

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

**Application No :** 13/01666/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 :** Keston C.E Primary School

**Objections : YES**

**Description of Development:**

Single storey classroom extension, enclosed play area with canopy, artificial grass play area, additional car parking, bin store and associated works

Key designations:

Areas of Archaeological Significance

Biggin Hill Safeguarding Birds

Biggin Hill Safeguarding Area

Green Belt

London City Airport Safeguarding

London Loop

Sites of Interest for Nat. Conservation

Sites of Special Scientific Interest Sites Of Special Scientific Interest - 08

**Proposal**

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 Early Years Foundation Stage reception classrooms, foundation stage toilets, cloaks area, a central resource space, storage areas and additional pupil toilets including an accessible WC/hygiene room
- timber fence enclosed foundation breakout/play space with covered canopy to rear elevation
- all weather grass play area
- extension of parking area to provide 7 additional parking spaces
- timber bin store.

The application documents explain that the additional classrooms would provide a dedicated space for the bulge reception class admitted to the school in September 2012 and currently being taught in the open resource area ('The Dome'), and provide room for an additional bulge class of 30 pupils. This would take the number

of pupils from 216 (246 including bulge year) to 276. There would be 1 additional member of staff.

The application states that the provision of temporary buildings is not acceptable to the school and LEA as this is wasted capital in terms of temporary building enabling works and ongoing hire costs (or if purchased there is a considerable depreciation of asset value). A permanent Early Years facility will enable the school to eventually reconfigure class locations when the bulge classes have moved through the school years, and enable resource and small group spaces to be provided to further improve the schools teaching facilities.

A previous and practically identical application was reported to Plans Sub-Committee No. 1 on 21st March 2013 (ref. 12/03819). Members deferred the application without prejudice for the applicant to consider the use of temporary accommodation / classrooms and the inclusion of a drop-off point within the school grounds. The applicant was also requested to gather information on the success of the school initiatives to promote alternative modes of travel.

The application was subsequently withdrawn by the applicant prior to consideration at the Plans Sub-Committee meeting of 18 April 2013. However, the applicant has stated the following in response to the reasons for deferral:

- hire costs of portacabin type accommodation over the 7 years required would normally be less cost effective than the current proposals
- proposed scheme involves modular construction as opposed traditional build
- proposal will provide additional on-site car parking spaces that will reduce staff parking on Lakes Road
- design of the proposed extension integrates into the existing school, reducing the area of hardplay space lost - a stand-alone portacabin would have a greater impact on play space and would visually integrate poorly with the existing school buildings
- portacabins would not provide the dedicated outdoor play space for each class proposed within the current scheme
- school require suitable accommodation to serve the existing bulge class currently being taught in the hall
- a drop off point inside the school grounds would not be practical within the site layout and egressing traffic would be likely to conflict with the unofficial one way system in operation on Lakes Road and Keston Avenue.

Information regarding the success of the school initiatives to promote alternative modes of travel is awaited at the time of writing and a verbal update will be provided at the meeting.

## **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 adjacent to the Metropolitan Green Belt.

### **Comments from Local Residents**

Nearby residents were notified of the application and representations were received, which can be summarised as follows:

#### Highways

- severe traffic problems / inadequate infrastructure to handle additional traffic / limited highway visibility / poor access and egress down narrow and unmade roads with a lack of pavements / no improvements proposed to deal with extra traffic / detrimental impact on highway and pedestrian safety / roads in poor condition
- parking - increased demand for on-street parking / inadequate car parking in Lakes Road, Keston Avenue, Keston Gardens, Windmill Drive and other surrounding roads / parents dropping off and picking up children deprive local residents of parking outside their houses and block access to driveways / parking in surrounding roads has led to confrontation / parents use parking spaces intended for customers at local business / servicing and deliveries to local houses are prevented by school traffic / residents prevented from leaving homes which is illegal / 7 additional car parking spaces is inadequate / proposed car parking is for staff and neglects needs of parents
- Lakes Road - very narrow / can only handle one way traffic / unauthorised one way system is dangerous / severe congestion during school runs / damage to cars / large lorries, refuse vehicles and construction vehicles experience difficulties / danger during icy conditions due to width of road and access problems for gritter lorries / junction with Heathfield Road used to have a crossing patrol
- Keston Avenue - private / unmade / very poor condition / many potholes / unsuitable for extra traffic / no pavement / no defined parking / very poor sightlines at junction with Heathfield Road / cars parked close to junction further restrict visibility / manoeuvring and parking requires goodwill from residents / residents are required to maintain the road / parking is for residents only / residents may gate the road / parking has been restricted and access narrowed since previous planning application / children have to walk through a narrow passage with oncoming cars at a blind corner
- Commonsides - car park should be used / no pavements for half of walk to school / too narrow to safely exit car
- Keston Gardens - cars exiting have to manoeuvre across Lakes Road to see oncoming traffic then often reverse back / refuse vehicles experience difficulties
- emergency vehicles access - problematic / will become even more difficult, compromising health and safety / fire brigade recently experienced problems reaching 51 Lakes Road and stated that access would have been impossible during school run / fire brigade had difficulties accessing school to attend summer fete / parking restrictions on bend of Lakes Road would ensure fire brigade access is maintained

