



THE LONDON BOROUGH
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DATE: 19 July 2016

To: Members of the
PLANS SUB-COMMITTEE NO. 3

Councillor Katy Boughey (Chairman)
Councillor Douglas Auld (Vice-Chairman)
Councillors Kevin Brooks, Alan Collins, William Huntington-Thresher, Charles Joel,
Alexa Michael, Angela Page and Stephen Wells

A meeting of the Plans Sub-Committee No. 3 will be held at Bromley Civic Centre on
THURSDAY 28 JULY 2016 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**

**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**

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/>*

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- 2 **DECLARATIONS OF INTEREST**
- 3 **CONFIRMATION OF MINUTES OF MEETING HELD ON 26 MAY 2016**
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4.6	Biggin Hill	93 - 104	(16/02176/FULL) - Biggin Hill Airport Ltd, Churchill Way, Biggin Hill, TN16 3BN
4.7	Mottingham and Chislehurst North	105 - 110	(16/02213/FULL6) - Norfolk Villa, Mottingham Lane, Mottingham, London, SE9 4RW
4.8	Bickley	111 - 118	(16/02273/RECON) - 20 Southborough Road, Bickley, Bromley, BR1 2EB
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SECTION 4 (Applications recommended for refusal or disapproval of details)

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5 CONTRAVENTIONS AND OTHER ISSUES

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6 TREE PRESERVATION ORDERS

Report No.	Ward	Page No.	Application Number and Address
6.1	Chislehurst	127 - 130	Confirmation of Tree Preservation Order No. 2624 at The Beech Studio, Hawkwood Lane, Chislehurst, BR7 5PW

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PLANS SUB-COMMITTEE NO. 3

Minutes of the meeting held at 7.00 pm on 26 May 2016

Present:

Councillor Katy Boughey (Chairman)
Councillor Douglas Auld (Vice-Chairman)
Councillors Nicholas Bennett J.P., Kevin Brooks, Alan Collins,
William Huntington-Thresher, Charles Joel, Alexa Michael and
Stephen Wells

Also Present:

Councillor Lydia Buttinger

1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

An apology for absence was received from Councillor Angela Page; Councillor Nicholas Bennett JP attended as substitute.

2 DECLARATIONS OF INTEREST

Councillors Bennett JP, Michael and Wells declared a personal interest in Item 4.5 – Ravensbourne, Westerham Road, Keston, as the applicant was known to them through the Beckenham Conservative Association.

3 CONFIRMATION OF MINUTES OF MEETING HELD ON 31 MARCH 2016

RESOLVED that the Minutes of the meeting held on 31 March 2016 be confirmed and signed as a correct record.

4 PLANNING APPLICATIONS

SECTION 2

(Applications meriting special consideration)

4.1 CHISLEHURST CONSERVATION AREA

**(15/05237/FULL1) - Queen Mary House,
Manor Park Road, Chislehurst BR7 5PY**

Description of application – Demolition of existing building and erection of three storey building comprising 52 assisted living extra care apartments (37 x 2 bed and 15 x 1 bed) (C2 use) including communal facilities, parking and landscaping.

Oral representations in objection to and in support of the application were received at the meeting.
The Chief Planner reported the following:- Further

correspondence in objection to the application had been received and circulated to Members. Condition 3 and the condition relating to balconies should be amended if permission was granted. No objection to the application had been received from Highways Officers. Having considered the option to defer the application to reduce the height and bulk of the development, the applicant had decided that Members should consider the proposal in its original form. Members having considered the report, objections and representations, **RESOLVED that the application BE REFUSED** for the following reason:-
1 The proposal, by reason of its scale, form, layout and site coverage, would constitute a cramped overdevelopment of the site, detrimental to and not preserving the character and appearance of this part of the Chislehurst Conservation Area contrary to Policies BE1 and BE11 of the Unitary Development Plan.

4.2 BROMLEY TOWN

(16/00295/FULL1) - Upfield Hillbrow Road, Bromley, BR1 4JL

Description of application – Demolition of the existing four bedroom detached dwelling and the redevelopment to provide 6 two bedroom flats.

Oral representations in support of the application were received at the meeting.

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

4.3 SHORTLANDS

(16/00316/FULL6) - 2 Rosemere Place, Shortlands, Bromley BR2 0AS

Description of application – Single storey side extension and single storey rear extension.

Oral representations in support of the application were received at the meeting.

Comments from the Tree Officer were reported at the meeting.

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

6 The development shall be implemented in accordance with the Arboricultural Survey drawing (AR/3240a/jq) submitted and approved as part of the planning application and under the supervision of a retained arboricultural specialist in order to ensure that the correct materials and techniques are employed.

Reason: To ensure that works are carried out according to good arboricultural practice and in the interests of 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.

4.4 PENGE AND CATOR

(16/00377/FULL1) - 2 Crampton Road, Penge, SE20 7AT

Description of application – Demolition of existing buildings and construction of a three storey building comprising 1 one bedroom, 4 two bedroom, 1 three bedroom apartments and 2 ground floor commercial units (Class B1), external car parking, landscaping, bicycle parking and refuse/recycling store. (The site includes 15-17 High Street, Penge.)

Oral representations in support of the application were received at the meeting.

The Planning Officer reported that a Daylight and Sunlight Study had been received and circulated to Members and the strip of land adjacent to the site was included in the application.

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

- 1 The proposal, by reason of its size, scale and site coverage, would constitute a cramped overdevelopment of the site which would be detrimental to the character and visual amenities of the locality and fail to provide a satisfactory quality of accommodation for future occupiers contrary to Policies BE1, H7 and T3 of the Unitary Development Plan and Policy 3.5 of the London Plan (2015).
- 2 The proposed development would lack an adequate quantity of on-site car parking provision to accord with the Council's standards and would therefore generate an unacceptable increase in the demand for on-street car parking in the vicinity of the site, prejudicial to the free flow of traffic and conditions of general safety in the highway, contrary to Policies T3 and T18 of the Unitary Development Plan.

**4.5
BROMLEY COMMON AND
KESTON
CONSERVATION AREA**

**(16/00410/FULL1) - Ravensbourne, Westerham
Road, Keston BR2 6HE**

Description of application – Erection of two pairs of semi-detached houses with green landscaped courtyard on land to the south east of Ravensbourne House. Reconfiguration of parking layout in front of main building to allow additional landscaping, provision of basement parking area to be accessed via car lift and associated landscaping work.

Oral representations in support of the application were received at the meeting.

The Chief Planner reported that Highways Division had raised no objection to the application but had requested further conditions in regard to lighting, access and refuse be added. Further supplementary documents had been received.

Members having considered the report, objections 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 four conditions to read:-

18 Parking bays shall measure 2.4m x 5m and there shall be a clear space of 6m in front of each space (or 7.5m if garages are provided) to allow for manoeuvring and these spaces shall be permanently retained as such thereafter.

Reason: In order to comply with Appendix II of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

19 Garages shall have minimum internal dimensions of 2.6m x 6m and there shall be a minimum clear space in front of their doors of 6m (or 7.5m where the garages are in a compound or opposite a structure or means of enclosure) to allow for manoeuvring and these dimensions shall be permanently retained as such thereafter.

Reason: In order to comply with Appendix II of the Unitary Development Plan to ensure that adequate on-site parking is provided and in the interest of pedestrian and vehicular safety.

20 Before commencement of the development hereby permitted, details of turning area(s) within the site shall be submitted to and approved in writing by the Local Planning Authority. The turning area(s)

shall be provided before any part of the development is first occupied and shall be permanently retained thereafter.

Reason: In order to comply with Policies T3 and T18 of the Unitary Development Plan and to enable vehicles to enter and leave the site in a forward direction, in the interest of pedestrian and vehicular safety.

21 Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 – 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.

Reason: In order to comply with Policy T3 and appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

**4.6
BROMLEY COMMON AND
KESTON**

**(16/01260/FULL6) - 4 Hathaway Close,
Bromley, BR2 8RD**

Description of application – Single storey side/rear extensions including rooflight to rear roof slope of existing garage, single storey front extension, front porch extension and roof alterations to form habitable accommodation including rear dormer and front roof lights.

The Chief Planner reported that the Highways Division had raised no objection to the application.

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 the addition of a further condition to read:-
4 Parking bays shall measure 2.4m x 5m and there shall be a clear space of 6m in front of each space (or 7.5m if garages are provided) to allow for manoeuvring and these spaces shall be permanently retained as such thereafter.

Reason: In order to comply with Appendix II of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

4.7
BICKLEY

**(16/01359/FULL6) - 38 Parkside Avenue, Bickley,
Bromley BR1 2EJ**

Description of application – Two storey part side extension.

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.

SECTION 3

(Applications recommended for permission, approval or consent)

4.8
DARWIN

**(15/3635/FULL6) - Yellow Barn, Holwood Farm,
New Road Hill, Keston BR2 6AB**

Description of application – Conversion and enlargement of existing farm building into butchery counter and butcher preparation room; addition of mezzanine floor to existing coffee shop to be converted to Class A3 (Restaurant) use, conversion of remainder of the building into 3 bedroom dwelling; and associated elevational alterations and provision of extended fire escape staircase.

Oral representations in support of the application were received at the meeting.

The Chief Planner reported that further correspondence had been received from the applicant. Comments from Ward Members Councillors Richard Scoates and Julian Benington were reported at the meeting.

Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions and informative set out in the report of the Chief Planner with conditions 4 and 11 and informative 1 amended to read:-

'4 The use shall not operate before 09.00 and after 18.30 Monday to Saturday and before 10.00 and after 17.30 on Sundays.

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

11 Prior to the commencement of the development hereby permitted, the applicant will submit a written proposal to the Council setting out targets for the proportion of the butchery counter produce that is to be locally, regionally and nationally sourced and sold

on the premises. This is to be agreed in writing by the Council prior to the commencement of the development and the targets agreed will be adhered to in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: The intensification of the commercial retail use on the site was granted on the basis that the operation is a Farm Shop and is intrinsically linked to the local area and local rural businesses. The proposed intensification of the use on the site was considered acceptable on this basis and this condition has been imposed to ensure that should the nature of the business change, any proposal and its impact on the sensitive rural location and the Green Belt can be properly assessed by the Council and in order to comply with Policies BE1 and G1 of the Unitary Development Plan.

Informative

1 As an indicative guide in respect of Condition 11, the applicant is referred to Government Guidance on Farm Shops and Markets.'

**4.9
CLOCK HOUSE**

**(16/00491/FULL1) - 59 Piquet Road,
Penge, SE20 7XY**

Description of application – Renovation and change of use of the existing garage adjacent to No. 59 Piquet Road, SE20, into office/studio space (Use Class B1).

Oral representations in support of the application were received at the meeting.

The Planning Officer reported that the third line of the penultimate paragraph on page 151 of the report had been amended to read:- 'The overall design is considered acceptable and would **not** result in harm to the character and appearance of the streetscene. Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner the addition of two further conditions to read:-

7 Details of rain water goods shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby is first occupied and permanently retained thereafter.

Reason: To ensure satisfactory means of rain water disposal and to accord with Policy 5.12 of the London Plan.

8 Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed before any part of the development hereby permitted is first occupied and permanently retained thereafter.

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.

The follow two informatives were also added:-

1 Should your client decide to stop up the access, please contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the reinstatement of the existing crossover as a 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 to contact the following address regarding alignment of, connection to or diversion of a public sewer, or adoption of a sewer – Thames Water, 1 Kew Bridge, Brentford, Middlesex TW8 0EF. Tel: 0845 850 2777. E-mail:

developer.services@thameswater.co.uk

**4.10
CHELSFIELD AND PRATTS
BOTTOM**

**(16/00515/FULL6) - 177 Warren Road, Orpington
BR6 6ES**

Description of application – Demolition of existing dwelling and erection of replacement dwelling.

Oral representations in support of the application were received. Oral representations from Ward Member Councillor Lydia Buttinger were also received at the meeting.

It was reported that further objections to the application had been received.

Members having considered the report, objections and representations, **RESOLVED that the application BE DEFERRED** without prejudice to

future consideration, to seek a 2m reduction in depth of the rear elevation at ground floor level.

**4.11
PENGE AND CATOR**

**(16/00919/FULL1) - 8 Padua Road,
Penge SE20 8HF**

Description of application – Demolition of existing property and construction of a pair of two storey semi-detached five bedroom houses with associated parking and landscaping.

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

**4.12
KELSEY AND EDEN PARK**

**(16/01269/FULL6)- 144 Village Way, Beckenham
BR3 3PH**

Description of application – Single storey rear extension with glass balcony above.

Oral representations in support of the application were received at the meeting.

Comments from the Planning Officer with regard to the addition of screening and flat roof conditions were reported. Members were also informed that the neighbouring property (No. 142) did have a balcony. Members having considered the report, objections and representations, **RESOLVED that PERMISSION BE GRANTED** as recommended, subject to the conditions set out in the report of the Chief Planner with the addition of a further condition to read:-
'5 The privacy screening for the balcony shall not be carried out otherwise than in complete accordance with the plan approved under this planning permission unless previously agreed in writing by the Local Planning Authority and permanently retained as such. 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.'

**4.13
DARWIN**

**(16/01316/FULL1) - Down House, Luxted Road,
Downe, Orpington BR6 7JT**

Description of application – Use of part of Middle Field within the Down House estate to provide an overflow visitor car parking facility for up to 50 days per year.

Members having considered the report, **RESOLVED that PERMISSION BE GRANTED SUBJECT TO THE PRIOR COMPLETION OF A SECTION 106 LEGAL AGREEMENT** as recommended and subject to the condition set out in the report of the Chief Planner.

The meeting ended at 9.10 pm

Chairman

SECTION '2' – Applications meriting special consideration

Application No : 16/01961/OUT

Ward:
Darwin

Address : Warren Farm Berrys Green Road Berrys
Green Westerham TN16 3AJ

OS Grid Ref: E: 543769 N: 158902

Applicant : Mr Russell Clarke

Objections : YES

Description of Development:

Demolition of all existing buildings and erection of six detached dwellings, with reconfigured access road and dedicated parking spaces
OUTLINE APPLICATION REGARDING ACCESS AND LAYOUT

Key designations:

Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding

Proposal

This outline application (concerning access and layout) is for the erection of six detached houses within what is a redundant egg producing battery farm. Seven barns of varied size will be demolished, together with an existing two storey house which was associated with the farm. The site will be comprehensively redeveloped with the existing access relocated and to a more central position in relation to the frontage. The proposed houses will be spread fairly evenly across the site. In all, the proposed houses will incorporate a total footprint of 853sq m and a floor area of 1490sq m (accounting for the ground and first floor accommodation). Although landscaping will be a reserved matter, the outline plans indicate that the north-eastern corner of the site - between the proposed access road and to the south of the boundary with 'Treetops' - will be landscaped and subject to potential tree planting.

The planning application is accompanied by a marketing and financial viability report and a Design and Access Statement.

Location

The application site comprises of a redundant egg producing battery farm which falls within the Green Belt. It is situated approximately mid-way along Berrys Green Road along its eastern side, approximately 700m to the north of its junctions with Buckhurst Road and New Barn Lane and 700m to the south of its junction with Berrys Hill. The site measures 0.74ha in area and measures up to approximately 210m in length. Its width varies from approximately 40 metres along its frontage to

between 25m - 30m along its rear section. Presently, the site is occupied by five substantial barns, two smaller barns and a detached two storey house. The access is located around the north-eastern tip of the site.

Berrys Green Road is characterised by residential ribbon development which is mainly concentrated along the northern half of the road which, for the most part, is made up of detached houses occupying substantial plots and which maintain a generous degree of separation to one another. These characteristics contribute to the open rural character of the area. The area surrounding the application site is particularly verdant in character, with the adjoining highway being narrow and tree-lined, while the site immediately to the south is subject to a blanket Tree Preservation Order (No 568). The northern boundary adjoins the site at 'Treetops' which is occupied by a detached bungalow. The western site boundary adjoins a footpath and Cherry Lodge Golf Club beyond that.

Consultations

Comments from Local Residents

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

- excessive level of development is inappropriate and detrimental to the Green Belt
- size of development would create an increase in traffic which is unacceptable and dangerous on a single track land with blind bends
- road safety and access would be compromised
- increased noise and disturbance from six houses, whereas there is currently only one house
- harm to rural character and visual amenities of the area
- contrary to planning policy
- could be catalyst for further large-scale development in the Green Belt
- potential harm to protected species
- significant increase in bulk and scale of proposed dwellings over the original
- disproportionate increase in amount of development
- more intensive use of the site would be detrimental to the rural character

The Orpington Field Club has objected on the basis of creeping urbanisation and loss of Green Belt land and the loss of an important species rich hedgerow along Berrys Green Road. If permission is granted, the existing buildings should be surveyed for bats prior to work commencing. New planting should incorporate native species and bat bricks should be incorporated into the new development.

Comments from Consultees

The 'Designing Out Crime Officer' has recommended 'Secured by Design' measures to mitigate the risk of crime.

The Council's Drainage consultant has raised no objection, subject to a surface water drainage scheme condition.

From an Environmental Health perspective, a contamination assessment should be undertaken.

No objection has been raised by Thames Water.

From a technical Highways perspective, it is considered that all trips to and from the site will be made by vehicles, however it is not considered that the likely trip generation from the proposed development will cause issues in the road. The site did obviously generate some trips when it was operating as a farm. Subject to conditions, the proposal is considered acceptable.

Planning Considerations

Planning Considerations

The application falls to be considered with regard to the following UDP policies:

- H1 Housing
- H7 Housing density and design
- T3 Parking
- T11 New accesses
- T18 Road Safety
- EMP5 Development outside business areas
- BE1 Design
- BE3 Buildings in rural areas
- NE5 Protected Species
- NE7 Development and trees
- G1 The Green Belt

Paragraph 80, 89 and 90 of the NPPF are relevant to this application and relate to the Green Belt. In addition, the new national technical housing standards are of relevance.

Policy 7.16 of the London Plan gives the strongest protection to London's Green Belt in accordance with national guidance. Inappropriate development should be refused except in very special circumstances and development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance; such improvements are likely to help human health, biodiversity and improve overall quality of life.

Planning History

There is a lengthy planning history relating to the application site. The planning history since 1995 is set out in the table below.

95/02603	Replacement single storey agricultural building	Permitted 1996
01/01134	Change of use from chicken farm to Light Industrial/Commercial (Class B1) and storage (Class B8)	Refused 2001
01/03966	Change of use from chicken farm to light industrial/commercial (Class B1) and storage	Refused & dismissed at appeal

	(Class B8)	2002
01/03967	Demolition of agricultural buildings and erection of 4 dwellings and garages (Outline)	Refused & dismissed at appeal 2002
03/00438	External "Norfolk incinerator"	Permitted 2003
03/00439	Change of use from chicken farm to light industrial/commercial (Class B1) and storage (Class B8)	Refused 2003
03/00443	Demolition of agricultural buildings and erection of 2 dwellings (Outline)	Refused & dismissed at appeal in 2003
05/01002	Change of use of poultry farm buildings to mixed use comprising Class B1, B2 and B8	Refused 2005 & dismissed at appeal 2006
14/04310	Change of use of Agricultural Building to Class C3 dwellinghouses to form 3 dwellinghouses (56 day application for prior approval under Class MB of Part 3 of schedule 2 of the GPDO 1995 as amended).	Refused 2014
15/00472	Change of use of Agricultural Building to Class C3 dwellinghouses to form 3 dwellinghouses (56 day application for prior approval under Class MB of Part 3 of schedule 2 of the GPDO 1995 as amended).	Prior approval granted 2015
15/01340	Single storey rear extension, extending beyond the rear of the original house by 8m, for which the maximum height would be 3m, and for which the height of the eaves would be 3m. (42 Day Notification for Householder Permitted Development Prior Approval)	Refused 2015
15/02449	Single storey rear extension, extending beyond the rear of the original house by 8m, for which the maximum height would be 3m, and for which the height of the eaves would be 3m. (42 Day Notification for Householder Permitted Development Prior Approval)	Refused 2015
15/05159	Demolition of all existing buildings and erection of seven detached dwellings, together with access road and parking facilities (Outline)	Withdrawn

In essence, planning application references 01/01134, 01/03966, 03/00439, 05/01002 were refused on the basis that these would result in intensification in the use of an access with inadequate sightlines, and would result in an unacceptable increase in vehicle parking and associated thereby constituting inappropriate development in the Green Belt.

In respect of the residential schemes, refs 01/03967 and 03/00443, it was also considered that these would result in intensification in the use of an access with inadequate sightlines, and this would constitute inappropriate development in the Green Belt within which there was a presumption against residential development.

More recently, Prior Approval was granted under ref. 15/00472 for the conversion of three of the existing barns to dwellings: this following an earlier unsuccessful application for a similar scheme (ref. 14/04310). Subsequent to that, Prior Approval was refused for applications to extend the existing dwelling on the site.

Conclusions

The main issues for consideration are: the appropriateness of this development in the Green Belt, including its impact on the openness of the Green Belt and the purpose of including land within it; and whether, if the development is inappropriate in the Green Belt, the harm by reason of inappropriateness or any other harm, would be outweighed by other considerations so as to amount to very special circumstances. Other matters for consideration relate to the loss of an existing business site, the effect on road safety conditions, and the impact on neighbouring amenity.

As outlined above, the application site forms a redundant egg producing battery farm. The site is dominated by various barns which straddle the length of the site, including four substantial chicken sheds within the south-east corner of the site and another within the western end of the site. In addition, the site includes a two storey detached house which occupies a central position of the site and two other barns to its north and west. These structures are accessed by a driveway comprising of hardstanding which extends from the site entrance. The site contains a high proportion of built forms and is highly developed. Despite that, in policy terms the existing agricultural-related development is considered to constitute appropriate development in the Green Belt.

