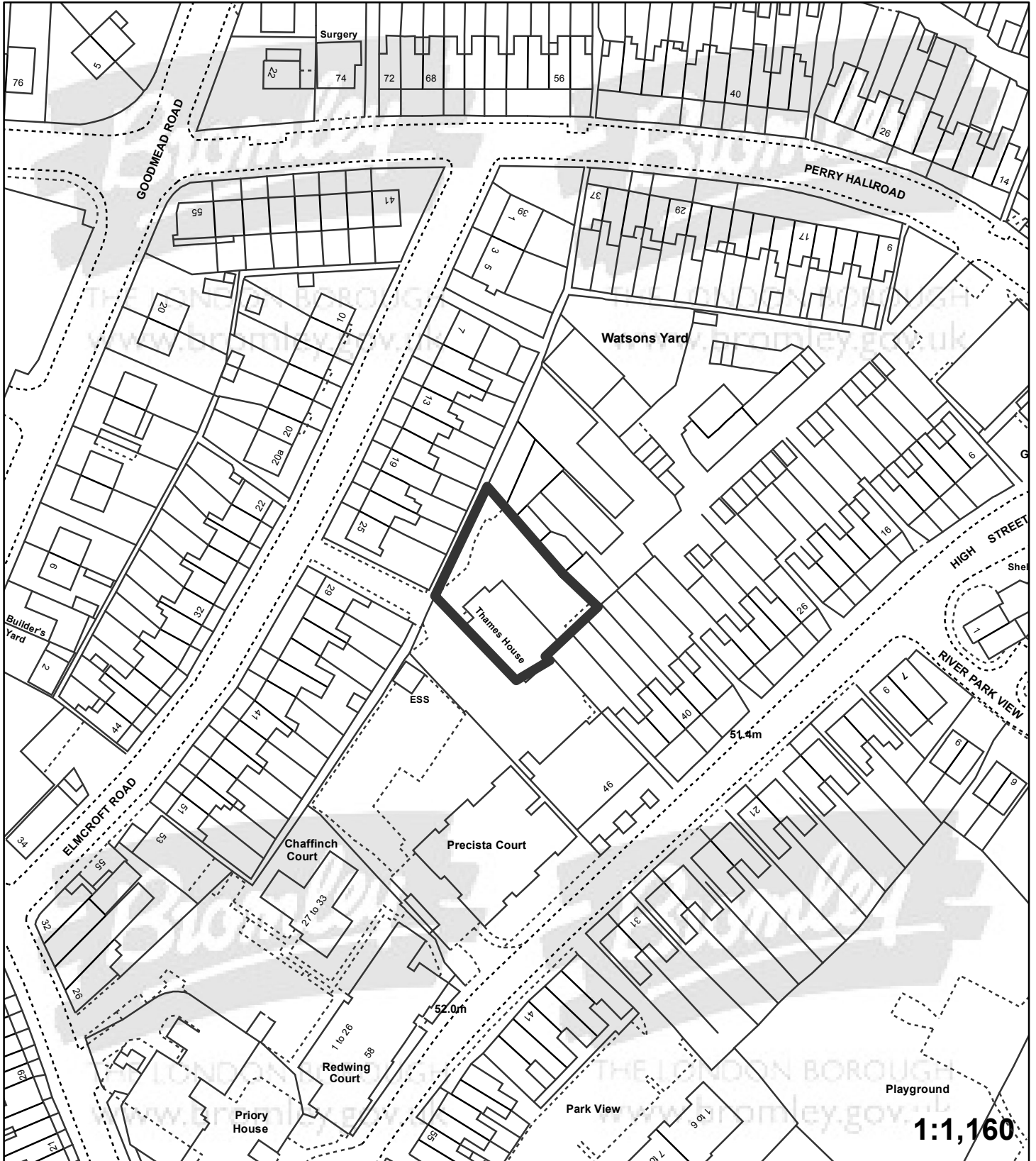
notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)

**Application:**14/03295/FULL1

**Address:** Parker House 27 Elmcroft Road Orpington BR6 0HZ

**Proposal:** Second floor mansard roof extension to provide additional Class B1 office accommodation and elevational alterations.



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

## Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 14/03160/RECON

**Ward:**  
**Bickley**

**Address :** Wilderwood Widmore Green Bromley

**OS Grid Ref:** E: 541513 N: 169460

**Applicant :** Alpha Estates (London) Ltd

**Objections :** YES

### **Description of Development:**

Variation of condition 2 of permission 13/01204/FULL1 (allowed on appeal) for 4 two bedroom dwellings and 1 two bedroom bungalow to enable development not in accordance with approved plans 3704-PD-13 and 14 to provide 8 front rooflights, 4 rear dormers and additional bedroom in roofspace

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Local Distributor Roads  
Open Space Deficiency

### **Proposal**

Under planning ref. 13/01204, planning permission was allowed on appeal for 4 two bedroom dwellings and 1 two bedroom bungalow to enable development not in accordance with approved plans 3704-PD-13 and 14 to provide 8 front rooflights, 4 rear dormers and additional bedroom in the roofspace. Two rear gables shown on the approved plans would need be removed to make way for the four dormers.

### **Location**

The 0.12 hectare site is currently vacant following the removal of a detached residential dwelling formerly known as Wilderwood. The site rises quite steeply away from Widmore Green and is bounded by the highway verge to the northeast, by 112 Plaistow Lane to the northwest, by the rear of a two storey building to the southwest and further south along this boundary by the rear of two storey shop / residential premises fronting Widmore Road. The south-eastern boundary is adjacent to Widmore Green and includes an existing dropped kerb.

