

SECTION '1' – Applications submitted by the London Borough of Bromley

**Application No :** 12/03819/FULL1

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

**Address :** Keston Church Of England Primary  
School Lakes Road Keston BR2 6BN

**OS Grid Ref:** E: 541578 N: 164419

**Applicant :** London Borough Of Bromley

**Objections :** YES

**Description of Development:**

Single storey extension to provide 2 classrooms, play area with canopy, extension of parking area to provide 7 additional spaces, bin store and associated external works.

Key designations:

Areas of Archaeological Significance

**Proposal**

This application was originally report to Members of Plans Sub-Committee No. 1 at the meeting held on 21st March 2013. Members deferred the application without prejudice to seek the following:

- Allow the school to give consideration to temporary accommodation/classrooms, to consider the inclusion of a drop-off point in the school grounds and also to gather information on the success of the school initiatives to promote alternative modes of travel.

In response to the deferral, the applicant has submitting the following statement:

- The hire costs of portacabin type accommodation over the 7 years required would normally be less cost effective than the current proposals for accommodation.
- The present proposals are for a modular construction as opposed traditional build.
- The present scheme put forward includes an increase in parking spaces that will reduce staff parking on Lakes Road.
- The present design integrates into the existing school reducing the area of hardplay space lost. A stand alone portacabin type facility would have a greater impact on play space and would visually integrate poorly with the existing school buildings.

- A portacabin would not provide the benefit to the school of the proposed design, providing dedicated outdoor play space for each class.
- It should also be included that the school require suitable accommodation to serve the existing bulge class currently being taught in the hall.

(It is noted that there is no objection to the current proposal from a Highways point of view)

The original report is repeated below, updated as necessary.

Planning permission is sought for the following:

- Single storey rear extension measuring 12.5m deep, 24.5m wide and 3.3m high to provide two reception classrooms.
- Installation of canopy to rear elevation
- Creation of all weather grass play area
- Extension of parking area to provide 7 additional parking spaces
- Erection of timber bin store

The additional classrooms would provide a dedicated space for the bulge reception class, admitted to the school last year currently being taught in the school hall, and provide room for an additional bulge class of 30 pupils in September 2013. This would take the number of pupils from 210 (240 including bulge year) to 270.

## **Location**

Keston Church of England Primary School is located at the end of Lakes Road set behind gates and landscaping. The school buildings are single storey and brick built. Lakes Road is primarily residential with the village centre to the west. To the east are open fields.

The site is located outside of the Keston Village conservation area and is located outside of, but adjacent to the Metropolitan Green Belt.

## **Comments from Local Residents**

In line with normal procedure nearby properties were notified and representations were received which can be summarised as follows:

- Lakes Road at present is already extremely congested
- proposals would further limit access for emergency vehicles
- Keston cannot handle the increased traffic
- highway visibility is already very limited without the extra traffic
- expanded school is contrary to the village and rural nature of Keston
- there is need for school places, but Keston is not the place to accommodate these, other school sites should be considered
- damage to highway and verges
- there is an unauthorised one way system in Lakes Road, detrimental to highway safety.

- Keston Avenue and Heathfield Road have blind junctions
- proposals are unrealistic for the area
- there is no evidence to support the schools viability to stay as a one form entry
- lack of pavements in Commonsides and Fishponds Road mean these are unsuitable to collect children from, meaning that cars use Lakes Road and Heathfield Road.
- instead of permanent extensions, the school should utilise temporary classrooms.
- the 7 proposed parking spaces in the school is not sufficient to cope with the extra demand.
- the school was only allowed in the first place if it remains a small village school
- building on the site will not enhance or improve the pupils educational experience
- the Design and Access statement is very limited with information
- harm to the Green Belt
- Heathfield Road needs to be upgraded
- construction issues given the limited access from Lakes road
- build a new school instead
- Keston Village needs traffic calming measures
- the submitted Transport Assessment is a poor piece of work
- Transport Assessment is inaccurate on several accounts.
- parking survey is insufficient.

The full text of correspondence received is available to view on file.

### **Comments from Consultees**

Comments from the Council's Education and Care Services department support the application.

There are no technical Highway objections, subject to conditions.

Comments from Drainage recommend standard conditions.

Environmental Health raise no objections.

Thames Water raise no objections with regard to water and sewerage infrastructure.