- Transport Statement - flawed / crude / inaccurate / unreliable / out of date / should be discredited / doesn't take account of existing bulge class / traffic survey is out of date and was carried out at inappropriate times / parking survey is insufficient / travel data based upon an out of date 'hands up' pupil survey / traffic survey indicates a preference for walking to school but bulge classes will be attending from further afield / no pupils use public transport and this should not be included / misrepresents existing school car parking
- School Travel Plan - out of date / measures have not been implemented / not a meaningful document / 'Walking Bus' has never been successfully implemented and has been abandoned / 'Walking Bus' is dangerous due to traffic / school promotes 'Park and Stride' but none of the staff do this / 'Park and Stride' pupils still create congestion through being driven to Keston
- Proposed highways improvements - residents only car parking in Lakes Road and Keston Avenue from 8am-9am and 3pm-4pm would address parking issues / zebra crossings at bottom of Heathfield Road and on Fishponds Road would improve safety / single white lines across driveways would discourage parking across drives / CCTV to enforce new measures and discourage dropping off of children in middle of road / pedestrian path should be installed on Commonsideside / traffic calming measures in Keston Village
- Heathfield Road requires upgrading / speeding traffic on Heathfield Road
- lack of pavements on Commonsideside and Fishponds Road encourage use of Lakes Road and Heathfield Road
- junction of Greys Park Close and Heathfield Road is dangerous due to parked cars / school's suggestion that older pupils should be dropped off and picked up in Greys park Close will compromise safety
- children are regularly dropped in middle of road / cars loop round Heathfield Avenue, Lakes Road and Keston Avenue until a space can be found or children are picked up in middle of road / parents drop children from moving car then drive along observing their children walking to school
- resident's survey data indicates vast majority of parking in mornings and afternoons is school related / resident's traffic survey data has been ignored
- proposals to stagger start and end times for school will extend congestion related stress due to parents waiting for siblings
- existing bulge class has made highways situation noticeably worse / further bulge class will come from wider catchment area and will be driven to school
- school argument that proposed school roll is similar to that in the mid 1980s is irrelevant because there is no comparison in terms of traffic
- school events and inter-school events will cause additional problems
- few children car share
- public transport is very poor (Public Transport Accessibility Level 1a)
- cycling to school is dangerous and unviable
- cycle lane network should be extended / children should be encouraged to cycle to school
- disruption from construction traffic
- school should be warning parents of prospective pupils of traffic problems
- private/residential planning application would be refused on highways grounds
- damage to highways and verges

- case law suggest that Council could be liable for a charge of corporate manslaughter due to not taking due care against foreseeable events leading to death
- Policy C7 of UDP states that extensions to existing educational establishments should only be permitted where they are located to maximise access by public transport / proposal contrary to parts of NPPF which promote sustainable development

### Other

- Temporary classrooms (portacabins) - will suffice / have not been properly considered / will be much cheaper than has been stated / it has not been demonstrated that they do not represent value for money / have been successful at other schools
- application seeks 2 additional classrooms but only 1 bulge class is proposed / scheme is part of plans to expand school to 2 form entry / school should be returned to previous numbers when bulge class exits / temporary accommodation is the norm for bulge classes / no evidence to support the schools viability to stay as a one form entry / lack of consultation regarding existing bulge class / no bulge class is proposed for 2013 entry / proposal is to accommodate a 2014 bulge class / alternative location for 2014 bulge class should be considered / parents were advised bulge class would use temporary accommodation / parents were told that the Dome was perfectly acceptable and met all relevant legal requirements / school could continue to use the Dome for current bulge class then return to normal / accommodation will be obsolete once bulge class has passed through the school
- school will accommodate children from outside of catchment area and the local community / additional demand for school places is a result of Blue Circle development / Council should have considered implications of new residential developments on education infrastructure when granting planning permission / absence of long term planning
- planning permission for school was originally granted on the basis that it remained a small village school / school should remain single form entry with priority of accommodating children from Keston Village
- new school should be built elsewhere / money better spent expanding more accessible schools closer to additional demand for places / Downe School, Farnborough School or Princes Plain Primary School (where the Special Needs Unit is being closed down) should be expanded
- application is identical to previous application / school was asked by Planning Committee to revise proposal to provide temporary classrooms and a turning circle but this has been ignored / application has not addressed any of the serious concerns raised / application suggests contempt for the Council and local residents
- school should not have previously increased its catchment area / school has widened its catchment area over recent years due to low pupil numbers
- problems associated with proposal could result in diminished demand from outside parents resulting in a waste of public money / permanent classrooms for bulge classes is a scandalous waste of public money /