The surrounding area is mixed in character with some shops on Widmore Road adjacent to the site and further to the east. Widmore Green itself is a small but well kept open space in front of the site with a limited turning / parking area within it.

### **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and representations were received including on behalf of the Sundridge Residents' Association which can be summarised as follows:

- the residents association forewarned that such an application would be forthcoming if permitted development rights were not removed. It is considered that the proposal would result in an overdevelopment of the scheme
- the proposal changes the character of the 4 houses. The rear aspect would be adversely affected and the residential density would be substantially increased
- the Inspector approved the application and did not approve the proposed change
- the latest approved application provided precise, reasonable and clear guidelines to be followed by the developer
- the Inspector considered the roof gables were a design feature
- we are dismayed to see a new proposal for a variation which will increase the number of bedrooms by 50% and the cottages will now be 3 storey and alter the appearance and character of the terrace
- the Inspector determined to retained permitted development rights on the terrace for the future individual occupants and not for the benefit of the developers
- overall the plan shows no consideration or sympathy for the existing surrounding neighbourhood
- excluding the gables would create a block effect and thus remove one of the supporting influences in the Inspectors report

### **Comments from Consultees**

Environmental Health - No objections.

Highways comments will be reported verbally.

Drainage - No comment.

Thames Water - The application does not affect Thames Water and as such we have no comments to make.

### **Planning Considerations**

The application falls to be determined in accordance with the following policies of the Unitary Development Plan and the London Plan:

BE1 Design of New Development

H1 Housing Supply  
H7 Housing  
H9 Side Space  
T3 Parking  
T18 Road Safety  
NE7 Development and Trees

Supplementary Planning Guidance (SPG) 1 General Design Principles  
Supplementary Planning Guidance (SPG) 2 Residential Design Guidance

London Plan:

3.3 Increasing Housing Supply  
3.4 Optimising Housing Potential  
3.5 Quality and Design of Housing Developments

The National Planning Policy Framework is also a key consideration in the determination of this application.

### **Planning History**

There is a substantial planning history relating to this site the most relevant of which is outlined below:

In 1995 under planning ref. 95/00458, an outline application was refused for the demolition of an existing dwelling and erection of three detached houses and vehicular access to Plaistow Lane.

In 2008 under planning ref. 08/01390, an application was submitted for a three storey block comprising 2 three bedroom and 7 two bedroom flats including front and rear balconies with lower ground floor parking comprising 7 car parking spaces and 3 surface parking spaces at front with bin store which was subsequently withdrawn.

In 2008 under planning ref. 08/02958, permission was refused for the erection of a part 2 / part 3 storey block comprising 8 two bedroom apartments and 1 three bedroom penthouse with undercroft parking and associated landscaping on the following grounds:

'The proposed development, by reason of its size and bulk and amount of building and hard surfaces would constitute an overdevelopment of the site and would result in an overbearing and detrimental feature within the streetscene, contrary to Policies BE1 and H7 of the Unitary Development Plan.'

This was subsequently dismissed at appeal.

In 2010 under planning ref. 10/00642, an outline application for the erection of two/three storey building comprising of 7 two bedroom flats was submitted which was subsequently withdrawn.

In 2010 under planning ref. 10/02076, permission was refused for an outline application for the erection of two storey building comprising of 6 two bedroom flats with undercroft parking on the following grounds:

'The proposed development, by reason of its size and bulk and amount of building and hard surfaces would constitute an overdevelopment of the site and would result in an overbearing and detrimental feature within the streetscene, contrary to Policies BE1 and H7 of the Unitary Development Plan.

The proposed additional vehicular movements to enter and exit the site will increase the potential for highway safety concerns, therefore contrary to Policy T18 of the Unitary Development Plan'.

This was subsequently appealed against and dismissed by Appeal Decision dated 14th March 2011.

Planning permission was refused under ref. 12/01030 for 4 x 2 bedroom two storey terrace dwellings with outbuildings to rear; 2 storey building containing 2 x 2 bedroom flats; associated landscaping and 8 on site car parking spaces. The refusal grounds were as follows:

'The proposal constitutes a cramped overdevelopment of the site by reason of the type and number of units proposed, and if permitted would establish an undesirable pattern for similar piecemeal infilling in the area, out of character with the pattern of surrounding development and resulting in an over-intensive use of the site and a retrograde lowering of the spatial standards to which the area is at present developed, harmful to the visual amenities and character of the area and therefore contrary to Policies H7 and BE1 of the Unitary Development Plan.'

The application was subsequently dismissed on appeal. The Inspector states:

'The proposal includes a two storey building containing two flats that would be about three metres from the edge of the Green. The building would be higher than the adjacent single storey commercial building and although the proposed building would have the appearance of a detached house, it would be a prominent and imposing feature that would have the effect of unduly enclosing part of the northwest side of the Green. Thus it would detract from the openness of the area and so would not respect or enhance the character and appearance of the area.