The National Planning Policy Framework allows some *“limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.”* In terms of the question of whether the site represents previously developed land, it is noted that the site is predominantly occupied by agricultural buildings and therefore it does not fall entirely within the NPPF definition of previously developed land. Accordingly, such a housing proposal represents inappropriate development in the Green Belt for which very special circumstances are required to be demonstrated in order to justify the scheme. Paragraph 87 of the NPPF states that *“as with previous Green Belt policy, inappropriate development is by definition harmful to the Green Belt and should not be approved, except in very special circumstances.”*

In this case following amendments to the General Permitted Development Order the site benefits from Prior Approval relating to the conversion of three of the existing sheds to residential use, which could incorporate a cumulative floor area of 450sq m (as granted under application ref. 15/00472). In effect, this would enable three additional houses to be constructed on site, whilst the remaining agricultural structures could remain in situ. In comparison to the prevailing planning policies at the time of the 2001 and 2003 planning applications, for which residential development was previously sought, current planning policies allow for a greater flexibility in terms of the re-use of buildings which have legitimately been used for

agricultural trades or businesses. On this basis, it is considered a more intensive residential use of the site can be justified in principle.

In respect of the commercial viability of the site, the viability report prepared in support of the application indicates that the egg producing battery farm ceased operating in 2010, whilst shortcomings are cited in respect of size and configuration of the buildings and local highway conditions in terms of its ability to support alternative business uses. As the planning history itself demonstrates, the Council has consistently refused planning applications involving the change of use of the existing buildings to accommodate Class B1, B2 and B8, in part because this would have resulted in an intensification of an access with inadequate sightlines, thereby undermining highway safety conditions. Accordingly, it is accepted that Policy EMP5 of the UDP is satisfied and the redevelopment of this site to a non-business use is acceptable.

Whilst local objections have been received on the basis this scheme will amount of a more intensive form of development and lead to increased noise and disturbance, in view of the 'enclosed' nature of the development, the degree of separation of the proposed houses from neighbouring properties, and the proposed landscaped area adjacent to the boundary with 'Treetops', it is not considered that the living conditions of surrounding residents will be appreciably undermined.

In terms of highway issues, this scheme includes the re-siting of the vehicular access to a more central position in relation to the frontage. Whilst the Council has previously expressed concerns in relation to the intensification in the use of the existing access, such a comprehensive redevelopment as is now proposed will enable the vehicular access and entrance road to be designed in a manner which will achieve adequate sightlines; furthermore, the likely trip generation for six houses is considered to be acceptable in light of the current lawful use of the site. In the course of this application, the highway layout has been further modified to satisfy the Highways engineers and achieve satisfactory sightlines (by way of amended plans received 7.7.16).

Taking account of the above, it seems clear that the site in its existing form and use is no longer financially viable in view of its significant constraints. Whilst not constituting previously developed land, the site is nonetheless highly developed with little sense of openness maintained. In view of the passage of time and their lack of use, the buildings appear unsightly and fail to contribute positively to local character. It is also established that the site can accommodate a more intensive residential form of development, albeit by way of the conversion of existing buildings on the site.

In terms of its key merits, the proposal will result in a significant reduction in the level of built form within the site, with the current buildings footprint reduced from 2840sq m to 853sq m (with the overall floor area falling from 2919sq m to 1490sq m). (The 'Prior Approval' layout could, by contrast, retain an overall buildings footprint on 2256sq m within the site). Such a reduction as is now proposed will significantly enhance the openness of the site, with overall buildings coverage reduced from approximately 38% to 11%, this involving much of the site being re-

contoured and landscaped. The proposed houses will be generously apportioned within the site which will bear some reflection of local character.

Notwithstanding the above, housing is a priority use for all London Boroughs. Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing choice in the London Plan (2015) generally encourage the provision of small scale infill development in previously developed residential areas provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space.

In conclusion, it is considered that the above factors amount to very special circumstances to justify such development in the Green Belt. This proposal is considered to represent a sustainable form of development, making effective use of this redundant agricultural unit, whilst enhancing local character and openness.

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

as amended by documents received on 08.07.2016
RECOMMENDATION: PERMISSION

Subject to the following conditions:

1 (i) Details relating to the

(a) appearance; (b) landscaping; (c) scale

shall be submitted to and approved by the Local Planning Authority before any development is commenced.

(ii) Application for approval of the details referred to in paragraph (i) above must be made not later than the expiration of three years beginning with the date of this decision notice.

(iii) The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the details referred to in paragraph (i) above, or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: No such details have been submitted and to comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

2 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before

the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial 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 to those originally planted.

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

- 3** Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

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.

- 4** 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

- 5** The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

Reason: To reduce the impact of flooding both to and from the proposed development and third and to accord with Policy 5.13 of the London Plan.

- 6** Before any work is commenced details of parking spaces and/or garages and sufficient 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 use of the land or building hereby permitted and shall thereafter be kept available for such use. No development whether permitted by the Town and Country Planning (General Permitted Development Order) 2015 (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.

- 7 Parking bays shall measure 2.4m x 5m and there shall be a clear space of 6m in front of each space (or 7.5m if garages are provided) to allow for manoeuvring and these spaces shall be permanently retained as such thereafter.

Reason:In order to comply with Appendix II of the Unitary Development Plan and to the interest of pedestrian and vehicular safety.

- 8 Before commencement of the development hereby permitted details of (a) turning area(s) within the site shall be submitted to and approved in writing by the Local Planning Authority. The turning area(s) shall be provided before any part of the development is first occupied and shall be permanently retained thereafter.

Reason:In order to comply with Policies T3 and T18 of the Unitary Development Plan and to enable vehicles to enter and leave the site in a forward direction, in the interest of pedestrian and vehicular safety.

- 9 Before any part of the development hereby permitted is first occupied that part of a sight line of 43m x 2.4m x 43m which can be accommodated within the site shall be provided in both directions at the access junction with Berrys Green and with the exception of trees selected by or on behalf of the Local Planning Authority no obstruction to visibility shall exceed 1.0m in height in advance of this sight line, which shall be permanently retained as such.

Reason:In order to comply with Policy T18 of the Unitary Development Plan and to ensure that the proposal does not prejudice the free flow of traffic and conditions of general safety along the adjoining highway.

- 10 While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed

without delay and in no circumstances be left behind at the end of the working day.

Reason: In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the Unitary Development Plan.

- 11 Details of the finished surfaces of the access road, garage drives and parking areas, which shall include coloured materials and block paving, and of the street lighting installations, shall be submitted to and approved in writing by the Local Planning Authority before the development commences and the access road, drives, parking areas and street lighting shall be completed in accordance with the approved details before any of the dwellings hereby permitted are first occupied.**

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

- 12 Whilst the development hereby permitted is being carried out, provision shall be made to accommodate operatives and construction vehicles off-loading, parking and turning within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority and such provision shall remain available for such uses to the satisfaction of the Local Planning Authority throughout the course of development.**

Reason: In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

- 13 Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.**

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

- 14 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the**

drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

Reason: To reduce the impact of flooding both to and from the proposed development and third and to accord with Policy 5.13 of the London Plan.

15 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no building, structure or alteration permitted by Class A, B, C, or E of Part 1 of Schedule 2 of the 2015 Order (as amended), shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

Reason:In the interest of the visual amenity and openness of the Green Belt and to accord with Policies G1 and BE1 of the Unitary Development Plan and Section 9 of the National Planning Policy Framework.

16 Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

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

17 No part of the development hereby permitted shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to and approved in writing by the Local Planning Authority.

a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval in writing. The desk study shall detail the history of the sites uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.

b) The site investigation, including relevant soil, soil gas, surface water and groundwater sampling shall be approved in writing by the Local Planning Authority.

c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors, a proposed remediation strategy and a quality assurance scheme regarding implementation of remedial works, and no remediation works shall commence on site prior to approval of these matters in writing by the Authority. The works

shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.

d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.

e) Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of the remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of post-remediation sampling.

f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

Reason:In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

18 No demolition of buildings shall take place until a survey has been carried out to ascertain if any bats are roosting in the buildings concerned. If any bats are discovered, details shall be submitted to and approved in writing by the Local Planning Authority of the timing of the works and any necessary mitigation measures. The works shall be carried out in accordance with the approved timing and mitigation measures.

Reason: In order to comply with Policy NE3 of the Unitary Development Plan and in order to safeguard the interests and well-being of bats on the site which are specifically protected by the Wildlife and Countryside Act 1981 (as amended).

19 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.

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.

Application:16/01961/OUT

Address: Warren Farm Berrys Green Road Berrys Green Westerham TN16 3AJ

Proposal: Demolition of all existing buildings and erection of six detached dwellings, with reconfigured access road and dedicated parking spaces
OUTLINE APPLICATION REGARDING ACCESS AND LAYOUT



"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 : 16/01994/FULL1

Ward:
Copers Cope

Address : 37 Stanley Avenue Beckenham BR3
6PU

OS Grid Ref: E: 538546 N: 168850

Applicant : Mr I Burt

Objections : YES

Description of Development:

Part one/ part two storey side/rear extension, alterations to the roof to include two dormers to accommodate the conversion of the existing dwelling into 2x3 bed dwellings.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 9
Smoke Control SCA 21

Proposal

Part one/two storey side/rear extension, alterations to the roof to accommodate the conversion of the existing dwelling into 2 x 3 bed dwellings.

This is a resubmission of a previously refused application.

Location

The subject site is a detached two storey dwelling on the northern eastern side of Stanley Avenue.

The site is not located in a conservation area and is not listed.

Consultations

Nearby owners/occupiers were notified of the application and one letter has been received with the following comments :

- did not receive notification and live directly opposite
- No.37 is architecturally basic and although some improvements to the house would be welcomed the application is just a basic side extension

Highways - no objection subject to conditions

Environmental Health officer - no objection subject to an informative

Planning Considerations

Considerations

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

BE1 Design of New Development
BE7 Railings, Boundary Walls and Other Means of Enclosure
H1 Housing Supply
H7 Housing Density and Design
H9 Side Space
NE3 Wildlife Features
NE7 Development and Trees
NE8 Conservation and Management of Trees and Woodland
ER10 Light pollution
T3 Parking
T7 Cyclists
T18 Road Safety

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

London Plan (July 2011)

Policy 3.3 Increasing Housing Supply.
Policy 3.4 Optimising Housing Potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.7 Renewable energy
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater Infrastructure
Policy 5.15 Water use and supplies
Policy 5.16 Waste self-sufficiency
Policy 5.17 Waste capacity
Policy 5.18 Construction, excavation and demolition waste
Policy 5.21 Contaminated land
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure

Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.6 Architecture
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

Housing: Supplementary Planning Guidance. (November 2012)

Relevant planning history

16/00404/FUL - Part one/part two storey side/rear extension, alterations to the roof to include two dormers to accommodate the conversion of the existing dwelling into 2 x 3 bed dwelling. Refused 24.03.2016

It was refused for the following reason:

The proposed extension by reason of its overall size, design, bulk and mass would be an incongruous form of development detrimental to the character and appearance of the street scene and to the amenities of the neighbouring property NO. 39. This is contrary to Policies BE1, H7 and H9 of the UDP.

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.

Impact upon character and appearance of the host dwelling and the surrounding area.

The properties along this part of Stanley Avenue are varied in style and size but generally maintain adequate setback from the boundary. This revised application now shows that the proposed side extension maintains a 1m side space to the boundary. However part of the existing two storey wall will remain in situ which encroaches approximately 0.2m into the 1m side space. On balance given this is an existing wall and this element will be set back from the existing first floor wall by 2.6m, it is considered to be acceptable. It will still comply with the purpose of Policy H9, which aims to ensure adequate separation to prevent a cramped appearance and unrelated terracing occurring.

The proposed extension has been reduced in size and the side dormer has been removed. Whilst the first floor will project further forward than the existing front wall of the house and will sit above the existing ground floor projection, it will provide articulation to the existing building and overall improve the appearance of the existing building in the street scene. The hipped roof will reflect the roof of the

neighbouring property no. 39 and the proposal is not considered to be detrimental to the character and appearance of the host building and the general street scene. The proposal therefore complies with Policies BE1, H7 and H9 of the UDP.

Quality of accommodation

The proposed new dwellings would create 2 family dwellings of an adequate size and good levels of internal amenity for future occupiers. The new dwellings also provide adequate external amenity and car parking.

Impact upon amenities of neighbouring properties.

The existing rear wall is staggered and the two storey rear element will project 4.1m from the rear wall on the western side (closest to the neighbouring property no.39) and 1.35m on the eastern side. Given the two storey element will be set in 1m from the common boundary, it is not considered to have an adverse impact upon the amenities of the neighbouring property no. 39.

The proposed works are to the eastern elevation and therefore are not considered to adversely affect the amenities of the neighbouring property no. 35.

The proposal would therefore comply with Policy BE1 of the UDP.

Traffic and parking

The site location has a PTAL of 1b (low) and so car ownership of one or more cars is likely by occupiers of the proposed dwellings.

The drive to No.37 would be capable of accommodating 2 cars in tandem, whereas the drive for No.37A is shorter but would accommodate one average and one small car. The front gardens also offer the opportunity for additional off-street parking.

Having had regard to the above, members may consider on balance that the siting, size and design of the proposed extension 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. Furthermore, the proposal would provide two good quality family dwellings.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

REASON: Section 91, Town and Country Planning Act 1990.

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby**

permitted shall as far as is practicable match those of the existing building.

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.

- 3 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 4 No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the elevation(s) of the **** hereby permitted, without the prior approval in writing of the Local Planning Authority.

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

- 5 Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

- 5 **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.

- 6 Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

Reason: In order to comply with Policy T7 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

- 7 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and to ensure a satisfactory standard of residential amenity.

You are further informed that :

- 1 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.**

If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

- 2 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk**

Application: 16/01994/FULL1

Address: 37 Stanley Avenue Beckenham BR3 6PU

Proposal: Part one/ part two storey side/rear extension, alterations to the roof to include two dormers to accommodate the conversion of the existing dwelling into 2x3 bed dwellings.



"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 : 16/02870/TELCOM

Ward:
Bromley Common And
Keston

Address : Land Adjacent 26 Hazel Walk Bromley

OS Grid Ref: E: 543331 N: 167067

Applicant : Telefonica UK LTD And Vodafone LTD **Objections :** YES

Description of Development:

Installation of 10m high telecommunications replica telegraph pole and 1 no. equipment cabinet (CONSULTATION BY TELEFONICA AND VODAFONE REGARDING THE NEED FOR APPROVAL OF SITING AND APPEARANCE)

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 22

Proposal

The application comprises a consultation regarding the need for approval of the siting and appearance of a telecommunication mast.

The mast would be a 10m high replica telegraph pole. An associated equipment cabinet is proposed to be sited 1.3m to the south west of the mast on the wide asphalt footway.

The site comprises an area of pavement situated to the front of No. 26 Hazel Walk which is a residential flatted block in front of which is a small grassed area and a detached bin store servicing the flats. The position of the mast and cabinet would broadly align with the north eastern elevation of Nos. 1 - 12 Hornbeam Way.

The mast and cabinet would be sited approx. 3.7m from the kerb.

The site is not located in a Conservation Area.

Consultations

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

- A neighbouring property already has bad reception (television etc.) and the proposal would make that worse.

Technical comments

No technical highways objections are raised to the proposal.

Environmental Health were consulted with regards to the previous application and raised no objections.

Planning Considerations

Unitary Development Plan

BE1 Design of New Development

Of particular relevance to this application is BE1(ii) which states that "Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features."

BE22 Telecommunications Apparatus

This Policy states that in a development involving telecommunications installation, the developer will be required to demonstrate that there is a need for the development. The equipment should meet the ICNIRP guidelines on the limitation of exposure to electro-magnetic field. The installation shall not adversely affect the character and appearance of the area nor the visual and residential amenities of neighbouring properties and the visual impact of the development should be minimised by the use of screening by trees or other landscaping.

Policy T18 - Road safety

This policy states that in all planning applications the Council will consider the potential impact on road safety.

The National Planning Policy Framework

Paragraph 14 of the National Planning Policy Framework states that "At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking."

Chapter 5 of the National Planning Policy Framework relates to "Supporting High Quality Communications Infrastructure. Paragraph 43 states that local planning authorities should support the expansion of electronic communications networks while aiming to keep the number of masts and sites for such installations to the minimum consistent with the efficient operation of the network. The need for a new site must be justified and where new sites are required the equipment associated with the development "should be sympathetically designed and camouflaged where appropriate."

It is emphasised that the planning system is not the appropriate arena for the determination of health safeguards so long as the installation would comply with International Commission guidelines for public exposure.

With regard to the importance of good design, the National Planning Policy Framework states at Paragraph 56 that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to make places better for people. Paragraph 60 states that it is proper to seek to promote or reinforce local distinctiveness.

London Plan 2015

Paragraphs 1.38 - 1.41 of the London Plan relate to the need to ensure the infrastructure to support growth within London, referring to the strategic importance of providing adequate infrastructure, including modern communications networks.

Chapter 4 of the London Plan includes the strategic objective in Policy 4.11 of "encouraging a connected economy." The policy itself states that the Mayor, GLA and all other strategic agencies should facilitate the delivery of an ICT network to ensure suitable and adequate network coverage across London which will include "well designed and located street-based apparatus."

Planning History

Under reference 15/03309 the siting and appearance of a 12.5m high mast and 4 cabinets was disapproved on the grounds that:

"1. *The proposed equipment, by reason of its location and size would result in a significant obstruction to visibility for vehicles exiting the store parking/servicing area detrimental to highway safety and contrary to saved Policy T18 of the Unitary Development Plan.*

2. *The proposed equipment, by reason of its height, size, location and prominence would appear intrusive and dominant within the streetscene harmful to the visual amenities of the area and contrary to Policy BE1 Design of New Development and Policy BE22 of the Unitary Development Plan."*

The mast and cabinets in this previous application were proposed to be sited adjacent to No. 29 Hazel Walk, on the other side of the road.

Under reference 15/05535 the siting and appearance of a 12.5m high mast and associated equipment cabinet was disapproved on the grounds:

"1 *The proposal, by reason of its location and size, would result in a significant obstruction to visibility for vehicles entering and exiting the adjacent off-street parking bay, thereby detrimental to highway safety and contrary to saved Policy T18 of the Unitary Development Plan.*

2 *The proposed equipment by reason of its height, size, siting and prominence, would appear intrusive and unduly dominant within the streetscene, thereby harmful to the visual amenities of the area and contrary to Policies BE1 and BE22 of the Unitary Development Plan."*

The mast and cabinet under reference 15/05535 were proposed to be sited on the same side of Hazel Walk as this current application, positioned immediately adjacent to the kerb.

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area and highway safety.

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.

It is necessary to consider whether the current proposals overcome the previous grounds for disapproval under reference 15/05535. The proposed mast would be sited closer to the nearest residential properties than the previous scheme and it is therefore also appropriate to assess the impact of the proposal on residential amenity.

Impact on visual amenity

The wide forecourt and grassed area in front of the flatted blocks provides an open and reasonably uncluttered appearance to this section of the street. The site is reasonably clutter free, and the most prominent feature in the streetscene is the brick built refuse enclosure situated adjacent to the grassed area. The proposed mast would be 2.5m lower than that previously proposed and at 10m high would complement more satisfactorily the height of standard lighting columns/telegraph poles. Furthermore, it would be set back from the front of the pavement and would therefore be less prominently sited than the previous proposed mast which was positioned immediately adjacent to the kerb. The proposed mast and cabinet would align with the front of the brick built enclosure and would relate more closely to the existing layout of street furniture and enclosures than the previous proposal.

On balance it is considered that the proposed mast and cabinet would not have a significantly detrimental impact on the visual amenities and character of the area.

Residential amenity

The mast and cabinet would be positioned approx. 10.5m from the flank elevation of flats fronting Hornbeam Avenue and a similar distance to flats fronting Hazel Walk. While the mast would visible from residential properties is it not considered that this visibility would constitute harm. The 10m high mast would not appear unacceptably prominent or overbearing in the context of the street scene and on

balance the impact on the living conditions of nearby residents in terms of loss of outlook would not be so significant as to justify the refusal of the application on that basis.

The local representation regarding the reception with the nearby flat is noted. However, the impact of the mast on radio/television reception is not considered to comprise a material planning consideration, being a technical issue that would fall to be addressed by the applicant as a private matter.

Highways safety

The previous application was refused in part on grounds relating to the impact of the proposal on highways safety as a consequence of the siting of the equipment to the front of the kerb and close to a nearby parking bay.

The current proposal moves the proposed mast and cabinet further back from the kerb and there are no technical Highways objections to the proposal.

Conclusion

The applicants have submitted a technical justification for the need for additional telecommunications equipment in the area. It is considered that the proposal would not have a detrimental impact on highways safety and that the impact on residential and visual amenity would be acceptable.

RECOMMENDATION: PRIOR APPROVAL REQUIRED AND GRANTED

- 1 The siting and appearance of the mast and equipment cabinet shall be carried out in complete accordance with the submitted drawing(s) unless previously agreed in writing by the Local Planning Authority.**

Reason: In order to comply with Policies BE22 and BE23 of the Unitary Development Plan and in the interest of the visual amenities of the area.

- 2 Any telecommunications equipment hereby permitted which subsequently becomes redundant shall be removed from the site within a period of 2 months and the land shall be reinstated to its former condition.**

Reason: In order to comply with Policies BE22 and BE23 of the Unitary Development Plan and in the interest of the visual amenities of the area.

