

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

Application No : 13/01690/FULL1

Ward:
Plaistow And Sundridge

Address : Parish School 79 London Lane Bromley
BR1 4FH

OS Grid Ref: E: 540189 N: 170454

Applicant : London Borough Of Bromley

Objections : YES

Description of Development:

Formation of pedestrian access to School (between Nos. 34a and 38 Park Avenue) with 1.95m high steel gates and 1.6m high brick piers fronting Park Avenue, 1.8m high timber/palisade fencing to boundary with No. 34a Park Avenue, associated landscaping works, lighting and CCTV

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Urban Open Space

Proposal

Planning permission is sought for the formation of a new pedestrian access to serve Parish School from Park Avenue. The details of the proposal are as follows:

- access to be located between Nos. 34a and 38 Park Avenue
- 1.9m high metal gates and 1.6m brick piers to be constructed at entrance
- new 2.5m wide asphalt path constructed from Park Avenue, using part of garden of No. 34a (which is owned by the Council and has previously been leased to this property)
- path to continue east alongside rear boundaries of properties in Park Avenue towards school buildings
- 1.8m high palisade fence (faced with close boarded timber to No. 34a) alongside western edge of path
- 1m high bow-top metal fencing to be located alongside certain sections of the path within school grounds
- 2 CCTV cameras to be mounted on 1.8m high steel posts at both ends of alley between Nos. 34a and 38 Park Avenue
- proposed access to be used temporarily for construction vehicles during the works.

The application includes a Design and Access Statement and a Tree Survey which was received on 20th August 2013.

The Design and Access Statement makes the following points in support of the application:

- the proposed works will have a positive effect on the access to the school, as it will ease the volume of pedestrian users currently accessing the school by means of the existing entrance
- the current access is via a very narrow access route into the school for pedestrians which means congestion and overspill onto the vehicular access route is a safety issue for users
- the new entrance will have a secure gate which the school will be in control of at all times
- the proposed hours of operation will be similar to that of the school, accounting for any after school/weekend activities
- the primary aim of the proposal is to provide a safe means of access for the users of the school
- new lighting and CCTV has been included for the safety and security of users, whilst also ensuring that they do not encroach on the nearby residential properties.

Location

The application site is located between London Lane and Park Avenue, Bromley and comprises a 3.2ha site which is host to Parish School. The site is designated Urban Open Space. The main school house building is Statutory Listed (Grade II*).

The immediate surrounding area is predominantly residential in character. At present, both vehicular and pedestrian access is via London Lane only.

Comments from Local Residents

The owners/occupiers of properties adjoining and in the vicinity of the site were notified of the application by letter, a site notice was displayed in Park Avenue and an advertisement published in the local press.

A total of 31 representations were received, comprising 24 objections and 7 supporting comments.

Comments made in objection can be summarised as follows:

- insufficient information on access (including use, hours of operation, safety measures proposed)
- design of gates in Park Avenue objectionable
- concerns regarding parking demand in Park Avenue
- Park Avenue is a dangerous road and unsuitable for a pedestrian access to the School

- the school grounds already compromise the security of neighbouring dwellings and the proposed access will exacerbate this
- further information is required in respect of road safety
- will increase noise and disturbance in the area
- will actually encourage driving due to ease of parking in Park Avenue
- restrictive covenants may prevent the proposed development
- the existing London Lane access could be redesigned to alleviate existing problems
- concern that London Lane access will be closed and all pupils will be routed via Park Avenue
- proposal will prejudice free flow of traffic in Park Avenue, breaching planning condition on approval for 32-34a Park Avenue

7 letters were received, endorsing the above points, each signed by multiple residents in Park Avenue.