The proposal also includes a terrace of four houses and a parking area. The density of development would be greater than that along Plaistow Lane or the wider area to the north and south of the site and the terrace would be close to 112 Plaistow Lane. The Council have expressed concern at the extent of building footprints and the bulk, type and number of units proposed for the site. A terrace of houses would be unusual in Plaistow Lane but this site has a stronger relationship with the area around the Green than with the more distant parts of Plaistow Lane. In any event, the scheme would meet



the Council's spacing requirements and the density would not be dissimilar to those of the terraces to the southwest of the site. The area is mixed and, subject to sensitive design, I do not consider the change in spatial standards resulting from this proposal would in itself be detrimental to the character and appearance of the area.

Parked cars in the southeast corner of the site would be discordant with the more natural characteristics of the Green but suitable boundary treatment would screen this area and this could be required by condition. I have also noted the Council's concerns that the proposal would establish an undesirable pattern for cramped and piecemeal development that would be detrimental to the character and appearance of the wider area. However, I have determined this case on its particular merits in relation to the objectives of the development plan and this should be the case for future applications elsewhere.

Notwithstanding my conclusion on other aspects of the proposed development, I conclude that the proposed building containing the two flats would detract from the character and appearance of the area. The proposal conflicts with saved Policies BE1 and H7 of the Bromley Unitary Development Plan which aim to protect the character and appearance of areas.'

Under planning ref.13/01204, planning permission was refused for the following reasons:

The proposal constitutes a cramped overdevelopment of the site by reason of the type and nature of units proposed and if permitted would establish an undesirable pattern for similar piecemeal infilling in the area, out of character with the pattern of surrounding development and resulting in an over-intensive use of the site and a retrograde lowering of the spatial standards to which the area is at present development, harmful to the visual amenities and character of the area and therefore contrary to Policies H7 and BE1 of the Unitary Development Plan and Policy 3.5 of the London Plan.

A subsequent appeal was allowed in December 2013.

## **Conclusions**

The Inspector imposed a condition to ensure that the development would be built strictly in accordance with the approved plans. This condition prevented any changes to the approved development prior to its completion and occupation without the submission of a planning application. A post completion permitted development change to the terrace of houses could be carried out without the need for an application of this type.

It is notable that the Inspector in reaching his decision chose to remove Class B & C permitted development rights preventing enlargements or other alterations to the roof of the chalet bungalow. The absence of a similar condition in respect of

the terrace of 4 houses to which the current application relates suggest that this would not be necessary.

National Planning Practice Guidance (March 2014) regarding the use of conditions sets out that they should be added in a way that is clearly seen to be fair, reasonable and practicable, conditions should not impose broad or unnecessary controls and should only be added where they meet the tests of being necessary, relevant to planning and to the permitted development, enforceable and reasonable in all other respects. This is considered to be the context for the Inspector not to impose a condition restricting roof extensions.

The two rear gables which were considered features by the Inspector would be removed to make way for the dormers and whilst 4 dormers are proposed, they are small and well designed and do not increase the overall bulk of the terrace.

With regards to the impact on residential amenity, the separating distances involved and the oblique angles with the most affected properties at 166-177 Widmore Road and Beechfield Cottages would not give rise to undue overlooking or loss of privacy.

Background papers referred to during production of this report comprise all correspondence on the files refs. 13/01204 and 14/3160 set out in the Planning History section above, excluding exempt information.

## **RECOMMENDATION: APPROVAL**

subject to the following conditions:

1 The development hereby permitted shall begin not later than 12th December 2016.

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

2 The development hereby permitted shall be carried out in accordance with the following approved plans: 3704 PD-11, 3704 PD-12, 3704 PD-13, 3704 PD-14, 3704 PD-15.

**Reason:** In the interests of the visual amenities of the area and the residential amenities of the neighbouring properties, in line with Policies BE1 of the Unitary Development Plan.

3 No development shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

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

4 Notwithstanding condition 2, details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including the dimension of any recess) shall

be submitted to and approved in writing by the Local Planning Authority before any work is commenced. Development shall be carried out in accordance with the approved details.

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

5 Notwithstanding condition 2, no development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. These details shall include hard surfacing materials; the means of enclosure of the site, the car parking area, refuse storage and collection areas and finished levels or contours. Soft landscape works shall include planting plans; schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate. Development shall be carried out in accordance with the approved details. Hard landscaping works shall be carried out in full prior to first occupation of any of the dwellings hereby permitted, unless the local planning authority gives written approval to any variation.

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

6 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

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

7 No development shall take place until details of the specification and position of fencing (and any other measures to be taken) for the protection of any retained tree have been submitted to and approved in writing by the Local Planning Authority. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. The fencing shall be retained until construction works are complete.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

8 Before the development hereby permitted is commenced, details of the location and means of excavation for soakaways, trenches, pipelines for services or drains shall be submitted to and approved in writing by the Local Planning Authority. The excavations shall be carried out in accordance with the approved details.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policies 5.12 and 5.13 of the London Plan.

9 The applicant shall at his own expense instruct an arboricultural consultant, approved by the Council in writing to liaise with the developer and / or his architect or engineer to approve details of construction methods, oversee the works and report to the Council throughout the period of the works in so far as the works may affect trees within the site. Works shall not commence

on site until a consultant has been appointed. After commencement of the project, all persons employed or engaged on the project shall immediately comply with any reasonable instruction, advice or request given by the arboricultural consultant in respect of works in so far as they relate to or affect trees within the site, including an instruction to cease work if the arboricultural consultant considers that works have deviated from the agreed working methods. In these circumstances works shall not recommence until written authority has been given by the Council or the arboricultural consultant to do so.