Council has duty to ensure that size, location, organisation and number of pupil places deliver best value in public funding / does school need additional proposed development in these austere times?

- significant opposition to expansion of school following public consultation and Council subsequently rejected permanent expansion
- financial motivation for expansion
- overdevelopment / out of character
- loss of outdoor areas and play space / loss of grass playing field
- increased noise and disturbance
- school may be used in the evening, creating further problems
- contradictory information has been issued / handling of expansion process has been flawed
- children's needs will be compromised
- harm to Green Belt
- increased litter
- harm to woodland and wildlife
- increased carbon footprint and environmental cost from car journeys including longer journeys from wider catchment
- piling work has already begun on site
- demographic changes suggest school will need to downsize in the long term
- mix of children at school will change potentially creating tensions / stress from journeys and risk of road injuries, bullying, absenteeism and other learning pressures due to mix of pupils will affect educational standards / multi class schools do not outperform single class schools
- school personnel have been keeping a low profile which suggests the proposal is a done deal
- Keston school teachers are well paid - money could be better spent on other local infrastructure and services
- school personnel may lack skills to handle expansion and this is overlooked by decision makers
- more Bromley schools should become academies
- decline in property values
- school have campaigned parents to generate support for proposal / there was little support for proposals prior to campaign / school correspondence has been misleading and one sided
- will be forced to move house.

The objections summarised above include an objection from the Keston Village Resident's Association (KVRA) which includes photographs of congestion and drive blocking, a Traffic Survey commissioned by the KVRA, details of a petition opposing expansion of the school and copies of objections to the previous application and various correspondence.

Representations in support of the application have been received which can be summarised as follows:

- Current accommodation (The Dome) - unsuitable accommodation / does not meet statutory requirements / hot in summer / water condenses on roof and drops down in winter / poor acoustics / accommodation is open plan

and provides access to 2 smaller rooms - pupils are disrupted by comings and goings of pupils and staff / no sink so art and other curriculum subjects are difficult to teach / temporary display boards restrict circulation / children currently unable to use the Dome for its intended purposes reducing some curriculum subject coverage and use of library / lack of storage space / Dome was built for a specific need and to enhance children's education - use as a classroom is a retrograde step

- Temporary portacabins - will remain permanently and are an unsuitable long term option / present security risk / require children to go outdoors to access them / cold in winter and hot in summer / will take up more space, reducing play space / poor acoustics / will not necessarily provide storage, extension group working areas and suitable toilets / will not provide best value / will not address highways issues / susceptible to mould and moisture / provide an unhealthy teaching environment / will present drainage problems / will present wildlife problems (e.g. foxes living underneath) / will deter parents from choosing school
- Proposed accommodation - will comply with regulations / will be an asset to school for years to come / will not mean an increase in pupil numbers / will provide desperately needed space / will provide excellent learning environment / is long overdue / is an entitlement of the children / will have a better appearance than portacabins / will provide adequate storage, toilets, much needed wet room and group working areas / new toilets are required for school to comply with statutory requirements
- extra classrooms have been promised but not delivered
- it will make economic sense to build two classrooms rather than one - new classrooms will be more suitable to Key Stage 1 classes and the modern curriculum whilst offering the flexibility to accept another bulge class, to the benefit of the borough
- catchment with 2 classes will be approx. 1.8 miles which is no larger than the school has had in the past
- school roll with a second bulge class would be 270, which is only 13 more than when bulge classes were taken on in the past
- extra traffic will be negligible / additional car parking spaces will reduce staff parking off site / no additional traffic because the extra children are already at the school / traffic problems are attributable to factors other than the school
- residents who have moved close to a school should expect associated disruption / residents should tolerate additional traffic / parking only affects residents for a short amount of time each day / many other areas are affected by school traffic / school have implemented measures to alleviate traffic problems, including staggering of peak flow period through various clubs
- outdoor play area will ensure delivery of full curriculum
- school grounds are extensive and extension can be easily accommodated
- Keston Village Residents Association (KVRA) have displayed misleading information on their website / KVRA are not focussing so much attention on other traffic problems in Keston / KVRA seem to be uninterested in the children / KVRA petition and some objections should be disregarded as they are based on misleading information