- 3 Before the operation of the development hereby permitted the mast and equipment cabinet shall be painted in British Standard colour BS4800 12-B-25 paint. Thereafter the facility shall be retained in that colour and kept free of graffiti.**

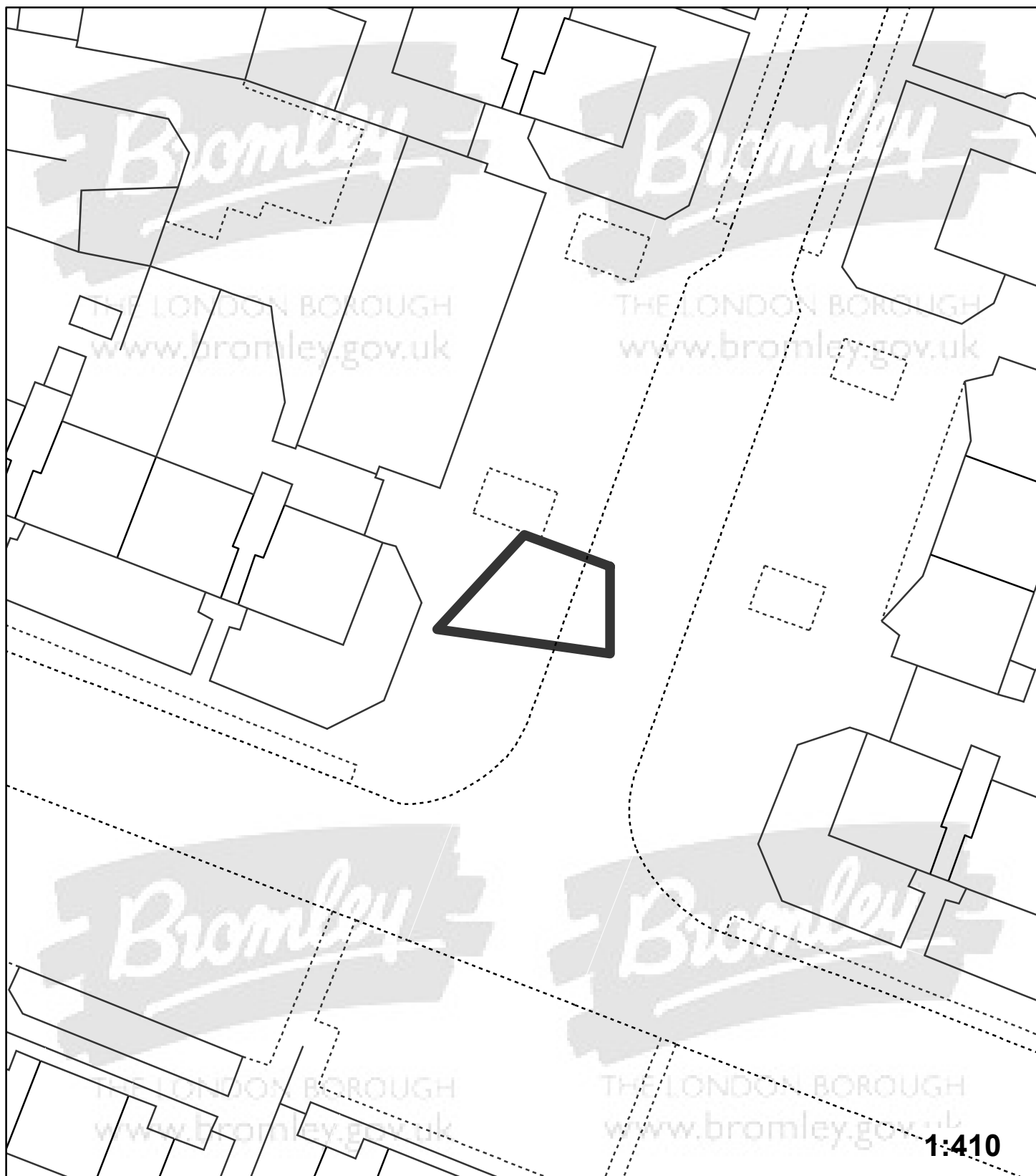
Reason: To comply with Policy BE22 of the Unitary Development Plan and in the interest of the visual amenities of the area.

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Application:16/02870/TELCOM

Address: Land Adjacent 26 Hazel Walk Bromley

Proposal: Installation of 10m high telecommunications replica telegraph pole and 1 no. equipment cabinet (CONSULTATION BY TELEFONICA AND VODAFONE REGARDING THE NEED FOR APPROVAL OF SITING AND APPEARANCE)



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

Application No : 15/05521/FULL1

Ward:
Bromley Town

Address : The Ravensbourne School Hayes Lane
Hayes Bromley BR2 9EH

OS Grid Ref: E: 540682 N: 168046

Applicant : The Beckenham Academy

Objections : YES

Description of Development:

Temporary siting of a two-storey structure for educational use (Class D1) for 2 academic years (until 31 July 2019) and associated external works including access ramp and stairs.

Key designations:

Biggin Hill Safeguarding Area
Bromley Town Centre Area
Bromley Town Centre Area Buffer 200m
Highways Proposal sites
London City Airport Safeguarding
Local Distributor Roads
Open Space Deficiency
River Centre Line
Smoke Control SCA 5
Smoke Control SCA 51
Urban Open Space

Proposal

Planning permission is sought for the temporary siting of a two-storey structure for educational use (Class D1) for 2 academic years (until 31 July 2019) and associated external works including access ramp and stairs.

The proposed temporary building is proposed to provide accommodation for Eden Park High School (formerly known as The Beckenham Academy), a planned 8 form entry Secondary School proposed in the Beckenham/Eden Park area.

The proposed development would provide accommodation for up to 6 forms of entry for two academic years, after which it is anticipated that the school would be relocated to its permanent home. The school would have an intake of 180 pupils in the first academic year (2017-18) and take a further 180 in the second (2018-19) meaning that 360 additional pupils would be accommodated on the Ravensbourne School site by the 2019-19 academic year. The proposed temporary school would utilise existing facilities at the Ravensbourne School site. The proposed school

would operate an extended school day from 08:20 to 17:30 which varies from that in operation at the Ravensbourne School.

The proposed development comprises a two storey temporary building, which will accommodate 6 classrooms per floor accessed via a central corridor, together with toilet facilities. A generator is proposed alongside the north-eastern side of the building, within a timber enclosure. The building is proposed to be located to the north-west of the existing MUGA, on land currently used as playing fields. The building occupies an elevated position in relation to the adjacent playground, and works are proposed to provide improved access in the form of new steps and a ramp.

The application proposes to utilise part of the Ravensbourne School's playground to provide a dedicated off-street drop off/collection arrangement for parents to drop off and collect pupils via private car.

The applicant has submitted the following reports and technical documents in support of the application:

- Planning Statement (JLL, March 2016)
- Transport Statement (Robert West, December 2015 - updated March 2016)
- Transport Response (Robert West, July 2016)
- Travel Plan (March 2016)
- Travel Survey Results (December 2015)
- Mechanical and Electrical Scheme Proposal and Energy and Sustainability Strategy (Pinnacle ESP, December 2016)
- Desk Study (Momentum, December 2016)
- Design and Access Statement (Innes Associates, December 2015)
- Acoustic Feasibility Report (Cole Jarman, April 2016)

Location

The application site is located on the western side of Hayes Lane, Hayes, and comprises a Grade II Listed school which originally opened in 1911. The immediate surrounding area is mainly residential in character. The school site is designated as Urban Open Space (UOS).

Consultations

Comments from Local Residents

Nearby owners/occupiers were notified of the application by letter, a site notice was displayed and an advertisement published in the local press. Comments received can be summarised as follows:

Objections

- Unclear why it is necessary to build on the school field

- School will serve pupils from Beckenham and Croydon with no benefit to local community
- Would be better to locate school to new permanent site
- Impact on community in terms of traffic, littering, and nuisance
- Transport plan contains inaccuracies and is not reliable
- Disruption from building works (Cromwell Close should not be used for access) and further detail required on proposed arrangements
- Impact on existing school facilities
- Concern that development will not be temporary
- Siting of proposed building will restrict safe use of cricket square
- Any permission should be conditioned to restrict use of building to the new school and not the Ravensbourne School
- Bromley residents should not have their Urban Open Space impacted upon when the benefit will be for another Borough
- No point providing temporary accommodation if there is no permanent site yet
- Application should make more convincing case that there are overriding community benefits
- Teaching staff will work on both schools which potentially reduces time and effort spent on existing pupils
- No compelling reason why new school will be chosen by Bromley residents and is likely to be populated by Croydon borough pupils which invalidates any reason for building on Urban Open Space
- Concerning that no specified location for the Elmers End coaches to pick up/drop off
- School car park already overcrowded
- Concern as to quality of education provision in the temporary building given importance of surroundings to effective study
- Vincent Close already heavily congested and should not be used for proposed coach drop off and turning
- Concerns regarding noise and fumes from proposed generator and impact on pupils and residents
- Use of generator should be conditioned
- Concern regarding accuracy of transport data including in relation to availability of on-street parking in surrounding roads to the north of the site

Support comments

- Design does not impact on current school grounds
- Should be very limited impact on local transport arrangements

A further 14 day neighbour consultation was undertaken on 11th July 2016 following the receipt of updated supporting information in relation to transport, which will expire on 25th July 2016. Any further comments received following the publication of the agenda will be reported verbally at the meeting.

Comments from Consultees

Historic England (historic buildings) (summary)

Advised that it was not necessary for the application to be referred to them for comment.

Sport England (summary)

Raised no objection to the application, subject to the imposition of two conditions, to require the submission and approval of a scheme to ensure the continuity of the existing sports use of the playing fields, and to require the removal of the temporary structure and the land reinstated to its former condition following the expiry of the planning permission.

Thames Water (summary)

Raised no objection with regard to sewerage and water infrastructure capacity.

Drainage

No comment.

Highways

I refer to the additional report received (July 2016) in support of the above school site.

This report has been prepared as supplementary information in regard of vehicular drop-off and collection associated with temporary accommodation for a new School known as Beckenham Academy. Whilst the permanent site is being designed and constructed, it will be necessary for the School to be housed in a temporary accommodation for a period of two years.

Whilst in temporary accommodation the school will be 6FE rather than 8FE, and will not have any Sixth Form. Up to 360 pupil places will be provided during the second year by the time the School decants to its permanent site. 180 pupil places will be offered in the first year of establishment and a further 180 in the second.

It is proposed to provide accommodation for pupils of The Beckenham Academy within temporary buildings, to be located on the playing fields adjacent the existing MUGA.

It is proposed to provide on-site pick-up or drop-off facilities within the Ravensbourne School site. The School will only provide the facility for pupil drop-off and collection for the temporary pupil places proposed.

Existing Trip Generation

Mode shares from a student hands up survey, completed in March 2016, have been used to understand how pupils currently travel to and from Ravensbourne School. Table below shows mode share and calculated person trip generation for pupils at Ravensbourne School for both arrivals in the morning and departures in the afternoon.

Mode of Travel	Journey to School		Journey from School	
	Mode Share (%)	Trip Generation	Mode Share (%)	Trip Generation
Car	9.2%	121	7.1%	93
Car Share	4.5%	60	4.5%	59
Park and Stride	2.1%	28	1.5%	20
DLR	0.1%	1	0.1%	1
Rail	2.1%	28	2.2%	29
Tram	0.2%	2	0.2%	2
Tube	0.1%	1	0.1%	1
Public Bus	58.2%	767	60.0%	790
School Bus	0.2%	2	0.2%	2
River	0.0%	0	0.0%	0
Cycle	0.6%	7	0.6%	7
Scooter	0.0%	0	0.0%	0
Walking	22.9%	301	23.7%	313
Total	100%	1318	100%	1318

The above table demonstrates that pupils are using sustainable modes of travel for trips to and from school. Few car journeys are made and those that are made are split between car (as passenger, parking close to the School gate), car sharing (with friends) and car (as passenger, parking in the wider area and walking to the School gate).

It should be noted that there is variation between modes used to travel to School and those used to travel from School. More pupils are dropped at School by car in the mornings. This is reasonable on the basis that parents that have done this on the way to work would not necessarily be available to collect in the afternoon and other modes would be used to get home.

Parking Beat Surveys

A street inventory and parking beat survey was undertaken at 15 minute intervals, within a 500m radius of the site and on a single neutral weekday (Wednesday 16th March 2016). The surveys were taken during School term in the morning peak period (07:30 - 09:45) and afternoon peak period (16:30 - 18:45).

It should be noted that the surveys were undertaken during times which coincide with the start and finish time of the temporary school i.e. 08:20 - 17:30 and as such should provide an overview of parking conditions during the time in which pupils would arrive and depart.

There was found to be theoretical capacity to accommodate 229 parked cars in the study area (based on all unrestricted parking space, parking bays, permit holders, pay and display and shared use).

The results demonstrate that there is residual capacity for on-street parking in the study area surrounding the site. There is evidence of parking associated with Ravensbourne occurring in the study area with a gradual increase in parking

demand in the morning period, yet there was found to be residual capacity for parking in all time intervals.

The parking occupancy data indicates that within the study area, Hayes Road and Hayes Lane had the highest level of demand, with a clear peak in demand during School pick-up, which was related to parking bays and unrestricted parking.

While Hayes Road had a high level of demand both in parking bays there was minimal fluctuation in demand which suggest this is associated with residential parking, and not School drop-off. It is expected that Hayes Lane is used. The results show there is no capacity available for additional parking in the morning and some capacity in the afternoon. On the basis of constraints in the morning and understanding that Hayes Lane is heavily trafficked, it would not be desirable for new demand to occur in this location and other locations were therefore investigated.

Cromwell Road and Sandford Road are locations where residual capacity for on-street parking exists. It is noted that these are also located within the CPZ and provide a mix of shared use bays, permit holder bays. Only shared use bays could be used by non-residents.

There is some capacity for additional parking in shared use bays on these streets. They are located to the north of Ravensbourne School where there is an opportunity to gain access to the site that will be used for the temporary accommodation for Beckenham Academy.

PROPOSED DROP-OFF & COLLECTION

The parking beat data has identified that whilst residual capacity to accommodate parking demand exists in the wider area surrounding the school, Hayes Lane would be sensitive to any additional demand.

To wholly mitigate the potential for any parking impact, the School proposes to manage parking demand from pupil drop-off and collection by providing an area on-site for this purpose.

This area of the site is currently used for outdoor play space and congregation. The use of the area for curriculum based activities does not occur until after 10:00 on any day, and all finish prior to the Ravensbourne's School day at 15:25. Due to the temporary pupils extended school day, drop-off and collection demand will not conflict with any curriculum based activities.

Access to the proposed drop-off and collection area will be taken via the existing gated access from Hayes Lane at the western extents of the site. Vehicles will continue on the existing route through the staff car parking area to access the drop-off and collection location. Egress is proposed to occur via the existing gated exit point onto Hayes Lane from the centre of the site.

The provision of separate access / egress is proposed to both maximise the capacity for vehicles within the site, and minimise disruption to Hayes Lane.

The access gate is currently used by staff for access to dedicated car parking towards the north of the site, and is locked at 08:10 as staff are expected to be on-site for 08:00 in the morning. It is recognised this will change as a result of the proposal, and the gate will remain open to allow access for pupil drop-off associated with the temporary pupil places.

Existing Ravensbourne School staff members are required to be on-site prior to 08:00, and will therefore not place significant conflicting demand on the access or internal route to the drop-off at the same time as parents of temporary pupils. The School do receive visitors who also arrive via the proposed egress. It is understood that visitors do not arrive on site until after 09:00 in the morning, and therefore do not occur at the same time as the proposed drop-off.

As staff will have left the site by 17:00, further parking on-site outside of collection area will be available should it be required in the afternoon. The site as a whole has provision for 150 vehicles in marked bays.

During the morning drop-off the area is not proposed to be used as a formal parking area. It will operate as a drop-off point only which will be managed to facilitate the circulation of vehicles to minimise dwell time.

The School will deploy trained staff to act on the marshals. The Marshalls primary role will be to ensure the safe and effective movement of vehicles and pedestrians. It is initially proposed that five Marshalls will be deployed at various points within the site to ensure that parents know where they should go, although it is anticipated this could be reduce in the future once new parents become acquainted to the site / operation.

A Marshall will be deployed at the site access and will be responsible for ensuring vehicles entering the site are authorised to do so. In order to regulate entries of vehicles onto the site and ensure they are restricted to parents / pupils of Beckenham Academy.

Drop-off movements will happen on the eastern side of the play area to allow pupils to depart and head east towards the temporary classroom location. This will remove any requirement for pupils to cross the path of vehicles.

In year 1, the School is expected to generate demand for drop-off from 26 vehicles in the morning and 22 vehicles in the afternoon. In year 2 this would increase to 52 in the morning and 44 in the afternoon.

Despite the lower public transport accessibility level and the non-distance based criteria for the non-selective Schools, the mode share statistics are comparable.

PARKING BEHAVIOUR

It is anticipated that not all parking impact will occur at any one time and that the way in which vehicles arrive and depart vary across the morning and afternoon period.

In the morning, the operation of the proposed drop-off will limit the amount of dwell time that vehicles can experience and are not expected to be stationary for greater than 10-20 seconds. As such, vehicles will not be on site for greater than a 2-3 minute period of time and will be spread over the 30 minute period prior to the start of classes.

The variance in the afternoon is due to increased dwell time as parking space requirements for pick-up can be much longer than for drop-off as waiting is unavoidable prior to pupils being released from class. Parents typically park for 15 – 30 minutes. This has influenced the projected arrival and departure profile, and calculation of cumulative parking demand.

CONCLUSION

Based on the assessment of comparable sites the temporary School is expected to generate demand for up to 26 vehicles in the morning and 22 vehicles in the afternoon peak period during Year 1 and up to 52 in the morning and 44 in the afternoon peak period in Year 2.

During the morning the dwell time of vehicles is expected to be much lower (10-20 seconds) compared to the afternoon (15-30 minutes). This is predominantly due to parents having to wait prior to pupils being released from class.

The anticipated demand for parking and the average dwell time the maximum demand for parking during the morning is expected to be 15 vehicles and during the afternoon is expected to be 42 vehicles. This demand for parking can be accommodated within the 55 marked parking spaces located within the internal access route and drop-off area. Therefore the impact of demand for travel by vehicle associated with pupil drop-off and collection can be dealt with through use of off-street parking within the site of Ravensbourne School.

If minded to approve please include the following:

H03 (Car Parking)
H22 (Cycle)
H29 (Construction Management Plan)
H30 (Travel Plan)

Nonstandard condition- off street facility for drop-off and pickup should be provided within the school five Marshals must be deployed at various points within the site to ensure that parents know where they should go. This may be reduced after six months to four marshals, once new parents become acquainted to the site / operation.

Planning Considerations

The proposal falls to be considered primarily with regard to the following policies.

Relevant Unitary Development Plan policies include:

T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
T6 Pedestrians
T7 Cyclists
T9 and T10 Public Transport
T15 Traffic Management
T18 Road Safety
C1 Community Facilities
C7 Educational and Pre-School Facilities
BE1 Design of New Development
BE8 Statutory Listed Buildings
G8 Urban Open Space
L6 Playing Fields

The following Supplementary Planning Documents (SPD) produced by the Council are relevant:

- SPG1 Good Design Principles

Bromley's Draft Local Plan: Policies and Designations Document has been subject to public consultation and is a material consideration (albeit it of limited weight at this stage). Policies relevant to this application include:

6.5 Education
6.6 Educational Facilities
7.1 Parking
7.2 Relieving Congestion
8.1 General Design of Development
8.20 Urban Open Space
8.23 Outdoor Sport, Recreation and Play
10.6 Noise Pollution
10.7 Air Quality
10.10 Sustainable Design and Construction
10.11 Carbon reduction, decentralise energy networks and renewable energy

A consultation on the Draft Allocations, further policies and designations document was carried out in September 2015. The proposed Draft Local Plan for Consultation was reported to Development Control Committee on 11th July 2016.

Relevant London Plan Policies include:

Policy 1.1 Delivering the strategic vision and objectives for London
Policy 2.6 Outer London: vision and strategy
Policy 2.7 Outer London: economy
Policy 2.8 Outer London: transport
Policy 3.18 Education Facilities
Policy 3.19 Sports Facilities
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction

Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.13 Sustainable drainage
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes

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

Accessible London: Achieving an Inclusive Environment (2014)
Sustainable Design and Construction (2014)

National Planning Policy Framework 2012 (NPPF)

The NPPF contains a wide range of guidance relevant to the application specifically sections covering sustainable development, delivering a wide choice of quality homes, requiring good design, conserving and enhancing the natural environment, decision-taking and implementation. The NPPF makes it clear that weight should be given to emerging policies that are consistent with the NPPF.

Paragraph 7 states: 'There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

An economic role - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure

A social role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being

An environmental role - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.'

Paragraph 14 makes it clear that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as the golden thread running through both plan-making and decision taking. In terms of decision taking it

states that, 'where a development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted (specific policies in the NPPF cover issues such as land designated a Green Belt).

Paragraph 56 that 'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.'

Paragraph 60 states that 'Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.'

Paragraph 61 states that 'Although, visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment. '

Paragraph 64 states that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Paragraph 65 states that 'Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits).

Paragraph 72 states that 'The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education'.

Paragraph 96 states that 'In determining planning applications, local planning authorities should expect new development to: 'take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.'

Planning History

There is extensive planning history at the site. The following recent applications are of relevance (a full list can be viewed on the planning application file):

15/02777/FULL1 - Single storey extension to the gym
Planning permission granted 18.8.15

15/02780/LBC - Single storey extension to the gym - Listed Building Consent
Listed Building Consent granted 18.8.15

15/01254/FULL1 - Single storey extension to the gym
Planning permission granted 21.5.15

15/01255/LBC - Single storey extension to the gym - Listed Building Consent
Listed Building Consent granted 21.5.15

13/01251/ELUD - Retention of 2 screens adjacent to hard surfaced sports pitch
Lawful development certificate granted 12.2.14

12/01840/FULL1 - First floor extension to sports hall (over existing changing rooms) to provide 2 classrooms
Planning permission granted 18.9.12

Conclusions

The main issues for consideration in this case are as follows:

- The acceptability of the proposed development in principle including the impact on the Urban Open Space and the availability of sports pitches
- The impact of the development on local character
- The impact on the setting of the Grade II listed school buildings
- The impact on the amenities of neighbouring dwellings
- Traffic and parking issues
- Other technical matters

The acceptability of the proposed development in principle

There is significant need for new school places within the Borough and strong policy support for new education related development at a national, regional and local level. The government attaches great weight to ensuring that a sufficient choice of school places is available to meet demand and says that local planning authorities should give great weight to the need to create, expand or alter schools (Para.72, NPPF). The London Plan, at policy 3.18, is consistent with this stating that development proposals which address the current and projected shortage of secondary school places will be particularly encouraged. At a local level, UDP Policy C7 states that new or existing educational establishments or pre-school facilities will be permitted provided that they are located to as to maximise access by means of transport other than the car. The site benefits from a PTAL rating of 3 (moderate) and is already occupied by a school site which is close to a number of public transport links including bus routes in Hayes Lane and Masons Hill.