**Reason:** To ensure that works are carried out according to good arboricultural practice and in the interests of the health and amenity of the trees to be retained around the perimeter of the site and to comply with Policy NE7 of the Unitary Development Plan.

10 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), there shall be no enlargement, improvement or other alteration of the chalet bungalow on plot 1 hereby permitted which would be within the terms of Schedule 2, Part 1, Class B or C of that Order.

**Reason:** In order to prevent an overdevelopment of the site and to comply with Policies BE1 and H7 of the Unitary Development Plan.

11 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i) Safe access to the site, minimising the potential for conflict with traffic
- ii) the parking of vehicles of site operatives and visitors
- iii) loading and unloading of plant and materials
- iv) storage of plant and materials used in constructing the development
- v) wheel washing facilities
- vi) the hours of operation.

**Reason:** In order to comply with Policies T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

12 No development shall take place until details of surface water drainage of the site have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details prior to first occupation of any of the houses hereby permitted.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policies 5.12 and 5.13 of the London Plan.

13 The refuse storage areas and bicycle parking facilities provided in accordance with the submitted plans shall thereafter be retained.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.

14 No development shall take place until a site survey of Japanese Knotweed has been carried out in accordance with a methodology which has

previously been submitted to and approved in writing by the local planning authority. The results of the survey shall be made available to the local planning authority. If Japanese Knotweed is found by the survey, a report specifying the measures to be taken to eradicate it from the site, and a timetable for its eradication, shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved details.

**Reason:** In order to eradicate Japanese Knotweed from the site.

**Application:**14/03160/RECON

**Address:** Wilderwood Widmore Green Bromley

**Proposal:** Variation of condition 2 of permission 13/01204/FULL1 (allowed on appeal) for 4 two bedroom dwellings and 1 two bedroom bungalow to enable development not in accordance with approved plans 3704-PD-13 and 14 to provide 8 front rooflights, 4 rear dormers and additional bedroom



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 14/03389/FULL6

**Ward:**  
Hayes And Coney Hall

**Address :** 34 Harvest Bank Road West Wickham  
BR4 9DJ

**OS Grid Ref:** E: 540009 N: 165079

**Applicant :** Mr Liam Murphy

**Objections :** NO

### **Description of Development:**

Enlargement of roof to provide first floor accommodation including front and rear dormers and single storey side extension

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding

### **Proposal**

The application seeks permission for a double hip to gable extension to include a front dormer, front rooflight and three rear dormers. The proposal also includes a single storey side extension that will be 2.05m wide and 4.24m deep to replace an existing utility room.

### **Location**

The application site is a detached bungalow located on Harvest Bank Road. It is not located within a conservation area, nor is it listed.

### **Comments from Local Residents**

No comments have been received from local residents.

### **Comments from Consultees**

Trees and Landscaping were consulted but no response was received within the consultation period.

## **Planning Considerations**

The application falls to be determined in accordance with the following policies of the Unitary Development Plan and the London Plan:

BE1 Design of New Development  
H8 Residential Extensions  
H9 Side Space

## **Planning History**

There is no planning history on this site.

## **Conclusions**

The main issues in this case are the impact of the proposals on the character and spatial standards of the surrounding area and on the amenities of neighbouring residential properties.

The proposal is for a single storey side extension and two hip to gable extensions with front and rear dormers to provide habitable accommodation at first floor level. The side space at the south eastern corner of the property is 0.51m therefore does not comply with the Council's side space policy which normally requires a minimum 1m side space to be retained to the side boundary for the full height and length of a two storey development.

The raised roof of the hip to gable extensions will match the ridgeline of the existing dwelling. There will be three dormers to the rear of the property and one dormer and one rooflight in the front roof slope of the property. These will be set lower than the main ridge line. Both first floor flank elevations will be blank. Due to the location of the property within the site, both neighbouring properties (No's 36 and 32A) are set further forward than No.34. The property to the west has an existing rear dormer and the rear garden slopes upwards with the properties to the rear (No's 42 and 42a) being significantly higher than No.34. Therefore the proposed rear dormers will cause a degree of overlooking however it will be mutual overlooking and is not considered to be sufficient to warrant a refusal.

The single storey side extension will replace the existing utility room. It will be 2.05m wide and 4.24m deep to meet the rear property line. The roof will be a maximum of 4.617m high at an angle similar to the main roof. The proposed side extension is modest in size and will not extend any further to the rear than the existing property line and is therefore not considered to cause a detrimental impact on the neighbouring property (No.36).

This part of Harvest Bank Road has a mixture of 2/3 storey dwellings therefore the proposal would not appear overly dominant. From visiting the site it is noted that the properties to the west have existing front dormers therefore the proposed front dormer will not appear out of character in this area. As there are numerous trees and high bushes along the front boundary line and the property is set well back within the site, the proposed alterations will not have a significant impact on the



street scene. In this case whilst the policy H9 would not strictly be adhered to, it is considered that the extension as proposed would not cause a detrimental impact on either neighbouring property in terms of loss of light, privacy or outlook.