- residents need to move with the times
- educational needs of the children are most important
- school has benefited the community and should be supported in continuing its excellence
- scheme will benefit borough / education is a borough wide network, not restricted to village

### **Comments from Consultees**

The Council's Education and Care Services department support the application. The proposed facilities will benefit the delivery of the curriculum, providing the school with two additional classrooms compliant with the current regulations for Early Years environments. Any further comments received will be reported verbally at the meeting

The Council's Highways Engineer has provided comments including the following points:

- at most 110 spaces can be found within the vicinity of the school and the average and realistic parking occupancy during morning and afternoon peaks are between 65 to 80%
- Lakes Road in particular bears the brunt of the parking as parents compete to park as close as possible to the school gates
- the KVRA transport statement (produced for the residents association) and their formal response to the Hyder's Transport Assessment have been considered and in broad terms their contents are agreed - broadly speaking I agree with most of its contents
- current travel pattern reveals that there would be a minimum of 16 additional (15 car, 1 car share) car movements associated with the increase in pupil numbers and 7 additional car parking spaces are provided on site
- measures to improve the pedestrian environment between the school and the Commons side car park may help alleviate some of the impact of additional pupil numbers
- CCTV monitoring of car parking could ensure legal and considerate car parking in Lakes Road
- if planning permission is granted, conditions are suggested to secure a Construction Management Plan, cycle parking, car park management and a Travel Plan.

The Council's in-house drainage consultant raises no objections, subject to standard conditions.

Environmental Health raise no objections subject to a condition to limit noise emissions from any plant.

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



The Crime Prevention Design Advisor recommends the standard 'Secured by Design' condition.

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

Further responses to consultations, including Sport England comments and comments on additional highways information, will be reported verbally at the meeting.

## **Planning Considerations**

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

### **UDP**

- 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:**

- 3.18 Education Facilities
- 6.13 Parking
- 7.6 Architecture.

### **National Planning Policy Framework 2012**

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 subtext to this policy at 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 proposal is considered acceptable in terms of trees.

As part of the application process, it was necessary for the Council to give Screening Opinions as to whether an Environmental Impact Assessment was required. The proposal constitutes Schedule 2 development within the meaning of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. After taking into account the selection criteria in Schedule 3 of the Regulations and the terms of the European Directive, it was considered that the proposed developments would not be likely to have significant effects on the environment by virtue of factors such as their nature, size and location. This opinion was expressed taking into account all relevant factors including the information submitted with the applications, advice from technical consultees, the scale/characteristics of the existing and proposed development on the site. The applicants have been advised accordingly.

### **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**

Local residents have expressed concern that the proposal is intended to facilitate the permanent expansion of the school to two form entry. This does not form part of this planning application which seeks consent for a classroom extension to accommodate the existing bulge class and a further bulge class. The application states that the accommodation could eventually be reconfigured to provide improved teaching facilities. The main issues to be considered in this case are the impact of the proposal on the character of the area, on the residential amenities of the occupants of nearby dwellings and the highways implications.

The proposed extension to the school is located to the rear of the building and would not be visible from Lakes Road. The extension is designed to match the existing building and it is considered to be of an acceptable appearance. It will not be unduly visible from the adjacent Green Belt due to the separation distance and boundary screening and will therefore not result in harm to its character and visual amenities.

The extension will be located closest to Nos. 6 and 7 Grays Park Close. It will be sited approx. 13m from the boundary of these properties with a separation of approx. 27.3m to No. 6 and approx. 23.5m to No. 7 (as scaled from plans). In view of degree of separation and boundary screening it is considered that there will be undue harm to the residential amenities of these properties.

The proposed canopy will appear lightweight on the rear elevation and will result in minimal impact when viewed from the surrounding playing fields.

It is proposed to demolish an unsightly refuse enclosure to the front elevation to create 2 parking bays and extend the hard standing partly across an underutilised area of grass. The adjacent trees will be retained and it is considered that the additional car parking spaces will not result in a harmful visual impact. A timber bin store will be provided adjacent to the proposed parking and this will be a small scale structure resulting in a minimal visual impact.