The proposed development would provide temporary accommodation for a new secondary Free School pending the development of a permanent site. The permanent location is anticipated to be at Balmoral Avenue in Beckenham and is

subject to recently submitted planning application (which at the time of writing had not been validated). The Draft Local Plan identifies a need for up to 34 additional secondary school forms of entry over the plan period. The Eden Park High School has the potential to meet some of this need, but is not subject to a draft site allocation in the Draft Local Plan.

The applicant states that the Ravensbourne School has been chosen for the temporary accommodation for the following reasons:

- Access to shared facilities with Ravensbourne School
- Connection to existing services (including electricity and drainage); and
- A central location that is easy to reach from Beckenham because it has existing and well-established routes serving the Ravensbourne School

It has been suggested in the local representations that the temporary school should be located on the proposed permanent site, however the proposed arrangement would provide temporary educational facilities at an existing school site, which would allow the existing school facilities to be utilised to ensure an acceptable quality of education provision for the two year period for which planning permission is sought.

With regard to the Urban Open Space designation, the proposed development would be related to the existing use and is therefore supported in principle in accordance with UDP Policy G8. Policy G8 also requires that any development proposal does not unduly impair the open nature of the site, and that where built development is involved, the Council will weigh any benefits being offered to the community, such as new recreational or employment opportunities, against a proposed loss of open space. In this case, the proposal would result in a loss of open space, although this would be for a temporary period only. There are nonetheless benefits to the community in the form of the temporary educational facilities to assist in meeting the significant demand for school places in the Borough, which would outweigh the loss of open space in this instance.

With regard to the impact of the development on the open nature of the site, there would be some harm given the scale of the building and its siting, which would be prominent in views from Hayes Lane and across the playing fields from the north, however this would be for a temporary period only, and following the cessation of the use, the building would be removed and the land restored to its former condition. This can be secured through the use of a planning condition.

In respect of the impact on playing fields, the proposed building would be positioned on existing playing field land to the north of the school's MUGA. UDP Policy L6 states that the loss of sports grounds or playing fields will not be permitted, except where the Council's assessment of open space provision has revealed a surplus of playing fields. In this case, the proposal would result in a partial loss of playing fields and sports facilities, for a temporary period. There would however continue to be extensive playing field land on the site whilst the temporary building is in place and it is not anticipated that the development would unduly harm the sporting use of the school site.

The application has been referred to Sport England for comment, who have advised that whilst the application does not strictly accord with their playing fields policy, a flexible approach has been adopted with the siting of temporary structures where there is no undue impact on the sporting use of the playing field, and once temporary structures are removed, that the land is restored to playing field quality. This can be secured by condition.

Comments have been received locally regarding the effect of the siting of the building on the usability of the existing cricket square. It is considered that the conditions recommended by Sport England, which require details of how the sporting use of the playing field will be maintained, will address this concern.

On balance, it is considered that the proposed development is acceptable in principle, subject to more detailed consideration of the character, amenity and highways impacts.

The impact of the development on local character

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. UDP Policy BE1 sets out a list of criteria which proposals will be expected to meet, the criteria is clearly aligned with the principles of the NPPF as set out above.

The proposed building is utilitarian in character and appearance which is acceptable on the basis that planning permission is sought for a temporary period only. The permanent works proposed in the form of the new steps and ramps will result in a minimal impact on the wider character of the area, but will ensure inclusive access to the proposed development and, beyond its lifetime, the playing fields and MUGA.

The impact on the setting of the Grade II listed school building

In policy terms the application falls to be considered against policies BE8 of the UDP and Policy 7.8 of the London Plan. These policies seek to identify heritage assets so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account. UDP Policy BE8 states that applications for development involving a listed building or its setting will be permitted provided that the character, appearance and special interest of the listed building are preserved and there is no harm to its setting.

In addition the NPPF para 132 states that 'great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the

heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Paragraph 134 states that 'where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use'.

In this case, the proposal includes built development close to the main school building which is Grade II listed. The proposed temporary building would be likely to have an impact on the setting of the listed building for the 2 year period for which planning permission is sought, given its scale and siting. This would be considered 'less than substantial harm' to the setting of the heritage asset, particularly given the temporary period for which planning permission is sought. In this instance there are significant public benefits through the provision of additional school places that would outweigh the limited and temporary harm, and on balance this aspect of the scheme is considered to be acceptable. The proposed permanent works to provide steps and a ramp would replace existing steps in a similar location, and would result in minimal impact on the setting of the listed building.

The impact on the amenities of neighbouring dwellings

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance. London Plan Policy 7.15 states that development proposals should seek to manage noise by (inter alia) avoiding significant adverse noise impacts on health and quality of life as a result of new development.

The proposed building is well separated from neighbouring dwellings and it is not expected that the proposed development would give rise to a significant impact on the amenities currently enjoyed by surrounding residents. Whilst there is likely to be a degree of additional noise and disturbance arising from the increase in pupil numbers, and associated movements to and from the site including increased pedestrian activities in surrounding residential roads, this is likely to be dispersed across the surrounding area and is not expected to give rise to a significant loss of amenity.

With particular regard to noise impacts arising from the proposed generator, Environmental Health a plant noise emission criteria is recommended for the diesel generator and a barrier is necessary to meet this. This can be secured by condition to safeguard the amenities of neighbouring residents and ensure a satisfactory learning environment for the future pupils at the school.

Traffic and parking issues

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport

Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the UDP and London Plan should be used as a basis for assessment.

The introduction of an additional 360 pupils on site over the 2 year temporary period could have the potential to result in a significant impact on the local highway network, particularly as a result of drop off and collection by parents by car, noting the location of the school as remote from the proposed permanent location of the Academy in Beckenham. The applicant has undertaken a mode share study to establish the travel modes for existing Ravensbourne School pupils, which states that car journeys (including car share) represent 13.7% (am) and 11.6% (pm) of the mode share. The majority of journeys (58.2% (am) and 60% (pm)) are made by public bus. Based on this, it is anticipated that in Year 1 of the temporary accommodation on the journey to School there would be demand for drop-off from 24 vehicles (including 8 persons car sharing in four vehicles). In Year 2 this will increase to 49 with car sharing occurring in the same proportion. In the afternoons, demand for collection would be 20 (including 8 persons sharing in four vehicles). In Year 2 this would increase to 39.

However, noting the remote nature of the site from the proposed permanent location, an alternative mode share scenario based on longer travel distances has been developed. This utilises travel census data from two non-selective schools (where admissions are not based on distance and journey times are longer) in the Borough (Newstead Wood School for Girls and St Olave's), both of which are located in areas with poor accessibility to public transport, in comparison to the Ravensbourne School which has a moderate PTAL rating. In year 1, the School is expected to generate demand for drop-off from 26 vehicles in the morning and 21 vehicles in the afternoon. In year 2 this would increase to 51 in the morning and 42 in the afternoon. Despite the lower public transport accessibility level and the non-distance based criteria for the non-selective Schools, the mode share statistics are comparable.

Parking beat surveys undertaken by the applicant have identified limited spare on-street parking capacity in the vicinity of the site in residential roads to the north (Sandford Road and Cromwell Avenue), however it has been confirmed that by Year 2 the demand for parking would exceed availability resulting in parking stress. It is also acknowledged by the applicant that Hayes Lane has no residual capacity to absorb additional parking demand.

Accordingly the applicant has explored alternative options to facilitate off-street set down and pick up facilities, including the provision of a coach service setting off

from the vicinity of the catchment area for the permanent site (exact location to be confirmed). The deliverability of such a service has not been confirmed however, and accordingly the applicant has sought to provide an on-site drop off and collection area to mitigate the impact of the development. The proposed arrangement is for parents to enter the site via the main Hayes Lane access and drop off and wait to collect pupils in an existing area of hardstanding in a central courtyard area within the main school building complex. Vehicles would then exit back onto Hayes Lane via a separate access to the north-west. In the mornings (7:50am - 8:20am), the area would only be used for drop off with minimal dwell time. In the afternoons (5pm - 5.30pm) parents/guardians would be able to park and wait to collect pupils. An additional area for parking would be available in the existing school car park should demand exceed capacity at this time.

This part of the site is currently used for outdoor play and congregation, although its use for curriculum based activity does not occur until after 10am on any day and finishes prior to the Ravensbourne's School day at 3.25pm. Children currently use the area to congregate before the start of the school day (8.30am registration) and it will therefore need to be demonstrated that the proposed use of the area would not conflict with this and give rise to safety concerns. It is proposed that the operation would be marshalled to ensure safe and efficient movement of vehicles through the site.

With regard to staff travel and parking demand, the applicant submits that around 10 additional staff members will be required for the temporary school (with 80% of the staffing requirements for temporary classrooms undertaken by existing Ravensbourne School staff). The applicant submits that any additional staff parking can be accommodated within the existing Ravensbourne School car park.

Having regard to the above, it is considered that the development would not result in a significant impact on the operation of the local highway network, provided that the proposed on-site drop off and collection arrangements are implemented prior to the first use of the temporary school and retained in operation for the duration of the temporary planning permission. This, together with the final details of the operation of the drop off and collection arrangements, can be secured by condition. It is further recommended that a Travel Plan, to encourage the use of sustainable travel modes throughout the temporary period, is secured by condition.

In addition and noting the comments received from local residents, it is recommended that a Construction Logistics/Management Plan be secured by condition to ensure that the construction works do not unduly impact on the local highway network or amenities of local residents.

Other technical matters

Sustainability

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. For major development

proposals there are a number of London Plan requirements in respect of energy assessments, reduction of carbon emissions, sustainable design and construction, decentralised and renewable energy. Major developments are expected to prepare an energy strategy based upon the Mayors energy hierarchy adopting lean, clean, green principles.

The application includes an energy strategy which indicates that a 1% reduction in carbon emissions (over the Building Regulations Target Emission Rate (TER)) could be achieved through passive measures including enhanced thermal efficiency in the proposed building. This would not comply with the requirements of the London Plan which seeks a 35% reduction of the TER, although it is acknowledged that the ability of the development to achieve this target is limited by virtue of its temporary nature. Nevertheless it is recommended that a revised strategy is secured by way of a planning condition to seek to achieve the highest level of carbon emissions reduction as possible.

Air quality

London Plan Policy 7.14 requires development to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality (such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes.

The application site lies within the AQMA and the combustion of diesel as proposed through the use of a generator will give rise to air pollutants, particularly oxides of nitrogen (NOx), which convert to nitrogen dioxide (NO₂) in the air. To protect the amenities of nearby residents conditions are recommended to secure the implementation and testing of NOx abatement equipment to ensure its effectiveness, in compliance with London Plan Policy 7.14.

Drainage

Policy 5.13 of the London Plan requires development to utilise SUDS, unless there are practical reasons for not doing so though supporting text to the policy also recognises the contribution 'green' roofs can make to SUDS. The hierarchy within that policy is for a preference for developments to store water for later use.

In this case as the proposed development is for a temporary building, it would not be considered practical or proportionate to provide a SUDS system. No technical objections have been raised to the proposal from the Council's Drainage Advisor nor from Thames Water.

Summary and conclusion

The proposed development would result in a degree of impact to the designated Urban Open Space, playing fields and sports provision, and the setting of the Grade II listed school building, however in this instance it is considered that there are significant public benefits in the form of the additional school places, which

would outweigh any temporary harm. It is recommended that any grant of planning permission is conditional to specify that the school should not operate before the start of the academic year in 2017 and that the building should be removed from the site and the land reinstated to its former condition following the end of the 2019 academic year.

It is not anticipated that the development would give rise to a significant loss of amenity to local residents, to the extent that planning permission should be withheld.

Subject to conditions to secure the implementation of the on-site drop off and collection arrangements for the school, it is not anticipated that the development would result in a significant residual impact on the operation of the local highway network.

Having regard to the above, it is considered that the proposed development is acceptable on balance and accordingly it is recommended that planning permission is granted, subject to conditions and the prior completion of a legal agreement as set out above.

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

As amended by documents received on 24th March 2016, 4th April 2016, 28th June 2016 and 8th July 2016

Subject to the following conditions:

- 1 The building hereby permitted shall be removed from the site on or before the 30th November 2019. In the first planting season following removal, the playing field land shall be reinstated to a playing field of a quality at least equivalent to the quality of the playing field immediately before the development was erected in accordance with 'Natural Turf for Sport', (Sport England, 2011).**

REASON: In order that the situation can be reconsidered in the light of the circumstances at that time in the interest of the amenities of the area, and to ensure that the site is restored to a condition fit for purpose, to comply with Policies BE1, BE8, G8 and L6 of the Unitary Development Plan.

- 2 Before the development hereby permitted is commenced, details of the proposed on-site drop off/collection arrangements as set out in the submitted Transport Response (Robert West, July 2016 ref. 2915/042/R03 REV A) shall be submitted to the Local Planning Authority for approval. The submission shall include (but not be limited to) details of any permit scheme proposed and details of the number and location of marshalls to be deployed.**

The on-site pupil drop-off/collection arrangements shall be implemented before the first occupation of the development hereby permitted and retained and operated in accordance with the approved details for the duration of this planning permission.

REASON: To ensure the delivery and safe operation of the proposed measures to mitigate the impact of the development on the local highway network with particular regard to on-street parking congestion, in accordance with Policy T18 of the Unitary Development Plan.

- 3 The building hereby permitted shall not be occupied by pupils before the start of the 2017/2018 academic year in September 2017.

REASON: To comply with the terms of the application in seeking planning permission for the use of the building for two academic years.

- 4 No development shall commence until a scheme to ensure the continuity of the existing sports use of the playing fields and sport facilities shown on Drawing No. 00 00, during construction works and the temporary siting of the school including its removal and land restoration, is submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The scheme shall ensure that the sports facilities remain at least as accessible and at least equivalent in terms of size, usefulness, attractiveness and quality to the existing sports facilities and shall include a timetable for implementation. The approved scheme shall be implemented and complied with in full throughout the carrying out of the development.

REASON: To protect playing fields and sports facilities from damage, loss or availability of use and to accord with Policy L6 of the Unitary Development Plan.

- 5 The development hereby permitted shall not be carried out otherwise than in complete accordance with the following plans and supporting documents approved under this planning permission unless previously agreed in writing by the Local Planning Authority:

JLL Site Location Plan (received 28th June 2016)
Proposed site plan with generator compound - P1512052-Y-DR-010-XX-00-0001 Rev 1
Proposed elevations and sections - P1512052-Y-DR-020-XX-00-0002 Rev 3
Proposed Ground Floor Plan with Module Layout - P1512052-Y-DR-010-XX-00-0000 Rev 4
Proposed First Floor Plan with Module Layout - P1512052-Y-DR-010-XX-01-0001 Rev 3
Existing and Proposed Stairs and Ramp Details - 100 04 00
Proposed Ramp Details - 100 04 01 Rev A

Topographic Surveys - L7154/T/1-3
Topographic Surveys - L7154/T/2-3
Topographic Surveys - L7154/T/3-3

External Finish of the Temporary Building (Image)

Planning Statement (JLL, March 2016)

Transport Statement (Robert West, December 2015 - updated March 2016)
Transport Response (Robert West, July 2016)
Travel Survey Results (December 2015)
Desk Study (Momentum, December 2016)
Design and Access Statement (Innes Associates, December 2015)
Acoustic Feasibility Report (Cole Jarman, April 2016)

REASON: For the avoidance of doubt and to ensure the satisfactory implementation of the development in accordance with Policy BE1 of the Bromley Unitary Development Plan

- 6 The development shall be carried out in compliance with the plant noise emission criteria detailed in Table T4 of Cole Jarman acoustic report 15/0647/R1 Revision 2.

REASON: To provide a satisfactory learning environment for pupils and protect the amenities of neighbouring residents, to comply with Policies BE1 and C7 of the Unitary Development Plan and Policy 7.15 of the London Plan.

- 7 Prior to the commencement of development, details of the windows and roof construction to insulate the development against external noise and rainfall noise (including details of acoustically treated background ventilation) shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in accordance with the approved details prior to first occupation and retained for the lifetime of the development.

REASON: To provide a satisfactory learning environment for pupils and to comply with Policy C7 of the Unitary Development Plan and Policy 7.15 of the London Plan.

- 8 Prior to the commencement of development, details of an acoustic barrier to the proposed plant equipment shall be submitted to and approved in writing by the Local Planning Authority. The barrier shall be installed in accordance with the approved details before the plant first becomes operational and shall be retained for the lifetime of the development.

REASON: To safeguard the amenities of neighbouring residential properties in accordance with Policy BE1 of the Unitary Development Plan and Policy 7.15 of the London Plan.

- 9 The diesel generator shall not be operated without the fitting of suitable NOx abatement equipment. Before the installation of the diesel generator details of NOx abatement equipment including technical data and manufacturers certification shall be submitted to and approved in writing by the Local Planning Authority. The NOx abatement equipment shall be installed in accordance with the approved details and retained for the lifetime of the development.

Once the diesel generator becomes operational an emissions test shall be carried out to ensure the emissions of NOx have been reduced. The results shall be submitted to the Local Planning Authority for approval within one month of the first use of the generator.

REASON: In the interest of improving air quality and to comply with Policy 7.14 of the London Plan.

- 10 Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

REASON: In order to comply with Policy T7 and Appendix II.7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

- 11 Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

REASON: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan

- 12 Prior to the commencement of the use hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include measures to promote and encourage the use of alternative modes of transport to the car. It shall also include a timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating. The Travel Plan shall be implemented in accordance with the agreed timescale and details.

REASON: In order to ensure appropriate management of transport implications of the development and to accord with Policy T2 of the Unitary Development Plan

- 13 Before any works on site are commenced, a site-wide energy strategy assessment shall be submitted to and approved by the Local Planning Authority. The results of this strategy shall be incorporated into the final design of the buildings prior to first occupation.

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

You are further informed that :

- 1 It is recommended that a restoration scheme for playing field land is undertaken by a specialist turf consultant. The applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design

Guidance Note entitled "Natural Turf for Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch team sports, for example the Football Association.

- 2 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
- 3 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.
- 4 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 5 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

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Application:15/05521/FULL1

Address: The Ravensbourne School Hayes Lane Hayes Bromley BR2 9EH

Proposal: Temporary siting of a two-storey structure for educational use (Class D1) for 2 academic years (until 31 July 2019) and associated external works including access ramp and stairs.



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

Application No : 16/01817/FULL1

Ward:
Orpington

Address : Burwood Avalon Road Orpington BR6
9BD

OS Grid Ref: E: 547509 N: 165568

Applicant : Mr Neil Miller

Objections : YES

Description of Development:

Proposed partial demolition and erection of part one / two storey extensions to existing school building to provide for KS2 and KS3 pupils with elevational alterations, landscaping including the relocation of playground/games court, provision of bin and cycle stores, new boundary treatment and extensions and alterations to the existing car parking with new vehicle/pedestrian access points.

Key designations:

Smoke Control SCA 31

Proposal

Full planning permission is sought for the partial demolition and erection of part one / two storey extensions to existing school building to provide for KS2 and KS3 pupils with elevational alterations, landscaping including the relocation of playground/games court, provision of bin and cycle stores, new boundary treatment and extensions and alterations to the existing car parking with new vehicle/pedestrian access points.

The school, now known as Burwood School, is a school for children who have statements of special education needs and specialises in taking pupils with social, emotional and mental health requirements. The school currently caters for boys in KS3 and KS4 however will cater for KS2 and KS3 pupils, including girls, come September 2016. The School will also be re-branded to be called Bromley Beacon Academy.

At the time of the planning application submission the number of pupils at the school was 44 which is proposed to be increased to 48 with 5 additional staff members.

Details of the proposal are as follows:

- Increase in Gross Internal Area of 914sqm

- Proposed demolition of the existing single storey elements to the rear of the site and the rebuilding of this area at single storey height, 3m in depth, wrapping around the eastern elevation of the school site.
- Proposed double height, single pitch sports hall to the east of the site, creating a centralised courtyard area within the school, removing the existing horse-shoe arrangement. The hall is proposed at 8.2m in height, stepping down to approximately 5m to the canopy over the new entranceway. The extension is proposed between 15.4m and 18.8m in depth.
- New entranceways and canopy into the school and reception areas.
- Extensive internal refurbishment and external façade cladding (three tone timber effect and three tone coloured cladding) with window replacement (Dark grey PPC Aluminium)
- Complete roof replacement in single ply membrane
- Relocation of the hard games court to the rear of the school with new sloped access, planting and regrading of the land
- Re-orientated car park and visitor entrances with additional car parking spaces
- Tree planting between the extension and football pitch to reinforce the existing tree line
- Extension to the existing playground to the front of the school building with additional planting and new fencing
- Canopy to outside area adjacent to dining room and landscaping works

The application is supported by the following documents and reports with their findings summarised as follows:

Transport Assessment (March 2016): The report concludes that whilst the pupil number is increasing, and that pupils will be dropped to the site by taxis/cars, the impact will be minimal. The school has an existing travel plan which will be updated regularly to encourage users to use more sustainable methods of travel although given the nature of the school this may be difficult.