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

**RECOMMENDATION: PERMISSION**

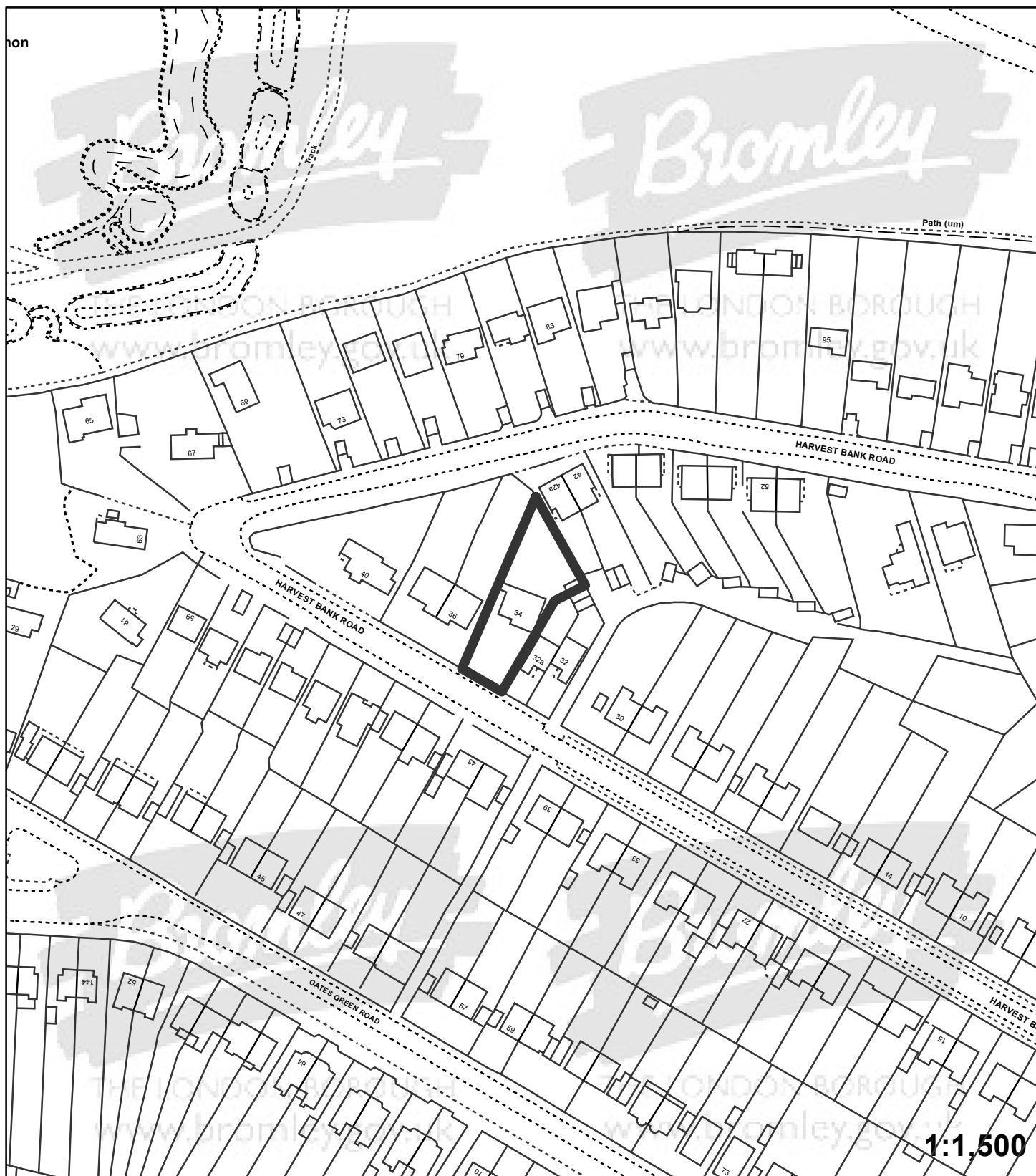
Subject to the following conditions:

- |   |                 |  |
|---|-----------------|--|
| 1 | ACA01<br>ACA01R | Commencement of development within 3 yrs<br>A01 Reason 3 years |
| 2 | ACC04<br>ACC04R | Matching materials<br>Reason C04                               |
| 3 | ACK01<br>ACK05R | Compliance with submitted plan<br>K05 reason                   |

**Application:**14/03389/FULL6

**Address:** 34 Harvest Bank Road West Wickham BR4 9DJ

**Proposal:** Enlargement of roof to provide first floor accommodation including front and rear dormers and single storey side extension



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 14/03519/FULL6

**Ward:**  
Petts Wood And Knoll

**Address :** 46 Crest View Drive Petts Wood  
Orpington BR5 1BY

**OS Grid Ref:** E: 544050 N: 167764

**Applicant :** Ms Nina Hinds

**Objections :** NO

### **Description of Development:**

Part one/two storey rear extension and side elevational alterations

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Local Cycle Network  
London City Airport Safeguarding

### **Proposal**

The proposals comprise a part one/two storey rear extension which would project 3.83m to the rear at ground floor level, and between 1.5-3.73m to the rear at first floor level. Immediately adjacent to No.44, the extension would project 1.5m to the rear at first floor level, and would have a flat roof, whilst 2.3m further away, the first floor would project 3.73m to the rear and would have a pitched roof.

No windows are proposed in the flank elevations of the extension, although two windows would be installed in the western flank elevation of the existing dwelling (at ground and first floor levels) which would be obscure glazed.

### **Location**

This semi-detached property is located on the northern side of Crest View Drive, and has a 43m deep rear garden.

The adjoining property to the east (No.44) has a 3.8m deep single storey rear extension permitted in 1989 which abuts the boundary with No.46.