The Crime Prevention Design Advisor recommends conditions for 'Secure by Design'.

English Heritage (Archaeology) state that no archaeological conditions are required as the development does not appear likely to affect any potential archaeological resource.

## **Planning Considerations**

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

- BE1 Design of New Development
- NE7 Development and Trees
- G6 Land Adjoining Green Belt or Metropolitan Open Land
- C7 Educational & Pre School Facilities
- T1 Transport Demand
- T3 Parking
- T18 Road Safety

The above policies are considered to be consistent with the NPPF.

London Plan 2011 Policies:

- 3.18 Education Facilities
- 6.13 Parking
- 7.6 Architecture

National Planning Policy Framework 2012

## **Planning History**

83/02612/LBB – detached single storey sports pavilion – permission

86/00013/LBB – erection of 5 bay mobile classroom for educational purposes – permission

89/03641/FUL – retention of mobile class room – permission

94/02983/FUL – retention of mobile classroom (renew of permission 89/03641) – permission

00/03576/FULL1 – single storey extension for 2 classrooms and toilets, and relocation of hard play area – permission

03/03572/DEEM3 – erection of mono-pitch roof within courtyard – permission

05/03690/DEEM3 – Amphitheatre and extension to existing playground – permission

06/03298/FULL1 – cycle store – permission

07/01977/DEEM3 – single storey front extension – permission

08/03712/FULL1 – erection of 2 canopies at front entrance of school – permission

## **Conclusions**

This application seeks permission to extend the school, providing two classrooms to accommodate the existing bulge year, admitted in September 2012, plus the forthcoming bulge reception class in September 2013 (total of 60 students).

The bulge class of 30 pupils are currently taught in the school hall. Places for the September 2013 have already been applied for and are due to be allocated shortly.

It is noted that within some of the objections received, concern is raised with regard to the permanent expansion of the school to two form entry. This however, is currently at consultation stage and does not form part of this planning application which seeks consent for a classroom extension and landscaping alterations only.

### Design and streetscene

The proposed extension to the school is located to the rear of the building and would not be visible from Lakes Road. The extensions are designed to match the existing building and it is considered to be of an acceptable appearance and raises no objection from a design perspective. They would be of limited visibility from the adjacent Green Belt due to the significant separation distance and dividing boundary screening to the north and east as such, the proposals are not considered to result in harm to the visual amenity or character of the adjacent Green Belt.

There is no objection to the installation of the canopy, as this would appear lightweight on the rear elevation and be of minimal impact when viewed from the surrounding playing fields.

An artificial grass play area would be created measuring approximately 300 square metres. This is considered to be of limited visual impact in the school site, where it would be finished with artificial grass, therefore appearing similar to the playing field behind.

It is proposed to demolish an existing unattractive refuse enclosure to the front elevation create 2 parking bays and extend the hard standing partly across an underutilised area of grass. The proposed site plan indicates that the trees located here are to be retained. As such, it is considered that the changes to the frontage would be of minimal impact. The loss of the refuse store is acceptable, as this structure is ungainly and intrusive on the front elevation. The provision of the timber bin store adjacent to the proposed parking raises no objection as this is a small scale structure located to the edge of the site.

### Amenity implications

From an amenity perspective, the extension would be located closest to no's 6 and 7 Grays Park Close, and would be inset approximately 13m from the boundary shared with these properties. And achieve a separation distance of 27.3m to no. 6 and 23.5m to no. 7. Taking into account the orientation north of these two properties and dividing boundary screening, it is considered that the extension would not result in a loss of light or overbearing visual impact.

The artificial grass play area would be located over existing playing fields, toward the southern boundary of the site. It is not considered that this would result in a harmful impact on amenity, where it is located adjacent to an existing established hard playing area within the built up portion of the school site.

### Highways and parking

Policy C7 of the UDP states that “proposals relating to primary or secondary schools, which involve an increase in the school roll or the provision of facilities that are likely to be used by the wider community, will be required to produce and adopt a School Transport Plan”.

The text to this policy, paragraph 13.23 states that ‘in considering future schools provision, the issue of accessibility will be crucial and that schools will be expected to address such issues through the submission and adoption of a School Transport Plan which following a thorough transport assessment of both existing and proposed development should identify measures which will assist in reductions in car usage; increased walking, cycle and use of public transport; reduced traffic speeds and improved safety particularly for pedestrians and cyclists’.