Arboricultural Impact Assessment (February 2016): The report outlines that only one tree will be removed to facilitate the development, a Cherry Tree located adjacent to the new access point from Avalon Road. The loss of the tree will have a significant impact however it is stated that given the width of the frontage there is space for planting of several new trees. The removal of existing hardstanding to be replaced by grass will impact upon a maple tree and a walnut. Subject to correct implantation of the methodology provided, the work should not adversely impact on either tree. Minor changes to the southern playground and changes to the parking provision have the potential to affect roots of trees however with the installation of protective fencing, no impact is expected to result from the work.

Ground Investigation (March 2016): The risk to identified receptors is negligible and remediation of the land is not considered necessary.

Soakaway Test (February 2016): The report outlines that the ground is predominantly chalk in composition and that soakaways in chalk should be positioned at least 10m from the foundations of the building. Groundwater levels may vary throughout the site and consideration may be given to additional investigation to confirm that varying groundwater depths will not affect soakaway performance.

Air Quality Assessment (February 2016): The report concluded that based on the assessment results, exposure of future site users to exceedences of the Air Quality Objectives (AQOs) is considered unlikely as a result of the development. During the operational phase of the development there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from site. Due to the low level of trips anticipated to be produced by the proposal, negligible impacts were predicted.

Plant Noise Assessment (February 2016): The report assesses the impacts of the plant noise source which may have the potential to impact upon existing residential development and the proposed development. The assessment concludes that the noise impacts would be 'low impact' following guidance from current British Standards. Further information was requested to assess the impacts of the noise as a result of the extensions and the re-location of the playground.

Extended Phase 1 Ecological Habitat Survey Report (February 2016): The report concluded that the scattered mature trees have the potential to support nesting birds and provide habitats for stag beetle. The grassland is tightly mown which limits its value for wildlife. The northern boundary of the playing fields support foraging and playing foxes. The extension will result in a loss of a small isolated area of amenity grassland of insignificant value to wildlife. Potential impacts of the proposed extension on protected species and habitats is considered to be negligible.

Flood Risk Assessment (FRA) (February 2016): The report outlines that the extensions to the school total 825sqm and that the site lies within Flood Zone 1. The redevelopment of the site will not be expected to displace any flood waters and the site is at a low risk of surface water flooding. It is proposed that soakaways will be used for the proposed extensions. No mitigation measures are considered necessary to mitigate the risk from infrastructure failure.

The application is also accompanied by a Planning Statement and a Design and Access Statement in which the applicant submits the following points in support of the application (summary):

- The topography slopes downwards gently from west to east across the site
- The National Planning Policy Framework (2012) gives support for new school and the expansion of existing school sites
- Use of materials such as rockclad panels helps to ensure that the development sits comfortably within its context.
- Whilst the site is designated as Urban Open Space, the proposed extensions are located within the existing school site and do not significantly change the existing footprint of the built form or introduce any new uses.
- The development consolidates the built form on the site

- Parking provision is to increase by 13 spaces, the site is also located within an area where on-street parking is unrestricted so it is important to provide on-site parking given that public transport accessibility is low.
- The existing visitors car park will reduce in numbers by 9 spaces due to it being underused at present
- The number of pedestrian movements along Avalon Road are not expected to increase
- The layout has been designed to be compact so that it has a minimal impact on the open character of the site
- Much of the development follows the simple low flat roof form of the existing building except the hall.
- The proposed openings are larger to present a contemporary appearance and to provide views of surrounding site from inside the building
- New tree planting and landscaping will take place throughout the site
- The proposal incorporates passive design methods including the introduction of small roof vents, and the replacement of the windows for double glazing. The proposed flat roofs will provide an opportunity for photovoltaic panels to be installed. The proposals have been designed to BREEAM 'very good' standard.

Location

Burwood School is located on the northern side of Avalon Road, the school and its grounds are designated as Urban Open Space. The existing school currently comprises an arrangement of predominantly single storey buildings with a double height hall and water tower. The school has double vehicle access to the east and west of the school site with surface car parking provision for both staff and public use. The topography of the site slopes gently downwards from west to east.

The school site is bounded to the west, south and east by residential properties in Craven Road, Avalon Road, Manor Fields and Gload Crescent. To the north west of the site there is Blenheim Primary School and Nursery and to the south lies Goddington Park, a SINC (Site of Importance for Nature Conservation). The site is surrounded to the north by open playing fields however when viewed from Avalon Road the area is predominantly residential in nature.

The site has a Public Transport Accessibility Level (PTAL) rating of 1b (on a scale of 0 - 6 where 6 is the highest).

Consultations

Nearby owners/occupiers were notified of the application by letter and a site notice was also displayed. The Council, given the lack of comments received, also visited properties surrounding the site to ensure that planning notification letters were received. One comment was received which can be summarised as follows:

- Goddington Meadow is a protected wild flower meadow and needs to be cut once a year in late summer/early autumn.

- Access to Goddington Meadow is through the school entrance, it is important for the access to be wide enough to allow tractor and mowing equipment through.

Comments from local amenity groups:

Orpington Field Club:

- Trees along the northern and north-west boundary are ancient elms. Assurance is sought that bat and bird boxes are not attached to these trees.
- Very important that any relocation of the playground/games court ensures that the distance between the wooded boundary to the north and north-west is adequate to protect the ancient woodbank and ancient trees.
- Area to the north of the site is a protected meadow which London Borough of Bromley own and maintain annual hay cuts under a Higher Level Stewardship Scheme, now contracted out to TLG. The only access to the meadow is via the eastern entrance to Burwood School which is the only point sufficiently wide enough to enable tractor access. It is important that the accesses to the school site are maintained at a width wide enough to allow this to continue. Without the annual haycut and removal of airings the biodiversity of the chalk meadow will be lost.
- A list of conditions has been requested pertaining to access, installation of bat boxes and lighting schemes.

The Applicant has responded to these comments stating:

- Access to the adjacent Meadow is not affected by the proposal
- The relocated playground is still at some distance from the boundary and we would not consider this to have any effect on the ancient woodbank and coppiced wych elms
- We would propose that the bat and bird boxes are fixed to trees but avoiding the wych elms as it appears the only concern here is to protect the elms from Dutch Elm Disease. We do not wish to fix these to the building or build them in.
- There is no lighting scheme to the rear of the school and therefore lighting will not affect the roosting potential of the ancient trees.
- Comments were sought from the Landscape Group who maintains Goddington Meadow on behalf of LBB:
- The tractor, having entered the school grounds currently goes around via the field to the double gate entrance to the meadow at the western boundary of Burwood School.
- The site is proposed as a Grade I Site of Importance for Nature Conservation (SINC) in the emerging Local Plan

- The point raised by Orpington Field Club need to be considered with regard to access so TLG can continue maintaining the site
- The site is in a Higher Level Stewardship agreement

Comments from Consultees:

Thames Water: no objection with regard to sewage infrastructure capacity or water infrastructure capacity. With regard to surface water it is the responsibility of the Developer to make proper provision for drainage to ground, water courses or a suitable sewer.

The Council's Environmental Health Officer:

The acoustic assessment only deals with potential plant noise impacts. The proposal involves moving the KS2 playground to the front of the building to within a few meters of housing opposite. The impact of this has not been assessed, neither has compliance with BB93 for internal amenity standards. The submitted Air Quality Report also has 'not for Issue' across every page which needs to be amended. Informatives are required in respect of contamination.

Further acoustic assessments/specification of mitigations to cover these issues were requested on behalf of the Environmental Health Officer.

An amended contaminated land desk study was submitted to the Council on July 4th 2016 with an addendum to the acoustic report. The Environmental Health Officer notes that the playground is permitted and existing although it has 'fallen into disrepair and is not used as much as it once was'. As the playground is existing, the only increase in noise the Applicant considers is by a slight increase in number of pupils which would not be significant acoustically speaking.

The impact from future proposed use vs no use presently may be significant and in practice that is what would be experienced by residents. However if it is correct that it would already be permitted to use the area as an existing playground then it is agreed that the impact is unlikely to be significant from this not-existing (but currently permitted) situation.

The Council's Drainage Engineer: The submitted FRA is acceptable in principle. The strategy should be developed to detail design as part of a planning condition.

The Council's Highways Development Engineer:

Preliminary comments were received from the Council's Highways Officer which state the following:

'This is small school catering for pupils with social, emotional or mental health difficulties. There are currently 44 pupils with 25 Full Time Equivelent staff. This will increase to 48 pupils and 30 FTE staff. The site has 2 car parks, a staff car park with 6 spaces plus 2 for minibuses, and a visitor car park with around 17 spaces. Due to the nature of the school the majority of pupils arrive by car or taxi

(34) with 8 arriving by bus and 2 walking. Drop off surveys indicated all occurred within the car park and none on Avalon Road.

The majority of staff drive and the current car park is too small. The proposal includes increasing the size of the staff car park to 19 spaces plus 2 disabled and 2 minibus spaces. The other car park is being marked out to provide 8 visitor and 3 dropping off spaces.

The site currently has 2 access points, one to each car park, and it is proposed to relocate the access to the visitor car park.

The Transport Assessment (TA) included with the application is marked up as a draft and the appendices are not included. The information regarding the staff travel modes is referred to in para 2.4 but not included in table 2.1.

The design of the new access is relatively wide (14m) and although it reflects the existing one I am not clear whether this width is required. Are large vehicles likely to use this car park? The sightline appears sub-standard as the access is on a bend and the boundary treatment may need to be adjusted.

A copy of the full TA, covering the points above, with an assessment of the proposed access to assess the layout was requested, and further information inclusive of an amended transport assessment and site plan were submitted in this regard on the 22nd June 2016.

Finalised comments were received from the Highways Officers raising no further objections subject to conditions and informatives.

Sport England:

It is understood that the site forms part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation is therefore statutory and Sport England has considered the application in the light of the National Planning Policy Framework (in particular Par 74) and its policy to protect playing fields, 'A Sporting Future for the Playing Fields of England (see link below).

Essentially Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one of 5 exceptions applies.

The proposal involves the erection of an extension to the school building including a sports hall and associated development including a games court on the school playing field.

- School extension, landscaping, bin and cycle stores, KS2 playground extension, car park alterations and access points

These aspects of the proposal would appear to be sited on areas incapable of accommodating a playing pitch or part thereof. Sport England is therefore satisfied that this aspect of the proposed development would meet exception E3 of the above policy:

E3 - The Development only affects land incapable of forming part of a playing pitch and would lead to no loss of ability to use/size of playing pitch

- KS3 Playground/Games Court

The proposed KS3 Playground/Games Court would appear to be sited on areas of existing playing field but this area of the playing field does not appear to have formed part of a playing pitch or an area of land affecting the use of a playing pitch. Furthermore, the existing pitch would be unaffected and a formal outdoor sports facility is proposed therefore this aspect of the proposed development is considered to meet exception E5 of the above policy.

E5 The proposed development is for an indoor/outdoor sports facility of sufficient benefit to sport to outweigh the detriment caused by the loss of playing field

This being the case, Sport England does not wish to raise an objection subject to the following condition being attached to the decision notice should the Local Planning Authority be minded to approve the application:

No development shall commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the sports hall and games court and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement."

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport. The comments from Sports England were relayed to the Applicant, who stated that by virtue of the nature of the school which has a significant set of safeguarding procedures in place and access control systems for both the building and land, the imposition of the condition is not considered reasonable. The Applicant acknowledges that the Design and Access Statement references the 'potential for community use' however whilst the school may look to the possibility of seeking potential income from community uses in the future, at this stage it is not being considered as part of these works and the ability to manage and control access out of hours to a sensitive site with vulnerable children is not either funded or included within this proposal.

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procedures in place and access control systems for both the building and land, the imposition of the condition is not considered reasonable. The Applicant acknowledges that the Design and Access Statement references the 'potential for community use' however whilst the school may look to the possibility of seeking potential income from community uses in the future, at this stage it is not being considered as part of these works and the ability to manage and control access out of hours to a sensitive site with vulnerable children is not either funded or included within this proposal.

Sport England have been contacted directly for further comments following these comments from the Agent. Whilst no comments have been forthcoming to date, these will be report verbally to committee when received. Should an objection be made from Sport England, as a statutory consultee a referral will be made of the application to the Secretary of State.

Planning Considerations

The Most Relevant Unitary Development Plan (2006) policies include the following:

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- C7 Educational and Pre-School Facilities
- ER10 Light Pollution
- G8 Urban Open Space
- L1 Outdoor Recreation and Leisure
- L6 Playing Fields
- NE3 Nature Conservation and Development
- NE5 Protected Species
- NE7 Development and Trees
- NE12 Landscape Quality and character
- T2 Assessment of transport effects
- T3 Parking
- T5 Access for people with restricted mobility
- T6 Pedestrians
- T7 Cyclists
- T8 Other Road users
- T15 Traffic Management
- T16 Traffic Management and Sensitive Environments
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles

Supplementary Planning Guidance 1: General Design Principles. A consultation on Draft Local Plan policies was undertaken early in 2014 in a document entitled Draft Policies and Designations Policies. In addition a consultation was undertaken in October 2015 in a document entitled Draft Allocation, further policies and designation document. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances. Full details of the Council's Local Development Scheme are available on the website.

The Draft Local Plan is a material consideration (albeit of limited weight at this stage). Of relevance to this application are policies:

- 6.5 Education
- 6.6 Educational Facilities
- 7.1 Parking
- 7.2 Relieving congestion
- 8.1 General design of development
- 8.3 Development and Nature Conservation
- 8.4 Wildlife Features
- 8.6 Protected Species
- 8.7 Development and trees
- 8.11 Landscape Quality and Character
- 8:20 Urban Open Space
- 8.22 Outdoor Recreation and Leisure
- 8.23 Outdoor Sport, Recreation and Leisure
- 10.4 Sustainable Urban Drainage Systems
- 10.6 Noise Pollution
- 10.7 Air Quality
- 10.9 Light Pollution
- 10.10 Sustainable design and construction
- 10.11 Carbon reduction, decentralised energy networks and renewable energy
- 11.1 Delivery and implementation of the Local Plan

In strategic terms the London Plan 2015 which now also includes the Minor Alterations to Housing and Parking Standards approved in March 2016. The relevant policies are:

- 2.6 Outer London: vision and strategy
- 2.18 Green Infrastructure
- 3.18 Education Facilities
- 3.19 Sports Facilities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.18 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.8 Coaches
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road Network Capacity
- 6.13 Parking

7.2 An Inclusive Environment
7.3 Designing our Crime
7.4 Local Character
7.6 Architecture
7.14 Improving Air Quality
7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
7.18 Protecting open space and Addressing Deficiency
7.19 Biodiversity and Access to Nature
7.21 Trees and Woodland
8.1 Implementation

Major's SPG's:

Social Infrastructure SPG (2015)
Accessible London: Achieving an Inclusive Environment (2014)

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

Accessible London: Achieving an Inclusive Environment" (2014)
Sustainable Design and Construction (2014)

On 25 January 2016, the Deputy Mayor for Planning, wrote to the London Assembly to formally 'lay before' the London Assembly the Mayor's 'intend to publish' Housing Standards and Parking Standards Minor Alterations to the London Plan (MALPs). The Mayor has now adopted the MALP and the most relevant changes to policies include:

5.3 Sustainable Design and Construction
6.13 Parking

Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF) (2012) and National Planning Practice Guidance (NPPG) must also be taken into account. The most relevant paragraphs of the NPPF include:

14: achieving sustainable development
17: principles of planning
56 to 66: design of development
69 - 70, 73 - 74: promoting healthy communities
96 - 103: climate change and flooding
109 -111, 118, 120 - 121, 121: nature conservation and biodiversity

The NPPF makes it clear that weight should be given to emerging policies that are consistent with the NPPF.

Planning History

99/00909/DEEM3 - Single storey side extension and creation of infant's play area to front of school - Permitted

03/02020/DEEM3 - Long jump track and pit, and discus circle with 5m high steel mesh throwing cage with access gates - Permitted

09/01429/FULL1 - Single storey open sided extension with tented canopy roof to provide external skills learning area - Permitted

Conclusions

The main issues to be considered are:

- Principle of Development - including development within the urban open space
- Loss of playing fields;
- Scale, layout and design
- Impact on nearby residential dwellings
- Parking and cycling provision and Highways impacts
- Trees, Ecology and landscaping
- Flooding and Drainage
- Sustainability and Energy
- Pollution and Contamination

Principle of Development

UDP Policy C7, London Plan Policy 3.18 and paragraph 72 of the National Planning Policy Framework set out requirements for the provision of new schools and school places.

The NPPF, para 72 states that:

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen the choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

London Plan Policy 3.18 encourages new and expanding school facilities particularly those which address the current predicted shortage of primary school places.

Draft Policy 6.5 of the emerging Local Plan defines existing school sites as 'Education Land.' Policies 6.5 and 6.6 of the Draft Local Plan support the delivery of education facilities unless there are demonstrably negative impacts which substantially outweigh the need for additional education provision, which cannot be addressed through planning conditions or obligations. In the first instance, opportunities should be taken to maximise the use of existing Education Land.

Paragraph 216 of the NPPF enables due weight to be given to emerging policies depending on their degree of consistency with the policies in the Framework. In this instance it is considered that there is significant compliance with existing policies and so greater weight can be given to the emerging policies.

UDP Policy C7 supports applications for new or extensions to existing schools provided they are located so as to maximise access by means other than the car.

Policy G8 of the UDP permits built development on Urban Open Space only in the following instances:

- (i) where it is related to the existing use or
- (ii) is small scale and supports the outdoor recreational uses or children's play facilities on site or
- (iii) any replacement buildings do not exceed the site coverage of existing development on the site.

This approach is further emphasised in Draft Policy 8.20 which, in relation to schools, further states "where there is a demonstrable need for additional educational buildings sensitive siting will be sought to ensure that the impact on the open nature of the site is limited as far as possible without compromising the educational requirements".

It is not considered that the proposed extension to the existing school would significantly increase pupil provision or staff numbers with an overall increase of 4 pupils and 5 staff members. The proposal cannot be considered to be small scale given the size and scale of the extensions but as an intensification of an existing school site, it could be considered an appropriate form of development in principle.

Scale, siting, materials, design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, indivisible from good planning and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings and public and private spaces. Developments are required to respond to local character and history, reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments, achieving the highest standards of inclusive design to ensure that it can be used safely, easily and with dignity by all (Para.3.114, London Plan).

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. Policy BE1 requires that new development is of a high standard of design and layout. It should be imaginative and attractive to look at, complement the scale, form, layout and materials of adjacent buildings and should respect the amenity of the occupiers of neighbouring buildings. Furthermore, the application of a high quality palette of materials is required as well as a high quality landscaping scheme demonstrating that the vast majority of trees on and around the site are to be retained.

The extensions to the school are close to the existing school building and are sited in a manner which consolidates the built form on the site. The proposed development will project between 15.4-18.8m to the east onto land currently used as outdoor play space, wrapping around to the north of the site at single storey, projecting 3m in depth. The extension along the eastern elevation is proposed at between 5.4m and 8.2m in height. The form of the proposal is characterised by a series of varying heights that step up to respond to the level difference between the two wings of the existing school building, predominantly with a flat roof profile, matching to the existing built form on the site. A mono-pitched canopy and roof profile is proposed over the reception/entrance area to the school.

The extensions to the school are not considered dis-proportionate to the size and scale of the existing buildings, nor the wider school site with good separation to the boundaries being retained allowing for a sense of openness. The scaling of the proposed buildings allows for a legible scheme, with the entrance to the school site visible on approach from both directions on Avalon Road. Whilst the hall will be the dominant feature of the proposed extensions at 8m in height, this is not unusual for a school building, and is proposed to be clad with a natural wood material, softening the impact of the size of the proposal. The development would not only consolidate the built form of the site but result in a scheme of works to improve the visual amenity of the site when viewed from surrounding public vantage points, inclusive of new boundary treatments, consolidation of play equipment and a new landscaping scheme.

The application also proposes an extension to an existing outdoor play area to the front elevation as well as the re-siting of an existing hard surfaced games court to the rear of the building on to land currently used as playing fields. An extension and re-organisation of the surface car parking is also proposed.

The new hard surfaced games area to the rear of the school site includes the erection of new perimeter fencing. The impact of this element and the overall provision of this sports facility therefore necessitates an assessment of the impact on the urban open space. No details of the proposed fencing have been submitted as part of the application, however details of this can be conditioned and are set out in the conditions section. The proposed fencing is clearly necessary to enable the appropriate use of the hard-surfaced play area, similar to that as existing to the eastern elevation of the school site. The form of the fence and the type of fencing should enable views through it and be lightweight in appearance to retain the openness of the site, details of which can be conditioned and are set out in the conditions below.

An extension to the playground to the front of the school building is proposed with increased planting along the front elevation to screen this area from Avalon Road. The principle of an outdoor play space within this location is established.

Elevational alterations are also proposed inclusive of new windows, cladding and new roof membrane. Details of materials have been provided to the Council, including horizontal three tone timber panelling which is to be utilised with a coloured cladding as the primary external material. Details regarding the longevity

of these materials have been provided, with a guarantee that the change in colouring over a 40 year period is slight. Brickwork is proposed primarily at ground floor level to protect against general wear and tear with the cladding panels being given a higher level of protection to the finish given the nature of the school and this allows for abrasive cleaners to be used to remove graffiti without affecting the finish of the product. Detailing of the coloured panels of cladding have not been forthcoming, and should permission be granted, a condition requesting the submission of these is set out in the conditions section.

On balance, the overall design, siting and size of the proposed extensions are considered acceptable subject to an assessment of all other matters including impact upon residential amenity, loss of playing fields and highways matters.

The proposal should also incorporate Secured by Design principles (as required by Policy BE1 (vii)) to take account of crime prevention and community safety. A condition securing measures to minimise the risk of crime is attached.

Loss of Playing Fields

The NPPF (para. 74) and the London Plan (Policy 3.19) preclude the loss of open space, sports and recreational land, including playing fields. Temporary facilities may provide the means of mitigating any loss as part of proposals for permanent re-provision. Wherever possible, multi-use public facilities for sport and recreational activity should be encouraged. Policy L6 of the UDP seeks to protect the loss of playing fields.