Comments made in support can be summarised as follows:

- a second pedestrian access in Park Avenue on a less busy road will reduce the likelihood of an accident
- will alleviate congestion in London Lane
- support application but road safety measures are needed in Park Avenue

Comments from Consultees

Highways have recommended safety measures in Park Avenue to include School Keep Clear Zigzags and other road markings, along with signage, and to cut back a highway tree near the entrance and improve lighting in the area. These works can be secured by planning condition. With regard to the temporary use of the access by construction vehicles, Highways require a temporary crossover to be constructed and observe that a provision within the specification for the contractor should be provided to make good and replace where necessary the pavement to the condition in which it was prior to the commencement of works. The applicant would need to demonstrate that visibility splays of 3.3 m x 2.4 m x 3.3 m can be provided and there is no obstruction to visibility in excess of 1m in height the access points at Nos. 34a and 38 where it abuts the footway to enable pedestrians to see and be seen using the new school entrance. This can be secured by condition.

English Heritage has been consulted in respect of the impact of the development on the setting of the listed school building. Comments received will be reported verbally at the meeting.

Planning Considerations

The application should be considered against the following policies:

Unitary Development Plan

BE1 Design of New Development
BE7 Railings, Boundary Walls and Other Means of Enclosure
BE8 Statutory Listed Buildings
T6 Pedestrians
T18 Road Safety
C7 Educational and Pre-school Facilities
G8 Urban Open Space
NE7 Development and Trees

London Plan

3.18 Education Facilities

The National Planning Policy Framework (NPPF) is also of relevance.

With regard to trees, it is observed that the trees to be felled are relatively small and of limited public amenity value. Conditions are suggested in the event that permission is recommended.

From the conservation perspective no objections have been raised to the provision of this new entrance as it would not cause any harm to the setting of the listed building. However, it is suggested that the footpath surface is conditioned.

Planning History

There is extensive planning history relating to the site, although none of recent relevance to this proposal.

Under ref. 19/71/1594, planning permission was granted for the demolition of existing dwellings and erection of four detached, two storey four bedroom houses with attached garages and car ports on land at 32-34 Park Avenue. A condition attached to this permission restricts the height of front boundary enclosures (including hedges, fences or walls) to a maximum of 3ft above footway level, where in advance of the building line. It should be noted however that the land on which the pedestrian access is proposed falls outside of the development site at 32-34 Park Avenue and the condition in question would not therefore be applicable.

Conclusions

The main issues for consideration in this case will be:

- the impact of the proposed development on the character and appearance of the area, the open nature of the site (which is designated Urban Open Space) and the amenities of neighbouring residential properties
- the impact on the setting of the listed school building
- the impact of the new access on conditions of highway and pedestrian safety
- the impact on trees within the site

The proposed development will involve the removal of part of the existing brick wall fronting Park Avenue, and its replacement with 1.6m high brick piers and 1.9m high metal gates. Whilst this will be higher than the existing and adjacent boundary treatment, it is not considered that the enclosure would appear inappropriate or erode the open nature of the area given its limited width and the mix of boundary enclosures in Park Avenue, including low brick walls, hedges and timber fencing. It is not considered therefore that, when viewed from Park Avenue, the proposed development would have a detrimental impact on the character and appearance of the area. The proposed works within the school site, comprising landscaping, hardstanding and new low-level bow top fencing will not be highly visible in the area and will not harm the general character and appearance of the area. With regard to the impact of the development on the Urban Open Space, the proposed development will not compromise the open nature of the site since primarily comprising limited hard-surfacing and fencing.

With regard to the impact on the amenities of neighbouring residents, the proposal will involve new boundary treatment to the flank of No. 34a Park Avenue, comprising 1.8m high palisade fence, which will be faced with timber boarding to No. 34a. This enclosure is in keeping with the type of boundary enclosure that would normally be in place to separate rear garden areas and in view of its height, will not give rise to an unacceptable loss of amenity to this adjacent property. It is noted that CCTV cameras are proposed to be located at either end of the path which will run between No. 34a and 38 Park Avenue, however the School's agent has indicated that these will be orientated to face the path only. This aspect of the proposal may not therefore result in a loss of amenity to neighbouring residents in this case.