The school is accessed via Lakes Road for both vehicles and pedestrians, residential properties line both edges of Lakes Road with crossovers onto the highway. Concern has been raised within the received objections that the proposed expansion of the school will have a detrimental impact upon parking, access and safety within Lakes Road, Keston Avenue and Heathfield Road. It should be noted that the bulge class of 30 students is already being taught at the school. An additional 30 students are due to start at the school in September 2013; there is a finalised list for these places at present.

There is an existing school car park with 15 spaces. The proposals submitted seek to provide a further 7 parking spaces to accommodate all staff vehicles and visitors on site (where these may currently park on Lakes Road or surrounding public roads).

As the school is surrounded by unrestricted parking zone, a Transport Assessment including a parking survey has been undertaken in order to establish whether all on-street parking spaces in the area are fully utilised. The survey was conducted on Monday 28th January at school peak times of 8:30am and 15:30pm and included Lakes Road, Keston Avenue, Keston Gardens and Windmill Drive.

This report concluded that there are on average 214 unrestricted on-street car parking spaces within the vicinity of the school and that 87 were occupied during the morning peak times and 67 were occupied during the afternoon peak time. Comments from the Councils Highways division have stated that this figure is unrealistic as the area surveyed is too large, and some roads are unable to accommodate parking to both sides. It is considered that there are as a maximum 110 parking spaces to be found within the vicinity of the site and that realistic parking occupancy during morning and afternoon peaks are between 65% to 80%. Of the roads surrounding the school, it is recognised that Lakes Road takes the majority of the parking pressure.

The Keston Village Residents Association (KVRA) have commissioned their own transport survey and this has been considered in junction with the applicants Transport Assessment by the Councils Highways Division. Whilst this report reaches differing conclusions, both have been assessed and it is considered on balance, that the increase in vehicular traffic for the proposed bulge class for September 2013 would not be unacceptable where the applicants transport assessment states that as a worst case scenario, there would be an additional 16 vehicular movements.

It should also be noted that the school is promoting alternative modes of travel including 'WOW' (Walk once a week). A morning exercise class has also been set up for Thursday mornings (8.30am) of which 44 children have signed up; these would contribute to reducing car travel to the school. Research undertaken as part of the Transport Assessment stated that 45% of pupils arrive by car, whilst the rest make use of other modes of transport including walking, cycling Park and Stride or car sharing. The additional 7 parking spaces within site would also alleviate staff parking on street.

Pedestrian movements are expected to increase, however, the pathways are considered to be in good condition and capable of handling additional movement.

A construction management plan is requested via condition.

## **Conclusions**

Members may therefore consider that the proposed extension of the school is acceptable and that the calculated worst case scenario of 16 additional vehicles would not result in an unacceptable impact on the highway or parking network, when taking into consideration the improvement in parking made within the school.

Background papers referred to during production of this report comprise all correspondence on files refs. 83/02612, 86/00013, 89/03641, 94/02983, 00/03576, 03/03572, 05/03690, 06/03298, 07/01977, 08/03712 and 12/03819, excluding exempt information.

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |        |  |
|---|--------|--|
| 1 | ACA01  | Commencement of development within 3 yrs |
|   | ACA01R | A01 Reason 3 years                       |
| 2 | ACC04  | Matching materials                       |
|   | ACC04R | Reason C04                               |
| 3 | ACD02  | Surface water drainage - no det. submitt |
|   | ADD02R | Reason D02                               |
| 4 | ACK01  | Compliance with submitted plan           |
|   | ACC01R | Reason C01                               |
| 5 | ACH03  | Satisfactory parking - full application  |
|   | ACH03R | Reason H03                               |
| 6 | ACH16  | Hardstanding for wash-down facilities    |

	ACH16R	Reason H16
7	ACH22	Bicycle Parking
	ACH22R	Reason H22
8	ACH28	Car park management
	ACH28R	Reason H28
9	ACH29	Construction Management Plan
	ACH29R	Reason H29
10	ACH30	Travel Plan
	ACH30R	Reason H30
11	ACH32	Highway Drainage
	ADH32R	Reason H32
12	ACI21	Secured By Design
	ACI21R	I21 reason
13	AJ02B	Justification UNIQUE reason OTHER apps