It is understood that the site forms part of a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in the light of the National Planning Policy Framework (particularly Para 74) and Sport England's policy on planning applications affecting playing fields 'A Sporting Future for the Playing Fields of England'.

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless one or more of the five exceptions stated in its policy apply.

Sport England have considered the proposed scheme in two parts:

School extension, landscaping, bin and cycle stores, KS2 playground extension, car park alterations and access points:

These aspects of the proposal would appear to be sited on areas incapable of accommodating a playing pitch or part thereof. Sport England is therefore satisfied that this aspect of the proposed development would meet exception E3 of the above policy:

E3 The Development only affects land incapable of forming part of a playing pitch and would lead to no loss of ability to use/size of playing pitch

KS3 Playground/Games Court:

The proposed KS3 Playground/Games Court would appear to be sited on areas of existing playing field but this area of the playing field does not appear to have formed part of a playing pitch or an area of land affecting the use of a playing pitch. Furthermore, the existing pitch would be unaffected and a formal outdoor sports facility is proposed therefore this aspect of the proposed development is considered to meet exception E5 of the above policy.

E5 The proposed development is for an indoor/outdoor sports facility of sufficient benefit to sport to outweigh the detriment caused by the loss of playing field

This being the case, Sport England does not wish to raise an objection subject to a community use condition being attached if permission was to be forthcoming to ensure the development of sport within the site.

Correspondence between the Applicant and Sport England has occurred in which the Applicant has formally requested Sport England to remove the requirement of the condition in light of the special nature of the secure school site and the requirement for the site to be secure. In this case it is considered that the inclusion of this condition is not reasonable given the nature of the school site and that other material planning considerations outweigh Sport England's requirement for public use of the site. These aspects have been formally highlighted to Sport England by the Applicant and Officers and at the time of writing Sport England have not clarified their position. Therefore at this stage the Recommendation is subject to the clarification of Sport England's position and, if necessary, referral to the National Planning Casework Unit.

The area of the playing field to be lost equates to 629sqm, and is to be turned over to a hard surfaced playground/games court with boundary fencing. Whilst the construction of a hard-surfaced play area does not outweigh the loss of the playing field, it does provide an outdoor recreation area, which can be used at all times of the year, unlike a playing field. The loss of the playing field was found to fall under exception E5 of the sport England policy in that the playing field does not appear to have formed part of a playing pitch or an area of land affecting the use of a playing pitch. Furthermore, the existing pitch would be unaffected and a formal outdoor sports facility is proposed in its place. The site also retains large areas of open playing fields in compliance with policy L6. On balance, it is considered that that the reduction in playing fields on this site is considered acceptable and that the imposition of the condition by Sport England is not considered reasonable given the nature of the school.

Access Road, Highways and Parking

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that generate significant amounts of movement should be supported by a TA. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site and safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Para.32).

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Proposals relating to primary schools will also be required to produce and adopt a School Travel Plan (Policy C7) identifying measures which will assist in reductions in car usage, reduced traffic speeds and improved safety particularly for pedestrians and cyclists. Policies T1, T2, T3, T6 and T18 of the UDP relate to the Council's requirements in terms of parking, transport assessments and highway safety in addition to London Plan Policies under Section 6 including Policies 6.8 - 6.10 & 6.13. The requirements for car parking are laid out within Table 6.2 of the London Plan and details of secure cycle parking spaces (for staff, pupils and visitors) should be provided in accordance with the standards set out in table 6.3.

Developments should provide adequate levels of parking provision suitable for the required use and taking into account the different modes of transport available near to the site to reduce car usage as identified in the Transport Assessment. The submitted assessment shows the likely trip generation in comparison and in addition to the existing use, with accompanying plans showing the servicing strategy, swept paths analysis and predicted car and cycle parking requirements.

The site has 2 car parks, a staff car park with 6 spaces plus 2 for minibuses to the west elevation of the school site, and a visitor car park with around 17 spaces along the frontage with Avalon Road. Due to the nature of the school the majority of pupils arrive by car or taxi (34) with 8 arriving by bus and 2 walking. Drop off surveys submitted with the application indicate that all drop-offs occurred within the car park and none on Avalon Road.

The proposal includes increasing the size of the staff car park to 19 spaces plus 2 disabled and 2 minibus spaces. The other car park is being marked out to provide 8 visitor spaces and 3 dropping off spaces. The site currently has 2 access points, one to each car park, and it is proposed to relocate the access to the visitor car park approximately 10m to the east from the existing entrance and extend the width of this to 14m. Both extensions to the existing car parking areas are to be landscaped with disabled bays clearly demarcated.

The Highways Officer raises questions over the need for the access to be the width it is proposed at (14m), which is deemed quite large for the number of vehicles, however further details of this can be conditioned to be submitted should permission be forthcoming.

No objections to the scheme are raised from highways subject to conditions. Officers consider that the extensions to the car parking areas are acceptable, and that the increase in hardstanding can be sufficiently mitigated through a scheme of landscaping which can be conditioned to be submitted.

Neighbouring Amenities

Given the siting of the proposed extensions relative to the existing school buildings it is unlikely that any particular harm would result in terms of residential amenity, due to the distances and the relationships between the existing school buildings and existing dwellings. The dwellings along Avalon Road are located approximately 30m from the front elevation of the school building, with those along Manor Fields being over 70m from the proposal. The siting of the proposed extensions should not, therefore, result in any potential for overlooking, loss of privacy, or a loss of light or overshadowing. The new vehicular access is to be located opposite 118-116 Avalon Road, however this is not considered to adversely impact upon residential amenity given the existing nature of the site, the minimal increase in vehicular numbers and the distance of the access from the neighbouring property.

Whilst the materials proposed are of a modern design, which contrasts with the more traditional palette of materials found within the wider residential area, it is not considered that this would cause detrimental visual impact given the muted tones of the proposed coloured panelling which is in keeping with the use of the site for educational purposes.

The property at number 103 Avalon Road is located adjacent to the staff car park to the west of the site. The car park is located between 8-10m from the residential property, slightly closer than the existing arrangement. Whilst the car park within this location is to be extended, this is not considered to be of a greater degree to cause undue harm in terms of noise to the neighbouring property. A scheme of landscaping would also partially mitigate any undue impacts in this case.

The Environmental Health Officer raised concern with regard to the noise transference between the playground to the front elevation of the school site and the surrounding residential properties. The playground to the front of the building is an existing area of open play space, however in recent times has fallen into disrepair and is no longer used as much as it once was. Despite this, the provision of outdoor play space within this location is existing and the principle is established therefore the only increase in noise considered is by an increase in the number of pupils, which is minimal. The EH Officer considers that whilst the impact from future proposed use compared with the current non-use of the site may be significant and in practice that is what would be experienced by residents, given that it would already be permitted to be used as an existing playground then the impact is unlikely to be significant.

The boundary treatment of the site is to be replaced, however apart from indicative 3D imaging; no finalised details as to this have been forthcoming. It is known however that the piecemeal design of the current fence is to be removed, with a

boundary of matching size and design throughout the site which is considered a betterment aesthetically when viewed from the property's on Avalon Road.

Technical issues

Refuse and Recycling

The refuse and recycling on the site is proposed to be located adjacent to the cycle store, away from residential property's to the rear of the car parking area which is considered acceptable. Details of these containers shall be submitted for approval should permission be granted.

Drainage/Flooding/Contamination

Policy 5.13 of the London Plan requires development to utilise sustainable urban drainage systems (SUDS), unless there are practical reasons for not doing so though supporting text to the policy also recognises the contribution 'green' roofs can make to SUDS. The hierarchy within that policy is for a preference for developments to store water for later use.

The site is not located within a Flood Risk Area, however a FRA has been submitted as part of the application as well as a contamination assessment. No objections have been raised to any of the findings within these reports subject to conditions.

Trees and Ecology

An Arboricultural Impact Assessment (February 2016) has been submitted which finds that: only one tree will be removed to facilitate the development, a Cherry Tree located adjacent to the new access point from Avalon Road. The loss of the tree will have a significant impact however it is stated that given the width of the frontage there is space for planting of several new trees. The removal of existing hardstanding to be replaced by grass will impact upon a maple and a walnut tree. Subject to correct implantation of the methodology provided, the work should not adversely impact on either tree. Minor changes to the southern playground and changes to the parking provision have the potential to affect roots of trees however with the installation of protective fencing, no impact is expected to result from the work. A detailed scheme of landscaping has not been submitted however it is considered that this could be conditioned, given the indicative details that have been assessed being acceptable. Comments have not yet been received from the Council's tree officer however these will be reported verbally to committee once received.

An Extended Phase 1 Ecological Habitat Survey Report (February 2016) was also submitted which finds: that the scattered mature trees have the potential to support nesting birds and provide habitats for stag beetle. The grassland is tightly mown which limits its value for wildlife. The northern boundary of the playing fields support foraging and playing foxes. The extension will result in a loss of a small isolated area of amenity grassland of insignificant value to wildlife. Potential

impacts of the proposed extension on protects species and habitats is considered to be negligible.

Comments have also been submitted from Orpington Field Group and also The Landscape Group who maintain parkland on behalf of LBB. Comments received pertain to Goddington Meadow to the north of the site which is a protected meadow that LBB own and maintain annual hay cuts under a Higher Level Stewardship Scheme. The only access to the meadow is via the eastern entrance to Burwood School which is the only point sufficiently wide enough to enable tractor access. It is important that the accesses to the school site are maintained at a width wide enough to allow this to continue. Without the annual haycut and removal of airings the biodiversity of the chalk meadow will be lost.

TLG support the comments from Orpington Field Group that the eastern access to the site should be at least 12ft in width (3.36m) to allow for tractor access to the school. Comments from the Applicant assure that the access to the tractor will be maintained, however as details regarding the width of the accesses are required to be conditioned on behalf of the Highways team anyway, it is reasonable that a minimum width is also conditioned to allow access across the site in perpetuity.

Other comments received from Orpington Field Group relate to the siting of bat and bird boxes to ancient trees along the boundary of the site which should be resisted. A condition relating to this is deemed reasonable given the impact of the spread of disease that could occur should this happen.

Conclusion

This report has considered those matters in the light of adopted and emerging development plan policies and other material considerations including third party representations. As discussed in this report the redevelopment of this site in the nature proposed is considered to make a positive contribution to this part of the borough in terms of providing a much needed educational facility, of a good standard of design.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

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

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

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

- 3** Notwithstanding the approved plans, further details of the proposed cladding materials, inclusive of colour, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced above ground. The development shall be carried out in accordance with the approved details.

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

- 4** 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 dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed 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** Details of a scheme of hard and soft landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial 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 to those originally planted.

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

- 6** Prior to first occupation of the development hereby approved a scheme for any external lighting that is to be installed at the site, including measures to prevent light spillage shall be submitted to and approved in writing by the local planning authority.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with Policy BE1 of the UDP.

- 7** Use of the outside amenity areas only shall be restricted to use by Bromley Beacon Academy only and shall not be used by the general public without express written permission from the Local Planning Authority.

REASON: In the interests of the protection of residential amenities in accordance with Policy BE1 of the Unitary Development Plan.

8 Before any part of the development hereby permitted is first occupied boundary enclosures, inclusive of the boundary enclosure to the outdoor KS3 play area, of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

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.

9 Ecological enhancement measures shall be fully implemented throughout the site, prior to completion of the development, including different types of bird boxes and feeding points, bat boxes and a Loggery for Stag Beetles. No bird or bat boxes are to be located on the ancient wych elms located within the site. These measures shall be retained thereafter.

REASON: In accordance with policy NE3 of the Unitary Development Plan and policy 7.19 of the London Plan.

10 Details of the access road junction with Avalon Road and the dimensions of visibility splays shall be submitted to and approved in writing by the Local Planning Authority and these access arrangements shall be substantially completed before any part of the development hereby permitted is first occupied. The eastern most vehicular access point is required to be of a sufficient width to provide tractor and trailer access to the school site.

Reason: In order to comply with Policy T18 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

11 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (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.

12 Before any part of the development hereby permitted is first occupied that part of a sight line of 43m x 2.4m x 43m; which can be accommodated within the site shall be provided in both directions at the new access junction with Avalon Road; and with the exception of trees selected by or the Local Planning Authority no obstruction to visibility shall exceed 1m; in height in advance of this sight line, which shall be permanently retained as such.

Reason: In order to comply with Policy T18 of the Unitary Development Plan and to ensure that the proposal does not prejudice the free flow of traffic and conditions of general safety along the adjoining highway.

13 Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

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

14 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

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

15 **Condition:** The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

Reason: To reduce the impact of flooding both to and from the proposed development and third parties

16 1. The development shall be implemented in accordance with the Arboricultural Impact Assessment (AIA) and Tree Protection Plan (TPP) approved as part of the planning application, under the supervision of a retained arboricultural specialist in order to ensure that the correct materials and techniques are employed.

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.

You are further informed that :

- 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.

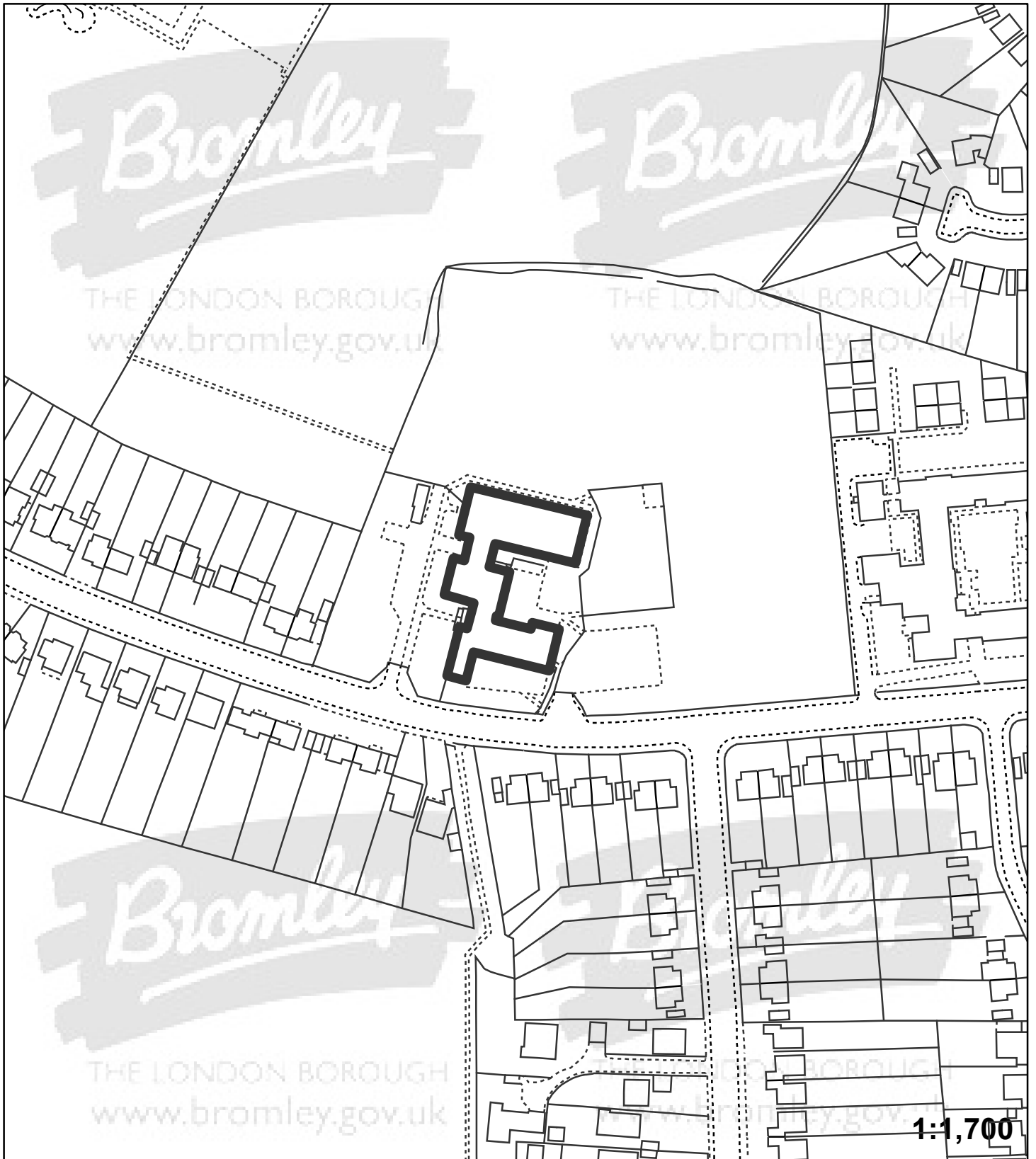
- 2** If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

- 3** Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Application:16/01817/FULL1

Address: Burwood Avalon Road Orpington BR6 9BD

Proposal: Proposed partial demolition and erection of part one / two storey extensions to existing school building to provide for KS2 and KS3 pupils with elevational alterations, landscaping including the relocation of playground/games court, provision of bin and cycle stores, new boundary



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

Application No : 16/02176/FULL1

Ward:
Biggin Hill

Address : Biggin Hill Airport Ltd Churchill Way
Biggin Hill TN16 3BN

OS Grid Ref: E: 541744 N: 160173

Applicant : London Biggin Hill Airport

Objections : YES

Description of Development:

Installation and operation of runway approach lights and associated security fencing for the end of Runway 03 on land to the south-west and north-east of Main Road for use by London Biggin Hill Airport (LBHA)

Key designations:

Biggin Hill Noise Contours
Biggin Hill Public Safety Zone
Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding
Smoke Control SCA 24
Technical Sites BH

Proposal

The application is for the installation and operation of runway approach lights at one of the runway ends at London Biggin Hill Airport comprising 4 pole mounted crossbars and one single pole light outside the boundary of the airport. The development includes post and rail security fencing of 1.1m in height around the lights and crossbar with a pedestrian entrance gate for maintenance.

The light poles, crossbars and light component will comprise stainless steel with a powder coloured coating in aviation yellow. The four pole mounted crossbars will be set back 325m from the runway threshold, in a row perpendicular to the runway, creating a total span of 30m. Two of the poles will have two lights mounted to the crossbar and the other two poles will have three lights fixed, providing a series of 11 lights. The single light pole will be set back 365m from the runway threshold.

The poles with the crossbar will be 3.061m in height and the single light pole will be 6.5m in height, this is to accord with the design requirements of the CAA.

There will also be 5 runway approach centreline LED lights set into the runway, commencing from the runway threshold and installed at 63m intervals along the centreline.

The applicant has submitted a detailed Planning Statement to support the application. This outlines the justification and need for the proposed approach lighting as part of the upgrading of the lighting system. A summary of the details identified in the planning statement is outlined below:

Runway approach lights are mandatory airport infrastructure to support instrument landing capabilities, providing pilots with location, orientation and alignment information, when on the final approach to land at the airport, in either adverse visibility conditions and during hours of darkness. There will be no change to the type and nature of operations at the airport, which remain as agreed in the Civil Aviation Authority (CAA) license and the airport lease.

The approach lighting is one part of a larger infrastructure upgrade required to meet CAA regulatory requirements associated with the new GPS approach procedure. The GPS-LVP instrument approach is a new procedure for Runway 03 and forms part of the Noise Action Plan.

The current lighting system does not allow approaches from the south east direction in poor condition or hours of darkness as it currently only allows for visual manual approaches which also necessitates low level circling for landing by visual reference. Runway approach lighting is therefore required at the end of Runway 03 to allow aircraft to be able to make an approach and land from both runway ends, depending on the prevailing wind, as aircraft must land into the wind.

The airport currently holds an 'ordinary license with the CAA which outlines the minimum prescribed scales of lighting needed in order to satisfy the aerodrome licensing requirement in respect of low visibility and night operations. Due to the terrain and other constraints the runway approach lights proposed for Runway 03 is actually less than that normally specified, but a revised design has been approved by the CAA. In order to comply with the CAA regulations the proposed lighting can only be installed in very specific locations related to the operation of the main runway. Alternative locations are not applicable.

The lights will be turned on only when Runway 03 is in use for arriving aircraft and remain on during the operation of that runway and operational requirements. All lights will be controlled by Air Traffic Control. To ensure the pilots can see the runway clearly the level and angle of lighting is regulated by the CAA. The lights will be directed up towards the approach path. Accordingly, the approach lights will only be able to operate during the hours prescribed in the airport lease. They are therefore required for the safe operation of the airport.

A case of very special circumstances has also been outlined to justify the development within the Green Belt which is summarised as:

- The lights are needed in order that the airport can undertake safe and compliant operations as required by statutory regulations
- There is no alternative location for the lights
- The lighting is the minimum required to meet the identified need

- The lights will not adversely affect the Green Belt at this location and security fencing has been chosen to minimise the visual impact
- The lights will only be turned on during operational requirements and no adverse impacts are predicted.

Location

The site comprises two parts, operational land within the airport at the south west end of Runway 03 and land outside the airport to on the other side of Main Road (A233) to the south west of the end of the runway. This is sited on open land adjacent to the road. This land comprises low-level vegetation.

On the airport land the site comprises part of the runway, grassed area and an Instrument Landing System navigational aid to enable aircraft to undertake instrumental landings.

The site is within a Site of Importance for Nature Conservation (SINC) and the Metropolitan Green Belt (MGB). It is located within Flood Zone 1 and the London City Safeguarding Area.

A new electricity supply and switching control cable will extend under Main Road which will be the subject of separate highway consent.

Consultations

Comments from Local Residents

Nearby properties were notified and one representation has been received from Orpington Field Club which is as follows:

Low level scrub in the SINC south-west of Main Road may support slow worm and lizard, since these animals are often found in areas where there is some rubble and at the edge of scrub. Birds also use scrub for nesting. Orpington Field Club members therefore ask that if planning permission is granted, it should be conditional upon the following:

- Care should be taken during construction to prevent injury to any reptiles if present.
- Any scrub clearance should take place outside the bird nesting season to prevent disturbance of nesting birds since this would be illegal under the Wildlife and Countryside Act 1981.