### **Comments from Local Residents**

No local objections have been received to date.

## **Planning Considerations**

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

BE1 Design of New Development

H8 Residential Extensions

This application has been called in by a Ward Member.

## **Planning History**

Permission was refused in June 2014 (ref.14/00674) for a part one/two storey rear extension and elevational alterations on the following grounds:

- 1 The proposal, by reason of its size and rearward projection, would result in a detrimental impact and loss of amenity to the occupiers of No.44, and be detrimental to the residential amenities of the occupiers of this dwelling, by reason of loss of outlook and loss of light, thereby contrary to Policy BE1 of the Unitary Development Plan.
- 2 The proposal constitutes a cramped overdevelopment of the site, resulting in a retrograde lowering of the standards of the area, contrary to Policies H9 and BE1 of the Unitary Development Plan.

No appeal was lodged against the refusal.

## **Conclusions**

The main issues in this case are the effect of the proposals on the character of the surrounding area, and on the amenities of the occupants of surrounding residential properties.

The current scheme differs from the previously refused scheme in that the ground floor element would now project only 3.83m to the rear (as opposed to 4.5m) to come in line with the single storey rear extension at the adjoining property (No.44). The first floor element of the proposals would remain the same.

With regard to the impact on No.44 (the adjoining semi), the extension would now project 3.83m to the rear at ground floor level, and would still project only 1.5m to the rear at first floor level immediately adjacent to No.44, with the deeper first floor element set back 2.35m from the side boundary. No.44 has a similar depth single storey rear extension adjacent to the boundary, and the ground floor part of the extension would not now project beyond this. Outlook from and light to the rear first floor windows of No.44 are not considered to be unduly affected, and no loss of privacy would occur.

No.48 to the west has not been extended to the rear, but is set back at least 1m from the side boundary with No.46. The proposed rear extension to No.46 would be set back 1.5m from this boundary, giving a gap of at least 2.5m between the

dwellings, and although some loss of outlook to the rear of No.48 may occur, this has been reduced in the revised scheme and is not considered to be unduly harmful.

A first floor window is proposed to the western flank elevation of the existing dwelling facing No.48, but it would be obscure glazed to protect the privacy of the adjacent residents.

With regard to the impact of the proposals on the character of the surrounding area, the property lies on a sizeable plot with a 43m deep rear garden, and the proposals are not, therefore, considered to result in an overdevelopment of the site. The proposed extension is confined to the rear and would not, therefore, appear cramped nor impact on the spatial standards or visual amenities of the street scene.

In conclusion, the proposed rear extension is not considered to have a detrimental impact on the character of the surrounding area nor on the amenities of neighbouring properties.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

#### **RECOMMENDATION: PERMISSION**

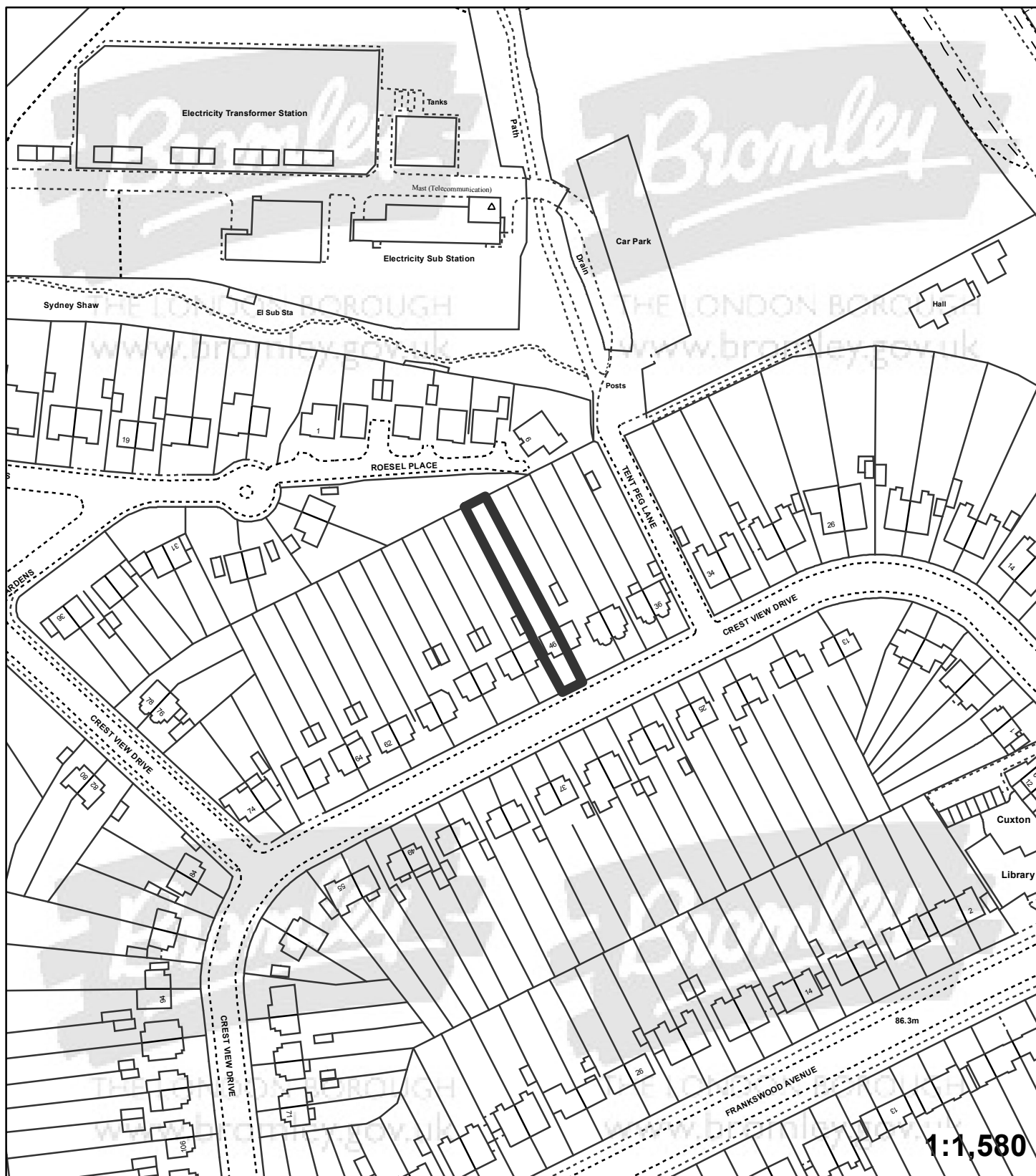
Subject to the following conditions:

- 1      ACA01      Commencement of development within 3 yrs  
          ACA01R     A01 Reason 3 years
- 2      ACC07      Materials as set out in application  
          ACC07R     Reason C07
- 3      Before the development hereby permitted is first occupied, the proposed window(s) at first floor level in the western flank elevation of the existing dwelling shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.  
          ACI12R      I12 reason (1 insert)    BE1
- 4      ACI13      No windows (2 inserts)            first floor flank    extension  
          ACI13R      I13 reason (1 insert)    BE1
- 5      ACK01      Compliance with submitted plan  
          ACK05R     K05 reason

**Application:**14/03519/FULL6

**Address:** 46 Crest View Drive Petts Wood Orpington BR5 1BY

**Proposal:** Part one/two storey rear extension and side elevational alterations



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

Report No.  
DRR14/091

London Borough of Bromley

PART ONE - PUBLIC

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**Decision Maker:** PLANS SUB-COMMITTEE NO. 4

**Date:** Thursday 6 November 2014

**Decision Type:** Non-Urgent Non-Executive

**Title:** LAND AT JUNCTION OF BROOMBANK RESERVOIR ACCESS TRACK AND SHIRE LANE, FARNBOROUGH

**Contact Officer:** Philip Spiteri, Planning Enforcement Officer  
Tel: 020 8461 7751 E-mail: Philip.Spiteri@bromley.gov.uk

**Chief Officer:** Chief Planner

**Ward:** Darwin

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1. Reason for report

Following complaints regarding alleged fly tipped rubbish at the location, the site was visited on 21<sup>st</sup> August 2014 , an area adjacent to a Water Board Reservoir. A quantity of old wooden fencing, wooden fencing posts and an amount of concrete had been fly tipped on the area of land at the entrance to Broom Bank Reservoir. Permission is sought to engage a contractor to have the site cleared.

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2. **RECOMMENDATION(S)**

**Members authorise the Council to enter the land to remove the waste material and place a charge on the land to secure the recovery of the costs involved. The cost will include engaging a contractor to take Direct Action to remove the waste from the land.**

### **3. COMMENTARY**

- 3.1 On 21<sup>st</sup> August 2014 , a complaint was received regarding rubbish, fly tipped by persons unknown at the site an area adjacent to the entrance to a Water Board reservoir on a busy country lane.
- 3.2. On 21<sup>st</sup> August 2014 the site was visited, a large quantity of old wooden fencing, Concrete posts and other associated paraphernalia . Local enquiries were made to trace those responsible with a negative result.
- 3.3 On 5<sup>th</sup> September 2014 following a Land Registry check, letters were sent to the owners requesting the site be cleared , no replies were forthcoming.
- 3.4 A S215 Notice has been served, and pending the result permission is sought in anticipation of a negative result to take Direct Action to remove the materials from the location.
- 3.5 Two quotations have been obtained to remove the rubbish, estimates for removal are between £275 and £480



Report No.  
DRR14/095

London Borough of Bromley

PART ONE - PUBLIC

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**Decision Maker:** PLANS SUB-COMMITTEE NO. 4

**Date:** Thursday 6 November 2014

**Decision Type:** Non-Urgent                      Non-Executive                      Non-Key

**Title:** TREE WORKS APPLICATION 14/02595/TPO: CONSENT TO REMOVE 2 PINE TREES AT 8 THORNTON DENE, BECKENHAM BR3 3ND.

**Contact Officer:** Mark Cannon, Principal Tree Officer  
E-mail: Mark.Cannon@bromley.gov.uk

**Chief Officer:** The Chief Planner

**Ward:** Kelsey and Eden Park

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1. Reason for report

This report considers a Treeworks Application for the removal of 2 pine trees situated in the front garden of 8 Thornton Dene, Beckenham and the subject of Tree Preservation Order No. 2541. The Committee must decide whether to endorse the recommendation of the Chief Planner to refuse consent for the removal of the trees.

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2. **RECOMMENDATION(S)**

The Chief Planner advises that consent to remove 2 Pine trees located in the front garden of 8 Thornton Dene is refused.