The artificial grass play area measuring 300 square metres would be located over existing playing fields, toward the southern boundary of the site. It is considered that this will not result in a harmful impact on amenity as it is located adjacent to an existing established hard playing area within the built up part of the school site and will blend in with the playing field behind.

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. Objectors have raised concerns 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 in particular. It should be noted that the bulge class of 30 students is already being taught at the school.

The Council's Highways Engineer suggests that there are 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% and 80%. 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 applicant's Transport Assessment by the Council's Highways Engineer. Whilst this report reaches differing conclusions, both have been assessed and it is considered that, on balance, the increase in vehicular traffic associated with a future bulge class would not be unacceptable. The proposals will increase the total pupil numbers to around 276 pupils, an additional 30 pupils. There will be 1 additional member of staff. The current travel pattern reveals that there would be minimum of 16 additional (15 car, 1 car share) car movements associated with the increase in

pupil numbers. It is proposed that 7 additional car parking spaces are provided on site to accommodate staff vehicles and visitors on site (where these may currently park on Lakes Road or surrounding public roads).

A number of measures are currently being considered to alleviate the impact of the additional pupils/parents/guardians travelling to the school as follows:

- improvements to public footpaths leading to free public car park on Commonside running between Keston Gardens and Commonside and between Keston Gardens and Commonside/West Common Road to improve appeal of 'Walking Bus' and 'Park and Stride' initiatives - these could include cutting back foliage, restoring falling fences and improving the walking surface
- improvement to sight lines exiting the public car park on Commonside through cutting back foliage to improve safety for pedestrians and vehicles
- periodic CCTV car visits to the school to ensure that vehicles park legally and considerately in Lakes Road and surrounding areas.

It should be noted that these are off-site proposals which are not proposed within this planning application and cannot be secured through a planning condition.

The application is relatively unchanged from the previous, withdrawn application. The applicant has provided a response to Members request to consider temporary accommodation and a turning area within the site as detailed above. A verbal update will be provided regarding the success of the school initiatives to promote alternative modes of travel.

Members may consider that the proposed extension of the school is acceptable and that the additional vehicles would not result in an unacceptable impact on the highway or parking network, when taking into account the additional car parking within the school.

Background papers referred to during production of this report comprise all correspondence on files refs. 12/03819 and 13/01666, excluding exempt information.

## **RECOMMENDATION: GRANT PERMISSION WITH/WITHOUT CONDITIONS**

Subject to the following conditions:

- |   |                 |  |
|---|-----------------|--|
| 1 | ACA01<br>ACA01R | Commencement of development within 3 yrs<br>A01 Reason 3 years |
| 2 | ACB16<br>ACB16R | Trees - no excavation<br>Reason B16                            |
| 3 | ACC04<br>ACC04R | Matching materials<br>Reason C04                               |
| 4 | ACD02<br>ADD02R | Surface water drainage - no det. submitt<br>Reason D02         |
| 5 | ACK01<br>ACC01R | Compliance with submitted plan<br>Reason C01                   |

- |    |  |   |
|----|--|---|
| 6  | ACH03  | Satisfactory parking - full application |
|    | ACH03R   | Reason H03                              |
| 7  | ACH16  | Hardstanding for wash-down facilities   |
|    | ACH16R   | Reason H16                              |
| 8  | ACH22  | Bicycle Parking                         |
|    | ACH22R   | Reason H22                              |
| 9  | ACH28  | Car park management                     |
|    | ACH28R   | Reason H28                              |
| 10 | ACH29  | Construction Management Plan            |
|    | ACH29R   | Reason H29                              |
| 11 | ACH30  | Travel Plan                             |
|    | ACH30R   | Reason H30                              |
| 12 | ACH32  | Highway Drainage                        |
|    | ADH32R   | Reason H32                              |
| 13 | ACI21  | Secured By Design                       |
|    | ACI21R   | I21 reason                              |
| 14 | <p>Details of proposed plant shall be submitted to the Local Planning Authority for approval prior to the use commencing: At any time the combined noise level from any plant in terms of dB(A) shall be 10 decibels below the relevant minimum background noise level, LA90(15mins) measured at any noise-sensitive building. If the plant has a distinctive tonal or intermittent nature the predicted noise level of the plant shall be increased by a further 5dBA. (Thus if the predicted noise level is 40dB(A) from the plant alone, and, the plant has a tonal nature, the 40dB(A) shall be increased to 45dB(A) for comparison with the background level. Also the L90 spectra can be used to help determine whether the plant will be perceived as tonal.)</p> |   |