Comments from Consultees

Highways: The proposed lights on the masts face away from the road so they should not affect the traffic flow. The security fence is 1.8m high chain link so it should look similar to the existing fence on the other side of the road.

There is no vehicular access to the site on the opposite side of Main Road from the airport. There will need to be deliveries to the site which should be off-peak so I would suggest a construction management plan is provided.

A road crossing will be needed for the cabling and the applicant would need to contact the Highway section for this.

Environmental Health: The proposed lights face upwards and will be at least 200m away from nearby residential properties. Therefore no objection in principal to the application.

The Metropolitan Police Crime Prevention Design Adviser: While I have no comment to make regarding the lighting, I would strongly suggest that the fencing should meet Secured By Design (SBD) standards. This would mean that the perimeter fencing be no less than 3 metres in height, not including an adequately deep base/foundation. Details are attached of a compliant fence meeting LPS1175 Securing Rating 3 for reference.

Counter Terrorism Security Advisor: This development falls outside of our remit so assuming that the proposed fence meets the security requirements as laid down by the DoT and CAA then I would have no further comments from a CT perspective.

Planning Considerations

In determining planning applications, the starting point is the development plan and any other material considerations that are relevant. The adopted development plan in this case includes the Bromley Unitary Development Plan (UDP) (2006) and the London Plan (2016). Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) as well as other guidance and relevant legislation, must also be taken into account.

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

T18 Road Safety
BE13 Development adjacent to Conservation Areas
NE2 Development and Nature Conservation Sites
NE3 Development and Nature Conservation Sites
G1 Green Belt
BH1 Local Environment Biggin Hill

The Council's Local Development Scheme is available on the website, and will be updated to reflect the consultation taking place later this year. The draft Local Plan is a material consideration (albeit it of limited weight at this stage).

Of particular relevance to this application are policies:

8.3 Nature Conservation Sites
8.14 The Green Belt

8.37 Development adjacent to a Conservation Area
9.9 Biggin Hill SOLDC

In strategic terms the most relevant London Plan 2015 policies are:

2.6 Outer London: vision and strategy
6.6 Aviation
7.3 Designing our Crime
7.16 Green Belts

The National Planning Policy Framework 2012 (NPPF) is relevant, including paragraphs 19-21 (Building a competitive economy), 33 (Aviation), 87-90 (Green Belt) and 211 - 216 (status of adopted and emerging policies).

Planning History

A significant number of applications have been submitted at the airport over the years, which includes a number of developments constructed under Permitted Development legislation but there is no planning history directly relevant to this planning application.

Conclusions

The principle of development at London Biggin Hill airport is established within planning policy, in particular policies BH1 of UDP, Draft policy 9.9 Biggin Hill SOLDC of Draft Local Plan and Policy 6.6 Aviation of the London Plan. These policies accept the principle of airport related development at the airport and associated facilities for its operation. They highlight the need for the growth of this strategic airport within the wider London planning framework and the provision of local jobs, whilst also protecting the Green Belt and wider rural environment in which the site is situated.

The need for the proposed approach lights has however been outlined in some detail in the submitted application and is required to comply with the necessary Civil Aviation Authority (CAA) operational requirements. These approach lights are part of the upgrading of the lighting system and general required upgrading at the airport. A detailed justification has therefore been outlined and accepted as necessary infrastructure works.

The site is within the designed Green Belt and paragraphs 87-90 of the NPPF and policy G1 of UDP, Draft policy 8.14 of the Draft Local Plan and policy 8.16 of the London Plan seek to protect the openness and visual amenities of the Green Belt. The policies at all levels identify that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

As outlined above, the approach lights are required to upgrade the airport and to comply with necessary safety requirements and CAA operational needs. The

applicants have submitted a case of very special circumstances to justify the development within the Green Belt which is summarised as:

- The lights are needed in order that the airport can undertake safe and compliant operations as required by statutory regulations
- There is no alternative location for the lights
- The lighting is the minimum required to meet the identified need
- The lights will not adversely affect the Green Belt at this location and security fencing has been chosen to minimise the visual impact
- The lights will only be turned on during operational requirements and no adverse impacts are predicted.

The above justification amounts to a case of very special circumstances for these new lights within the Green Belt. In accordance with Paragraph 90 of the NPPF the lights also form part of transport infrastructure which can demonstrate a requirement for a Green Belt location. Consequently, the proposed lights accord with planning policies in respect of this proposal within the Green Belt which is supported in principle.

The potential for light pollution is also minimised as the lights will be also only be turned on when the runway is in use for arriving aircraft and will remain on during the operation of that runway and operational requirements. All lights will be controlled by Air Traffic Control. To ensure the pilots can see the runway clearly the level and angle of lighting is regulated by the CAA, with the lights directed up towards the approach path. Accordingly, the approach lights will only be able to operate during the hours prescribed in the airport lease. They are also considered to be the minimum number of lights possible necessary to ensure safety and be fully operational, which have already been reduced from the normal exceptions of the CAA.

In terms of the siting, height and appearance of the proposed approach lights, again this is all fully controlled by the CAA and their operational requirements, including the height at 3.061m and 6.5m respectively, the yellow colour of the equipment, the no. of poles and lights and their spacing. For the purposes of safety and the need to comply with the necessary legislative requirements imposed by the CAA the proposed development is acceptable.

The application site is within a Site of Importance for Nature Conservation (SINC) which is addressed under policies NE2 and NE3 of the UDP and draft policy 8.3 of the Draft Local Plan. These seek to protect the SINC from harm or loss to wildlife features and ensure all development is mitigated as necessary. Policy NE2 identifies that development may outweigh the interest or value of the site as long as this can be justified. The proposed development has been justified for the reasons already discussed, nevertheless, the proposal is not considered to result in any harm to the SINC due to the limited works being proposed with limited foundations and the limited height of the post and rail security fencing. It is recommended that conditions and informatives are proposed to control this aspect as far as possible and raise awareness to these issues.

In respect of ecology, concern has been expressed by Orpington Field Club that the site may support slow worms and lizard, since these animals are often found in low level scrub areas and birds also use scrub for nesting. The potential presence of these reptiles, is significant as they are protected species under the Wildlife and Countryside Act 1981, however, there is no evidence of them on this site and due to the limited groundworks being proposed, it is the view that this can be controlled by conditions in respect of the timing of the proposed works outside of nesting seasons and appropriate care taken during construction works to minimise impact. Such an approach would accord with policy considerations, but the legislation regarding protected species protects any works which would harm the reptiles or their habitat if identified and identifies clear legal protection which would supersede any planning conditions.

Biggin Hill Conservation Area is sited to the north of the application site and the proposed lights, however, due to its distance from the site it is not considered there will be any detrimental impact on the character and appearance of the conservation area as a result of the proposed development. The proposed development would therefore be in accordance with policy BE13 of the UDP and draft policy 8.37 of the Draft Local Plan.

The proposed development has a minimal impact on residential amenity within the locality. The closest residential properties to the proposed approach lights are 200m to the south west of the application site. Vegetation also separates these residential properties from the site which further minimises any potential impact. Consequently, there is unlikely to be any detrimental impact on the closest residential and the applications result is no noticeable impact on residential amenities.

There are not considered to be any highway implications in respect of this development. The approach lighting is directed upwards and therefore will have no impact on traffic using Main Road or highway safety implications. In terms of the construction of the proposed lighting, cables and associated connections will need to be underground which will need to be controlled by Highways under their consent process. However, due to the potential impact on the road Highways have requested a Construction Management Plan is submitted, which can be controlled by condition.

Conclusion

The proposed approach lights are essential safety facilities to support the airport and ensure its compliance with relevant CAA legislation. For these reasons and those discussed, the principle of development is acceptable and amounts to a case of very special circumstance in the Green Belt. All attempts have been made to minimise the impact where possible and the proposed development is considered to comply with planning policies and is acceptable.

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.

Background papers referred to during the production of this report comprise all correspondence on file ref: 16/02176/FULL1, excluding exempt information.

RECOMMENDATION: APPROVAL

subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

REASON: Section 91, Town and Country Planning Act 1990.

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

REASON: The proposals are those required by the CAA and the protection of the visual amenities of the Green Belt.

- 3 Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.**

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

- 4 All proposed works shall take place outside of the outside of the bird nesting season, unless otherwise agreed in writing by the Local Planning Authority.**

REASON: The protection of breeding birds in accordance with policies NE2 and NE3 of the Unitary Development Plan.

You are further informed that :

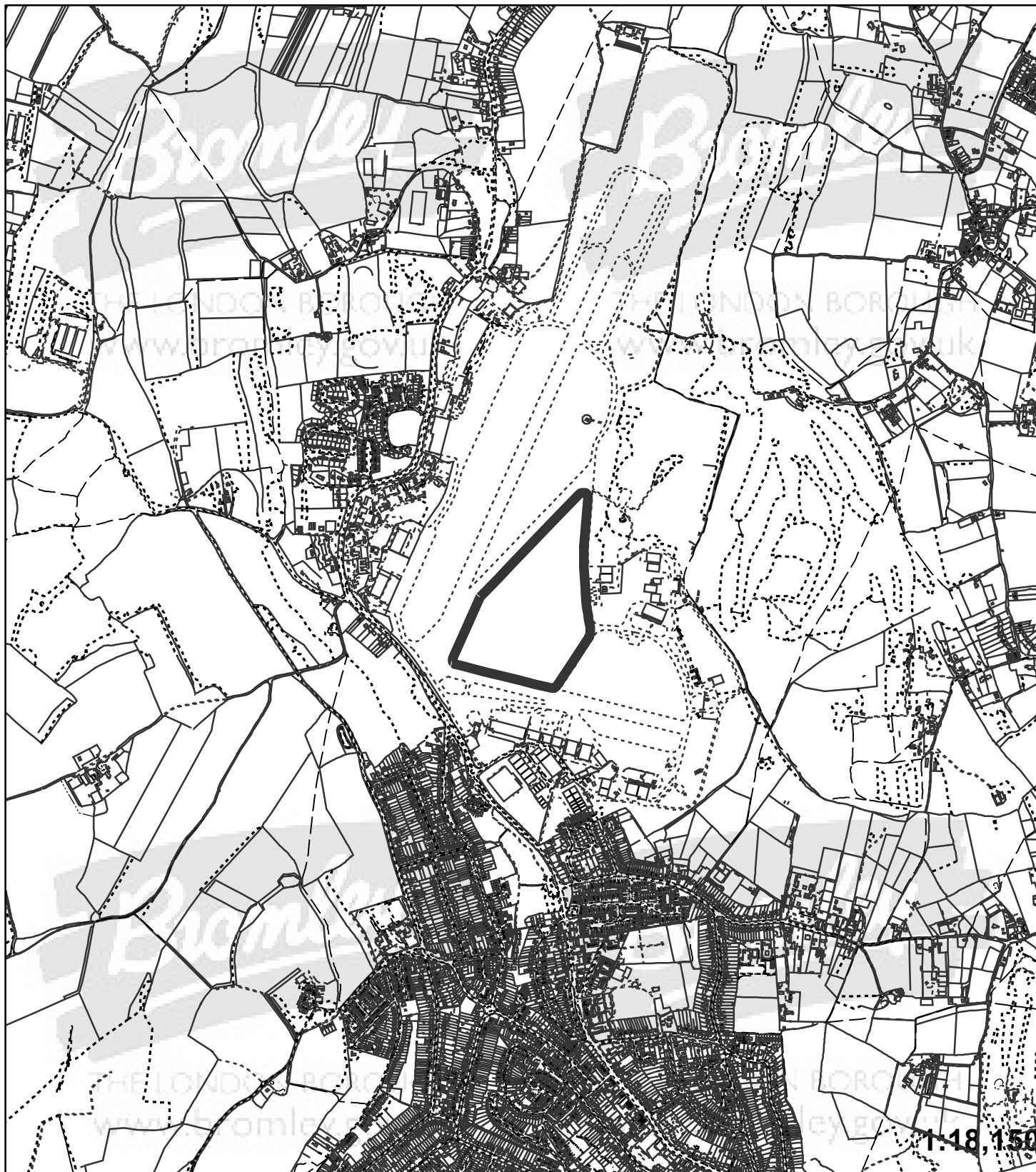
- 1 The applicant is advised that protected species have been identified in the immediate locality. All protected species are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Schedule 2 of The Conservation of Habitats and Species Regulations 2010 (as amended). When undertaking works, care should be taken during site clearance. If any protected species are found, work should stop immediately and Natural England need to be informed.**

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Application:16/02176/FULL1

Address: Biggin Hill Airport Ltd Churchill Way Biggin Hill TN16 3BN

Proposal: Installation and operation of runway approach lights and associated security fencing for the end of Runway 03 on land to the south-west and north-east of Main Road for use by London Biggin Hill Airport (LBHA)



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

Application No : 16/02213/FULL6

Ward:
Mottingham And Chislehurst
North

Address : Norfolk Villa Mottingham Lane
Mottingham London SE9 4RW

OS Grid Ref: E: 541663 N: 173102

Applicant : Mr Christopher Church & Mr Robert
Walker

Objections : YES

Description of Development:

Single storey rear extension and first floor rear/side extension

Key designations:

Areas of Archaeological Significance
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 51

Proposal

The application site is a two storey semi-detached property located on the south side of Mottingham Lane.

Permission is sought for a single storey rear extension and first floor side/rear extension. The single storey rear extension will project 3.5m to the rear and will be 6.15m wide to match the width of the existing property. The proposed first floor extension will project 1.2m from the flank wall and will be 4.05m deep with a hipped roof.

Consultations

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

- It should be the size that is allowed as permitted development only
- Has been reduced in depth but height remains the same
- It was previously rejected on size and feel that the impact of the building mass, light, outlook, life, health is going to be too much
- Light is going to be diminished
- Concerned about potential add-ons that could bring the build to 8m in depth

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 permission was refused under ref. 16/00650/FULL6, for a single storey rear extension and first floor side/rear extension. The application was refused for the following reason:

1. The proposed extension, by reason of its proposed depth and proximity to the boundary, would result in a dominant and visually intrusive form of development, harmful the amenities of Berrynarbor by reason of loss of outlook and impact on visual amenities, contrary to Policies BE1 and H8 of the Unitary Development Plan.

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.

This application has been submitted following a previous refusal under ref: 16/00650/FULL6 for single storey rear extension and first floor side/rear extension. The reason for refusal was due to the depth and proximity to the boundary, would result in a dominant and visually intrusive form of development, harmful to the amenities of the adjoining property, Berrynarbor. This current application indicates a single storey rear extension with a reduced depth of 3.5m (previous refused application depth of 4m). In addition, the roof of this rear extension has been altered to pitch away from the boundary line.

The proposed single storey rear extension will project 3.5m to the rear and will be 6.15m wide to match the width of the existing property. The extension will have an eaves height of 3m and maximum height of 4m and will pitch away from the shared boundary line. It will also wrap around the property at the side to infill and square off the property at ground floor level. The rear elevation will contain folding/sliding doors, the flank elevation facing Berrynarbor will be blank. The existing door in the flank elevation facing Longmead will be replace with a window and one new window is to be inserted.

Concerns were raised regarding the size and proximity to the adjoining property and impact on light. From visiting the site it was noted that this adjoining property,

Berrynarbor, has an existing canopy structure which is open to the elements on all sides. The proposed depth and roof design is considered in keeping with the existing property and would not result in a detrimental impact on the adjoining property with regards to loss of light, outlook and visual amenity. It is therefore considered sufficient to overcome the previous reason for refusal.

The proposed first floor extension will project 1.2m from the flank wall and will be 4.05m deep with a hipped roof. The proposal will be constructed above the ground floor infill extension and will provide a minimum of 1m side space to the flank boundary, thereby compliant with Policy H9 of the Unitary Development Plan. The flank wall will be blank, and the rear elevation will contain one window. Given the location and modest size, this first floor element is not considered to result in a significant impact on the neighbouring property with regards to loss of light, outlook or visual amenity.

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.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

REASON: Section 91, Town and Country Planning Act 1990.

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

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.

- 3 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 4 No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the flank elevation(s) of the extension hereby permitted, without the prior approval in writing of the Local Planning Authority.**

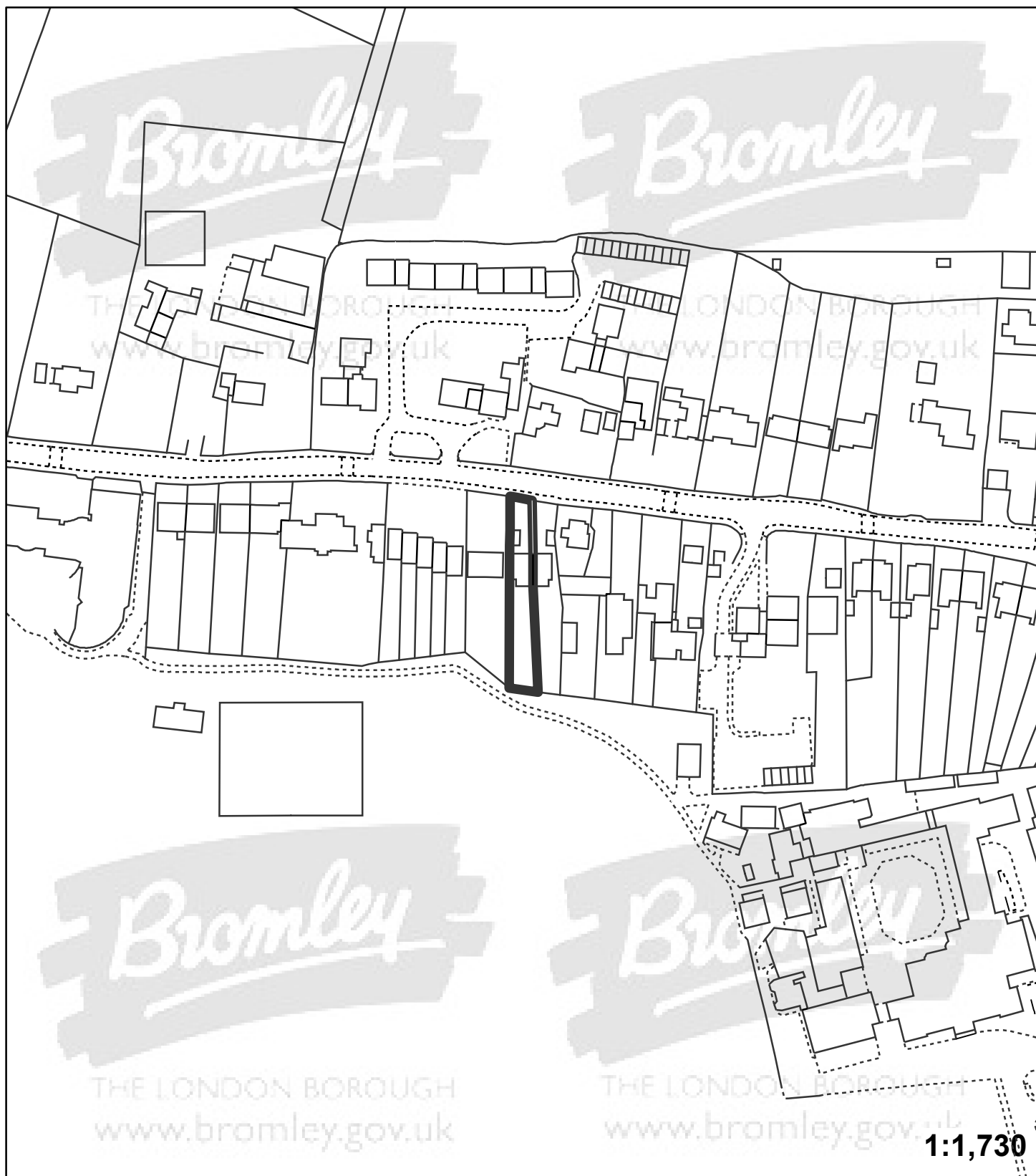
REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

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Application:16/02213/FULL6

Address: Norfolk Villa Mottingham Lane Mottingham London SE9 4RW

Proposal: Single storey rear extension and first floor rear/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"

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

Application No : 16/02273/RECON

Ward:
Bickley

Address : 20 Southborough Road Bickley Bromley
BR1 2EB

OS Grid Ref: E: 542370 N: 168756

Applicant : Mr Eddie Townson

Objections : YES

Description of Development:

Variation of conditions 4 of planning permission 15/04663/FULL1 [for the change of use from A1 (Travel Agents) to Sui Generis (Private Hire/Taxi Booking Office)] to read "The application premises shall not be open for the picking up of customers between 0000 hours and 0530 hours."

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 12
Smoke Control SCA 13

Proposal

The application site is a single storey property located on Southborough Road, a Local Distributor Road. The building is a Locally Listed Building which forms part of the Bickley Station building.

This application has been submitted following a previous permission for the change of use from Class A1 (Travel Agents) to Sui Generis (Private Hire/Taxi Booking Office) to seek the variation of Condition 4 in order extend the opening hours of the premises, with the premises closed between 0000 hours and 0530 hours.

Consultations

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

- Increase in noise and disruption, will affect the amenity of immediate neighbours
- Unsociable hours
- No justification for the hours of operation to be extended
- Predominantly residential area
- None of the surrounding shops are open late into the evening

- No other shops promote additional vehicular movement
- Also appealing the refusal to allow drivers to access the premises. Still pending a decision. If appeal is allowed, the combination of driver access and extended hours will grant what has previously been refused. Should wait for the appeal decision before determining this application.
- The conditions were originally put in place by the Council in order to help preserve the residential amenity as much as possible and to satisfy Policy S13
- The cab office is already operating outside of the permitted hours and already caused disturbance and police involvement
- Vehicles are already making residential area noisy.
- Will be detrimental to property prices and value
- Will make area unsafe for commuters and residents alike
- There are parked cars and vans all night

The Councils Highways Officer raised no objection as it is not considered to result in any adverse impact on the highway, however noise and disturbance are planning issues.