### Corporate Policy

1. Policy Status: Existing Policy
  2. BBB Priority: Quality Environment
- 

### Financial

1. Cost of proposal: No Cost
  2. Ongoing costs: Not Applicable:
  3. Budget head/performance centre: Planning and Renewal
  4. Total current budget for this head: £1.6m
  5. Source of funding: Existing Controllable Revenue Budget 2014/15
- 

### Staff

1. Number of staff (current and additional): 103.89 ftes
  2. If from existing staff resources, number of staff hours: N/A
- 

### Legal

1. Legal Requirement: Statutory Requirement
  2. Call-in: Not Applicable
- 

### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Those affected by the order.
- 

### Ward Councillor Views

1. Have Ward Councillors been asked for comments? No
2. Summary of Ward Councillors comments: None

### **3. COMMENTARY**

3.1 The principal considerations in relation to whether to grant or refuse consent are as follows:

(a) In relation to the 2 pine trees located in the front garden of 8 Thornton Dene:-

- (i) Are the trees of sufficient public amenity value and would their removal have a detrimental effect upon the character and appearance of the area.
- (ii) Do the trees present such an unacceptable risk to the owner and wider public that they should be removed.

### **3.2 Background**

3.3 The site comprises a 2 storey detached house with landscaped front and rear gardens and is located on the northern side of Thornton Dene approximately 40m from the junction with Greenways.

3.4 Tree Preservation Order No. 2541 was served upon the owners of 8 Thornton Dene on 25<sup>th</sup> March 2013, protecting 2 Pine trees each described as T1 and T2 respectively within the order document. Following formal objections from the property owner the order was put before the Planning Sub Committee on 22nd August 2013. After considering those objections the Committee decided that the order be confirmed and made permanent.

3.5 On 2nd July 2014 the Council received a Treeworks Application ref.14/02595/TPO for consent to remove 2 protected Pine trees located in the front garden of 8 Thornton Dene, Beckenham, Kent, BR3 3ND which the following reasons were given:-

- i) Concerns regarding the size and proximity of the trees to the property following recent branch loss.
- ii) The trees have reached the end of their safe useful life expectancy.
- iii) A replacement tree can be secured that is in scale with the garden area.

3.6 Following de-delegation, the application has now been put before the Planning Sub Committee to decide whether to endorse the recommendation of the Chief Planner to refuse consent to remove the 2 pine trees.

### **3.7 Issues.**

3.8 The trees described within the application comprise 2 mature pine trees and are located in the front garden of 8 Thornton Dene, Beckenham, BR3 3ND.

3.9 The trees each measure approximately 15m in height and has a combined radial canopy spread measuring approximately 5m at its furthest extent. The trees are situated within a planting bed and enclosed within a block paved driveway located approximately 4m from the front of the house when measured from the centre of T1.

3.10 Both trees exhibit no serious external signs of disease or structural defect when viewed from the ground. The trees show evidence of historic branch loss in particular T2 where a number of side branches appear to have been removed or fallen. The trees have developed and established as component parts of a single canopy, and are collectively a highly visible feature within the local landscape which can be seen from several public views within Thornton Dene and Greenways.

3.11 The applicant seeks to undertake the proposed works due to concerns regarding the potential risk the trees pose if they were to fail.

- 3.12 The applicant has submitted an arboricultural report in support of the application. In summary the report recommends that given the history of branch failure and potential for the tree to be vulnerable to wind shear failure due to branch loss, the trees should be removed and replaced with a suitable replacement. The report recommends that 1 Indian Bean tree (Catalpa Biganoides) is selected as a replacement.
- 3.13 The arboricultural report states that branch loss will have compromised the trees structural integrity however in response, officers observe that wound occlusion (healing) around old branch unions indicate that the loss of side branches has taken place gradually over a period of several years allowing time for both trees to mechanical adjust.
- 3.14 Although there are no absolute guarantees that the trees will never fracture or shed branches, careful close monitoring of the physiological and structural condition of the tree periodically and on a regular basis will help give advanced warning of any potential for future tree failure. The applicant would be entitled to make future applications to undertake any necessary works including tree removal.
- 3.15 The removal of the 2 pine trees in favour of a replacement tree is considered unsatisfactory, and would be unable to match or immediately mitigate against the resulting loss of visual public amenity.

**3.16 Conclusion and Recommendation**

- 3.17 The trees currently exhibit no serious external signs of disease or structural defects which would justify their removal. Careful periodic monitoring and observation of the trees structural and physiological condition will help ensure public safety and it is therefore recommended that consent to remove both pine trees is refused.

**4. POLICY IMPLICATIONS**

This report is in accordance with Policy NE7 of the Councils Unitary Development Plan.

**5. FINANCIAL IMPLICATIONS**

- 5.1 The applicant is entitled under Regulation 24 of The Town and Country Planning (Tree Preservation) England Regulations 2012 to apply for compensation within 12 months of the date of the Council’s decision if the applicant can establish loss or damage as a result of the Council refusing consent. It should be noted that there is no specific budget to meet any potential compensation costs.

**6. LEGAL IMPLICATIONS**

It is the current assessment that the failure of the trees is unlikely and so there are no further comments.

**7. PERSONNEL IMPLICATIONS**

None

<b>Non-Applicable Sections:</b>	Finance 2. Ongoing Costs. Legal 2. Call in.
Background Documents: (Access via Contact Officer)	Copy of Tree Preservation Order No. 2541 Copy of the Applicants Arboricultural Report.