**Reason:** In the interests of the residential amenities of the occupants of nearby properties.

### INFORMATIVE(S)

- 1 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 Before the use commences, 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 Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement

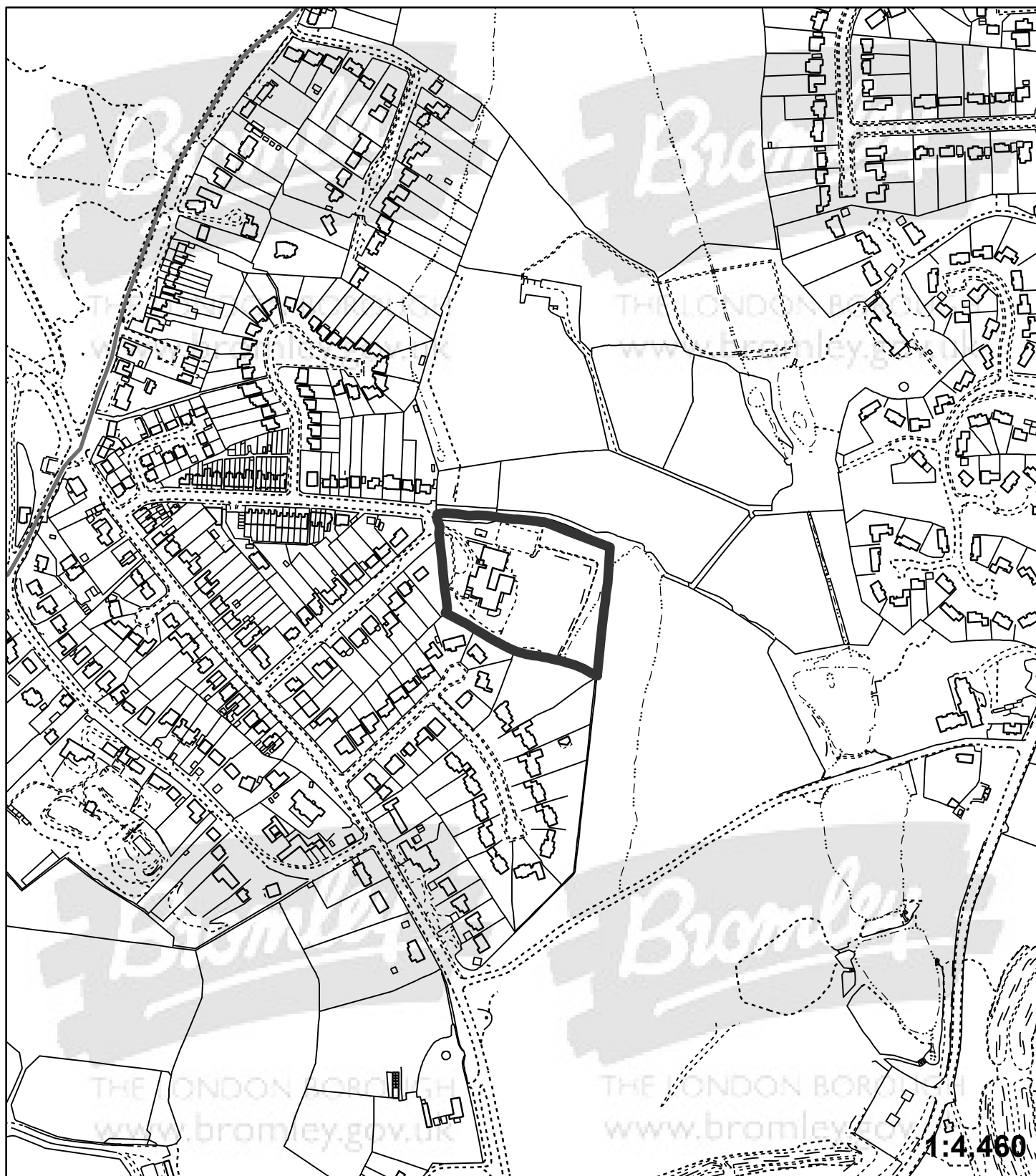
is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk).

- 4 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 Ground Water. 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 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

**Application:**13/01666/FULL1

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

**Proposal:** Single storey classroom extension, enclosed play area with canopy, artificial grass play area, additional car parking, bin store and associated 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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