#### Policies (UDP)

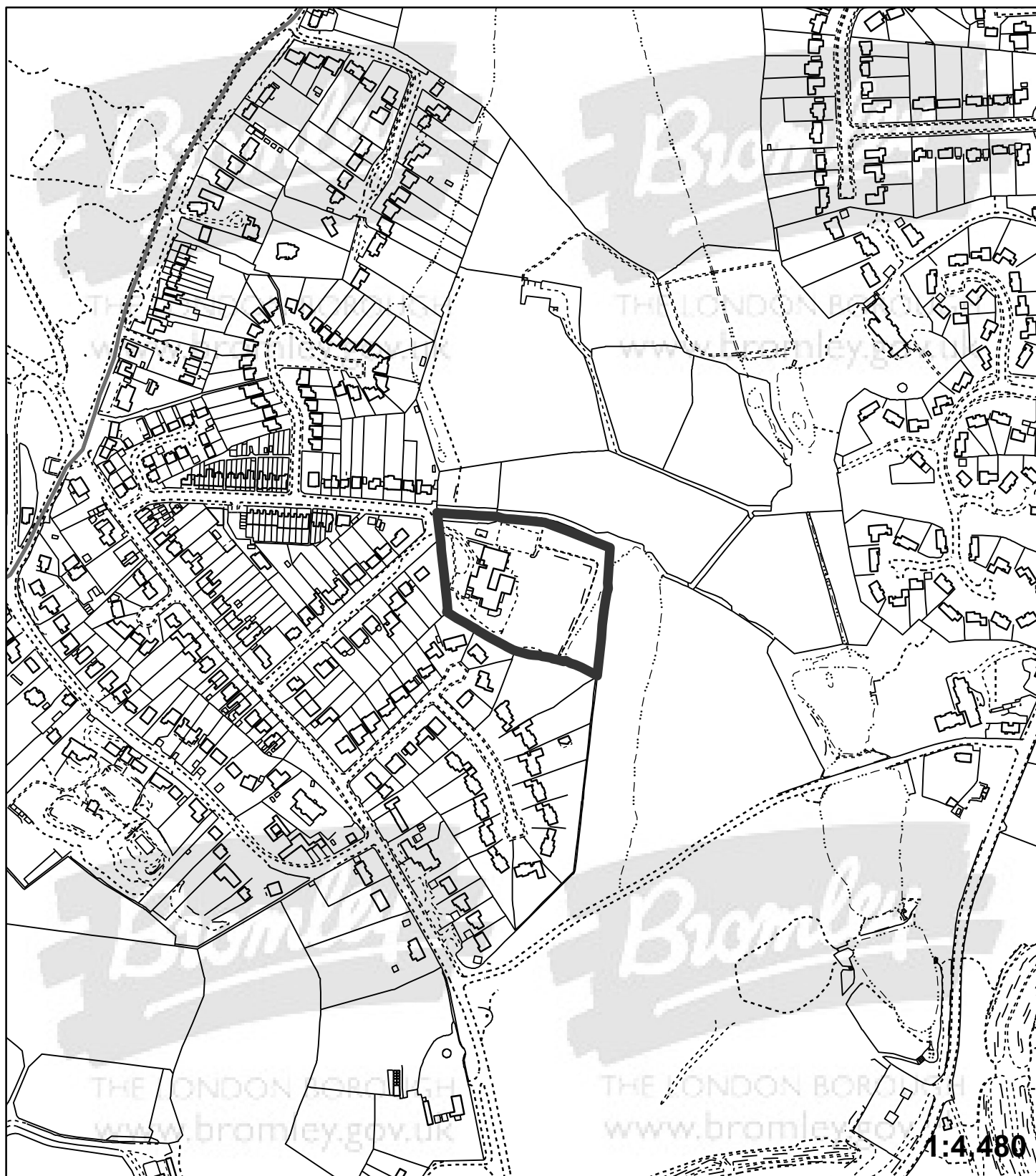
BE1	Design of New Development
NE7	Development and Trees
C7	Education and Pre-School Facilities
G6	Land Adjoining Green Belt or Metropolitan Open Land
T1	Transport Demand
T3	Parking
T18	Road Safety



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**Address:** Keston Church Of England Primary School Lakes Road  
Keston BR2 6BN

**Proposal:** Single storey extension to provide 2 classrooms, play area with canopy, extension of parking area to provide 7 additional spaces, bin store and associated external works.



"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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