Comments received from the Councils Environmental Health Officer can be summarised as follows:

- The current restrictions to hours of operation are reasonable and any extension to these hours comes with some risk of an adverse impact on surrounding residential amenity.
- Unlikely have any significant impact in terms of overall average noise level but it just pushes audible noise events such as door slams, engines starting and noise from people earlier/later into the night.
- There are residents surrounding the premises and the background level in the area is likely to be quite low during the proposed extended hours which will make such events more noticeable.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan (2006) and the London Plan (2015):

UDP Policy BE1 - Design of New Development

UDP Policy BE10 - Locally Listed Building

UDP Policy S13 - Mini Cab and Taxi Offices

UDP Policy T3 - Parking

London Plan 7.15 - Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.

The site has been subject to previous planning applications:

- 96/00799/ADVILL - Internally illuminated fascia sign - Permitted 29.05.1996
- 15/04663/FULL1 - Change of use from Class A1 (Travel Agents) to Sui Generis (Private Hire/Taxi Booking Office) - Permitted 29.12.2015

- 16/00447/RECON - Variation of conditions 3 and 4 of planning permission 15/04663/FULL1 [for the change of use from A1 (Travel Agents) to Sui Generis (Private Hire/Taxi Booking Office)] to read "The application premises shall be closed to drivers of vehicles associated with permitted operation except for drivers visiting the premises for administrative purposes only and those premises shall not provide rest or waiting facilities for those drivers" and "The application premises shall not be open for the picking up of customers between 0100 hours and 0500 hours." - Refused 06.04.2016

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 site was granted permission for the change of use from Class A1 (Travel Agents) to Sui Generis (Private Hire/Taxi Booking Office) under planning ref: 15/04663/FULL1. This permission included a condition (4) which restricted the opening hours; "The application premises shall not be open for the picking up of customers between 2300 hours and 0600 hours", in order to protect the amenities of adjoining residents. This application seeks to vary Condition 4 of this permission in order extend the opening hours of the premises, with the premises closed between 0000 hours and 0530 hours.

This application has been submitted following a previous refusal under ref: 16/00447/RECON for the variation of conditions 3 and 4 of planning permission 15/04663/FULL1 to allow drivers access to the premises for administrative purposes and extend the opening hours of the premises, with the premises closed between 0100 hours and 0500 hours. The reason for refusal was due to the impact on the amenities of the neighbouring properties by way of general noise and disturbance caused by the extended opening hours and allowing driver access to the premises. This current application omits varying condition 3 and has amended the opening times, with the premises closed between 0000 hours and 0530 hours.

Under Policy S13 (Mini Cab and Taxi Offices) the Council will only permit proposals for mini-cab or taxi offices where:

- (i) There is no adverse impact on residential amenity;
- (ii) The proposal will not cause undue traffic congestion or be detrimental to the safety of other road users and pedestrians; and
- (iii) The proposal will not conflict with other policies in the plan

From a technical Highways perspective, no objection has been raised as the proposed extended hours are not considered to adversely impact on highway conditions, in accordance with Policies S13 and T3 of the Unitary Development Plan (2006).

It is noted that there have been a number of objections raised by local residents, largely on the basis of additional traffic and noise and disturbance. These comments have been taken into careful consideration whilst considering the

application. The Councils Environmental Health Officer acknowledged that the proposal will push noise earlier in the morning and later into the night, however, it should be noted that the last scheduled train to arrive into Bickley Station from London Bridge is at 00:25 and the first train into London from Bickley Station is at 04:41 in the morning. Therefore given the location of the site in relation to the railway station and its existing authorised use, it is considered that the additional opening of 1hr later and 30 minutes earlier each day is unlikely to generate a significant increase in the users of the site. Whilst there will be some additional vehicular movements, on balance these would not impact significantly on neighbouring amenity to justify a refusal solely on this basis. As such the proposal is considered to comply with Policy 7.15 of the London Plan (2015) and BE1(v) of the Unitary Development Plan (2006).

Under Policy BE10 (Locally Listed Buildings) a proposal to alter, extend or for the change of use of a locally listed building will only be permitted provided that:

- (i) It will be sympathetic to the character, appearance and special local interest of the building; and
- (ii) Will respect its setting

The proposal does not alter the appearance or extend the property therefore will not significantly impact on the host property or character of the area in general, thereby compliant with Policy BE10.

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.

Having had regard to the above it was considered that the variation of Condition 4 to extend the opening hours of the premises, with the premises closed between 0000 hours and 0530 hours, is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the area.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

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

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

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

- 3 The application premises shall be closed to drivers of vehicles associated with the permitted operation and those premises shall not provide rest or waiting facilities for those drivers.**

In order to protect the amenities of adjoining residents and to accord with Policy BE1 and S13 of the Unitary Development Plan.

- 4 The application premises shall not be open for the picking up of customers between 0000 hours and 0530 hours.**

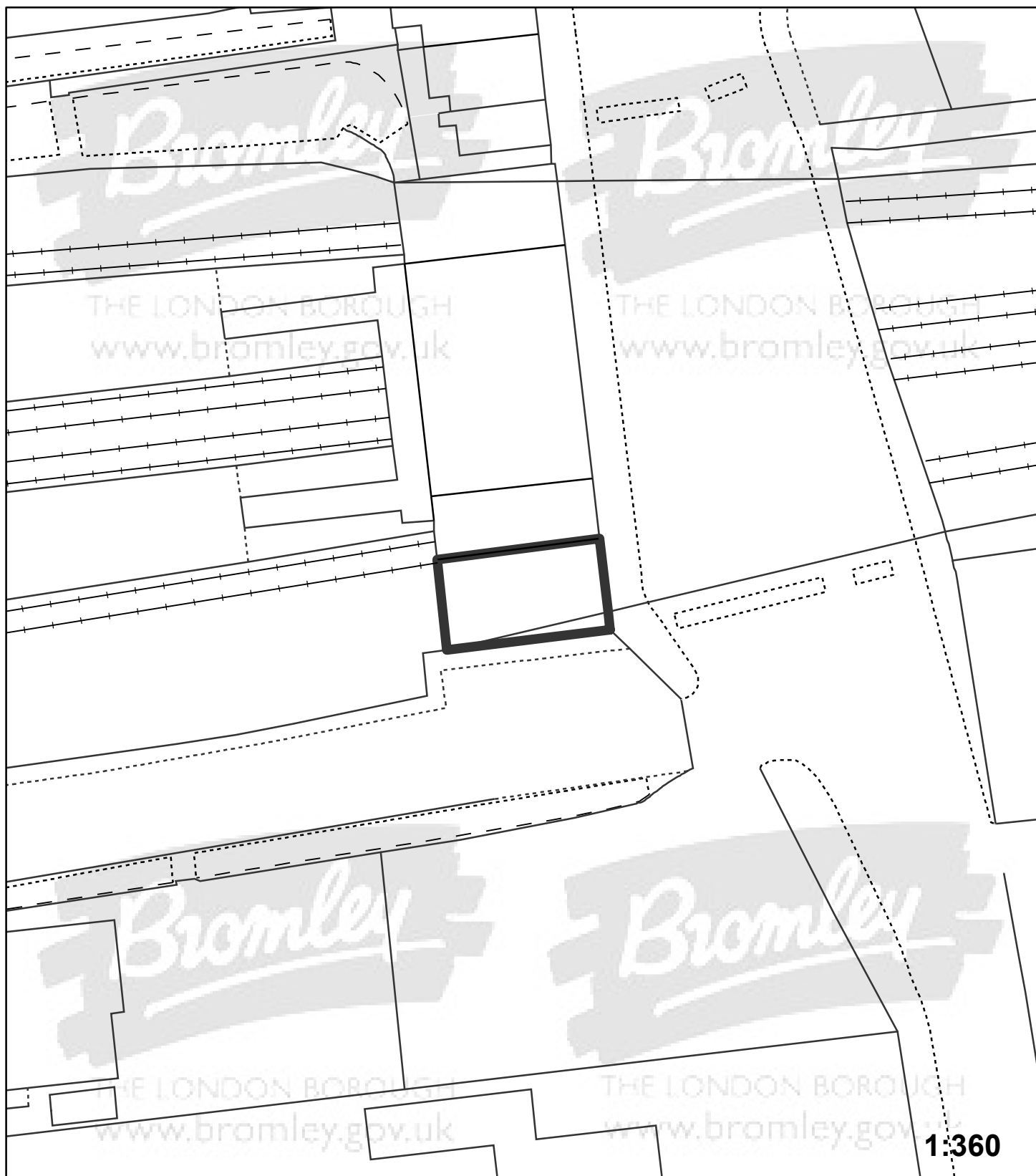
Reason: In order to protect the amenities of adjoining residents and to accord with Policy BE1 and S13 of the Unitary Development Plan.

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Application:16/02273/RECON

Address: 20 Southborough Road Bickley Bromley BR1 2EB

Proposal: Variation of conditions 4 of planning permission 15/04663/FULL1 [for the change of use from A1 (Travel Agents) to Sui Generis (Private Hire/Taxi Booking Office)] to read "The application premises shall not be open for the picking up of customers between 0000



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

Application No : 16/02485/FULL6

Ward:
Bromley Common And
Keston

Address : 1 Quiet Nook, Keston, BR2 8HR

OS Grid Ref: E: 541770 N: 165057

Applicant : Mr McCarthy

Objections : YES

Description of Development:

First floor side and single storey front extensions, elevational alterations to include changes to windows and timber cladding to ground floor front elevation. Alterations to existing driveway, new front boundary fence and decking to front.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 22

Proposal

The application seeks planning permission for first floor side and single storey front extensions, elevational alterations to include changes to windows and timber cladding to ground floor front elevation. Alterations to existing driveway, new front boundary fence and decking to front.

Amended plans were received on 11.07.16 to reflect the existing roof overhang, masonry buttress & chimney stack junctions. The plans do not result in any changes to the proposal and therefore does not require further re-notification of neighbours in this instance.

Location

The property is semi-detached dwellinghouse located on the eastern side of Quiet Nook, which is a narrow lane off Croydon Road comprising 8 properties. The properties along Quiet Nook, including the application dwelling, do not benefit from rear gardens but rather a small slither of land that runs along the back of the properties and borders the rear gardens of properties within Phoenix Drive. Thus the front gardens appear to be used as amenity spaces, as well as for the parking of vehicles.

Consultations

Nearby owners/occupiers were notified of the application and representations were received from no. 2 Phoenix Drive which can be summarised as follows:

- o Loss of sunlight to home and garden

The Council's Highways Officer states that the proposal will increase the property from 1 bedroom to 3. The application site is situated in a PTAL 1b (low) location and as such increased car ownership could be expected. Improved on-site car parking facilities to accommodate 2 cars are proposed which should be sufficient and although the fencing and gates proposed which result in a variation to that of the existing, these are not considered to significantly alter the existing highway conditions in this location where traffic speeds are likely to be low. Therefore, the Council's Highways Officer raises no objection, subject to a number of conditions.

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
BE7 Railings, Boundary Walls and Other Means of Enclosure
H8 Residential Extensions
H9 Side Space
T3 Parking
T18 Road Safety

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

Planning History

Under ref: 66/00430, planning permission was refused for Alterations and additions to the property.

Under ref: 67/01256, planning permission was refused for the rebuilding of the single storey dwelling in stages.

Under ref: 74/02231, planning permission was granted for the re-build of part of the semi-detached house to provide a living room with bedroom over.

Under ref: 79/01384, planning permission was granted for a front porch.

Conclusions

The main issues relating to the application are the effect that it would have on the character and appearance of the host dwelling and of the area in general, and the impact that it would have on the amenities of the occupants of surrounding

residential properties. Impact on highway safety and parking will also be a consideration.

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.

Policies H8, BE1 and the Council's Supplementary design guidance seek to ensure that new development, including residential extensions are of a high quality design that respect the scale and form of the host dwelling and are compatible with surrounding development. Policy BE1 also seeks to ensure that new development proposals, including residential extensions respect the amenity of occupiers of neighbouring buildings and that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by loss of outlook or overshadowing.

On site it can be seen that the application property currently has a two storey element attached to no. 3 with a single storey element to the north. The property is wide, but narrow in length and, along with the other properties in the road, does not benefit from any amenity space to the rear. As such the property is located within about 1m of the rear boundary which forms the rear boundary of no. 2 Phoenix Drive. However, the rear of no. 2 Phoenix Drive is sited at a greater distance of approximately 16m from this shared boundary. To the north of the property lies an access road which serves the rear of properties in Croydon Road.

The proposed first floor side extension will extend approximately 4.3m in width to the northern side of the dwelling above part of the existing single storey element. It will be set back from the front building line of the existing two storey element of the property by approximately 0.1m, and will have a hipped roof with side gable end similar to the existing roof, but with a ridge height set approximately 0.35m lower than the existing roof, when scaled from the submitted drawings.

Policy H9 states that adequate side space of normally 1m should be retained to the boundary for a development of two or more stories. This is expected for the full height and length of the flank wall which includes any single storey ground floor aspect. This is to help prevent a cramped appearance which can lead to unrelated terracing and to safeguard the amenities of the neighbouring property. It is noted that the existing single storey part of the property is located 0.7m from the side boundary. However, the flank wall of the proposed first floor extension would be located around 6m from the side boundary, and as such will retain significant separation at first floor. The presence of the existing access road and distance to the neighbouring properties in Croydon Road adds further separation to these neighbouring properties. A degree of openness to the side boundary will therefore be maintained.

The extension would increase the width of the dwelling at first floor, and given the proximity of the property to the rear boundary, which forms the rear boundary of no. 2 Phoenix Drive, the increase in development across this rear boundary and as

such the impact on the visual amenities of the neighbouring property to the rear would need to be given careful consideration. Concerns have been raised by the occupiers of no.2 with regards to loss of light to the garden and property. However, whilst there will be an increase in development in close proximity to this boundary, a proportion of the rear boundary of no. 2 Phoenix Drive would remain undeveloped at first floor. Furthermore, given the separation to the neighbouring dwelling provided by the rear garden of no. 2, there is unlikely to be any significant loss of light to the rear of this property as a result of the development. The extension would be subservient to the main dwelling and would to some extent be screened by the existing vegetation which lies along the common boundary. No first floor windows are proposed in the rear elevation of the extension, although a new window is proposed within the first floor rear elevation of the existing dwelling which will serve a hallway and is shown to be non-opening and obscure glazed. Accordingly, on balance, the proposed extension is not considered to give rise to any significant loss of amenity to the occupiers of this neighbouring property in terms of light, outlook or privacy.

The proposed first floor extension would be subservient to the main dwelling and would be finished with materials to match the existing property. On site it can be seen that the adjoining property at no. 3 is of a differing design and is substantially wider at first floor, albeit with a different roof profile and shallower pitch. In addition, whilst the other properties within the road have a similar footprint in that they are narrow in length and much broader in width, there is no uniform design or style and many benefit from greater space at first floor than no. 1. Therefore, it is considered that the addition to the first floor at the side would not be out of character with the host dwelling nor the streetscene in general.

The single storey front extension will project forward of the existing single storey element of the property by approximately 0.3m to facilitate the proposed first floor extension above. It will not extend any further forward than the existing two storey element of the property and will have a flat roof to match the existing single storey element. A large set of patio doors are proposed in the front of the extension which will lead from the living room to the proposed decked area. A new set of patio doors, to replace an existing window, are also proposed in the ground floor front elevation of the existing two storey dwelling which will also lead out onto the proposed decking. The existing front porch is to be removed and the entrance door relocated more centrally with the single storey element of the property, and the ground floor front elevation of the proposed single storey front extension and single storey element of the existing dwelling is shown to be clad in vertical timber boards. Windows are also shown to be removed from the rear and side elevations of the existing single storey structure and two new low level roof lights proposed within the flat roof of this existing single storey element. The existing first floor window in the front elevation of the existing dwelling is also shown to be replaced.

The proposed single storey front extension would not extend beyond the front part of the dwelling adjoined to no. 3 and as such would not result in any loss of light or outlook, and the alterations to the front façade and fenestration would not result in any increased opportunities for overlooking or loss of privacy. Whilst the use of patio doors within the front elevation are unusual, in this instance the front garden of no. 1, as with all the properties within Quiet Nook, provides amenity space to the

dwelling due a lack of any rear garden space. The use of timber cladding would add interest to the front of the property, and as there is no distinctive design or type of materials to the properties within Quiet Nook it would not harm the overall streetscene. In addition, all the new windows proposed in the front elevation would replace existing openings and are shown to be of a similar style and colour.

Alterations are also proposed to the existing driveway with new front boundary fence proposed and new decking to the front garden. The decking will be located directly in front of the dwelling and adjacent to the side boundary shared with no. 3. It will have a depth of approximately 2.3m from the front of the dwelling and is shown to be 0.15m in height. A small sunken water feature is also shown within the decking. The existing driveway which is sited adjacent to the northern side boundary is shown to be enlarged in width to provide parking for two cars. A large proportion of the existing grassed area will be maintained and the proposed driveway and decking would not result in any undue harm to character and appearance of the streetscene nor to the amenities of the neighbouring properties.

The proposal also includes the addition of fencing to the top of the existing front boundary wall to a maximum height of between 2 and 2.1m from ground level and the removal of part of the front boundary wall to facilitate a larger access to the proposed driveway. This access will benefit from new timber slated inward opening electronic gates and a timber pedestrian gate to a height of 1.4m. The existing front boundary enclosures along Quiet Nook vary with some properties having low level walls and fences and other with slightly higher hedges and vegetation.

Policy BE7 seeks to ensure that new enclosures are appropriate in scale, location and design and that they would not erode the open nature of the area of adversely impact on local townscape character. The proposed new front boundary treatment will be taller than that of the existing and will extend across the full width of the property with new vehicular and pedestrian access gates. It is also noted that none of the surrounding properties benefit from the use vehicular gates. However, taking into account the modest height of the new gates, they are, on balance, considered to be acceptable and would not cause significant harm to the character of the area or street scene in general nor to the visual amenities of the neighbouring properties, as to warrant a refusal of planning permission on this basis. In addition, the Council's Highways Engineers have not raised any concerns with regards to highway safety and support the additional car parking spaces proposed.

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 and appearance of the host dwelling or of the area in general. There would also be no adverse impact on parking or road safety.

as amended by documents received on 11.07.2016

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

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

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

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

- 3 The materials to be used for the external surfaces of the building shall be as set out in the planning application forms and / or drawings unless otherwise agreed in writing by the Local Planning Authority.**

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 Before the development hereby permitted is first occupied the proposed window in the first floor rear elevation shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance as such.**

Reason: In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan

Application:16/02485/FULL6

Address: 1 Quiet Nook Keston BR2 8HR

Proposal: First floor side and single storey front extensions, elevational alterations to include changes to windows and timber cladding to ground floor front elevation. Alterations to existing driveway, new front boundary fence and decking to front.



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Report No.
DRR16 / 067

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: PLANS SUB-COMMITTEE NO. 3

Date: Thursday 28 July 2016

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

Title: CONFIRMATION OF TREE PRESERVATION ORDER NO. 2624
AT THE BEECH STUDIO, HAWKWOOD LANE, CHISLEHURST,
KENT, BR7 5PW

Contact Officer: Chris Ryder, Principal Tree Officer
E-mail: christopher.ryder@bromley.gov.uk

Chief Officer: Chief Planner

Ward: Chislehurst;

1. Reason for report

To consider an objection received against the making of the above mentioned Tree Preservation Order (TPO).

2. **RECOMMENDATION(S)**

The beech tree makes an important contribution to the visual amenity of the surrounding area and is of high amenity value. The TPO should therefore be confirmed to prevent excessive works from taking place.

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:
 4. Total current budget for this head: £
 5. Source of funding:
-

Staff

1. Number of staff (current and additional): 3
 2. If from existing staff resources, number of staff hours:
-

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 TPO.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? No
2. Summary of Ward Councillors comments:

3. COMMENTARY

- 3.1 TPO 2624 was made on the 23rd March 2016 and relates to a mature beech tree located within the confines of The Beech Studio, Hawkwood Lane, Chislehurst, Kent, BR7 5PW.
- 3.2 An objection was received from the neighbouring resident (Ms An Wellens) at No.6 Rectory Place, Hawkwood Lane, Chislehurst, Kent, BR7 5PN.
- 3.3 The objection raises an issue surrounding light and past management. Such works would be aimed at improving the relationship between the dwelling and the rear garden of No 6 Rectory Place. The objection indicates that only small branches will be cut back, however, the specification proposed as part of a recent section 211 notice would enable greater works to take place.
- 3.4 The TPO was made following receipt of a section 211 notice (Conservation Area Notification) proposing to reduce 16 branches by no more than 6m. This notice is attached to the TPO file (16/05390/TREE) and was received 23rd February 2016.
- 3.5 Further to a visual assessment adopting the TEMPO (Tree Evaluation Method for Preservation Orders) scoring system, a new TPO was considered justified as the tree merited preservation. In summary, the tree was found to be in a good condition, with a suitable retention span and clearly visible to the public. The proposed works are considered excessive and would have a damaging impact upon the natural form and function of the tree.
- 3.6 The Order does not prevent future works from being carried out, but it requires that the Council's consent be gained prior to removing trees and prior to carrying out most forms of tree pruning. In assessing applications to remove trees or carry out pruning, the Council takes into account the reasons for the application, set alongside the effect of the proposed work on the health and amenity value of the trees.
- 3.7 Crown thinning works may be considered acceptable, but will need to be applied for as part of a separate application.
- 3.8 The TPO is valid for 6 months from the date the order was made. If the TPO is not confirmed within this period, the TPO will cease to exist.
- 3.9 Members are therefore respectfully requested to confirm the order without modifications.

Non-Applicable Sections:	Policy, Financial, Personnel, Legal
Background Documents: (Access via Contact Officer)	15/05390/TREE

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