Whilst the access will result in additional vehicular and pedestrian movements in its vicinity, these will typically be limited to school drop-off and collection times Monday to Friday, and during term-time only, and may not result in a significant degree of noise and disturbance and a loss of amenity to local residents as a consequence.

Concerning the impact on the listed building, the proposed development will result in landscaping works and additional hardstanding within its setting. The school building is at present surrounded by hardstanding and, in view of the relatively small scale of the works it is not considered that the setting will be unduly harmed in this case.

With regard to pedestrian and highway safety Highways have recommended measures to include School Keep Clear Zigzags and other road markings, along with signage, and to cut back a highway tree near the entrance and improve lighting in the area. These works can be secured by planning condition. With regard to the temporary use of the access by construction vehicles, Highways require a temporary crossover to be constructed and observe that a provision within the specification for the contractor should be provided to make good and replace where necessary the pavement to the condition in which it was prior to the commencement of works. The applicant would need to demonstrate that visibility splays of 3.3 m x 2.4 m x 3.3 m can be provided and there is no obstruction to visibility in excess of 1m in height the access points at Nos. 34a and 38 where it

abuts the footway to enable pedestrians to see and be seen using the new school entrance. This can be secured by condition.

Finally with regard to trees on the site, a number of trees will need to be removed to allow for the new path leading to Park Avenue. The tree officer has raised no objection to the removal of these trees as they are considered to be of low amenity value.

Background papers referred to during production of this report comprise all correspondence on file ref. 13/01690, excluding exempt information.

as amended by documents received on 20.08.2013

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | | | | |
|----|---------|--|------|---|--------|
| 1 | ACA01 | Commencement of development within 3 yrs | | | |
| | ACA01R | A01 Reason 3 years | | | |
| 2 | ACA04 | Landscaping Scheme - full app no details | | | |
| | ACA04R | Reason A04 | | | |
| 3 | ACA08 | Boundary enclosures - implementation | | | |
| | ACA08R | Reason A08 | | | |
| 4 | ACB01 | Trees to be retained during building op. | | | |
| | ACB01R | Reason B01 | | | |
| 5 | ACB02 | Trees - protective fencing | | | |
| | ACB02R | Reason B02 | | | |
| 6 | ACB16 | Trees - no excavation | | | |
| | ACB16R | Reason B16 | | | |
| 7 | ACK21 | Details of CCTV scheme | | | |
| | ACK21R | Reason K21 | | | |
| 8 | ACJ22 | Lighting Scheme | | | |
| | ACJ22R | J22 reason | | | |
| 9 | ACH01 | Details of access layout (2 insert) | | | |
| | ACH01R | Reason H01 | | | |
| 10 | ACH12 | Vis. splays (vehicular access) (2 in) | 3.3m | x | 2.4m x |
| | 3.3m 1m | | | | |
| | ACH12R | Reason H12 | | | |
| 11 | ACH16 | Hardstanding for wash-down facilities | | | |
| | ACH16R | Reason H16 | | | |
| 12 | ACH23 | Lighting scheme for access/parking | | | |
| | ACH23R | Reason H23 | | | |
| 13 | ACH24 | Stopping up of access | | | |
| | ACH24R | Reason H24 | | | |
| 14 | ACH25 | Satisfactory servicing facilities | | | |
| | ACH25R | Reason H25 | | | |
| 15 | ACH26 | Repair to damaged roads | | | |
| | ACH26R | Reason H26 | | | |
| 16 | ACH27 | Arrangements for construction period | | | |
| | ACH27R | Reason H27 | | | |

- 17 ACH29 Construction Management Plan
 ACH29R Reason H29
- 18 ACH32 Highway Drainage
 ADH32R Reason H32
- 19 Before the pedestrian access in Park Avenue is first used, details of highway safety measures to include School Keep Clear Zigzags and other road markings, signage, the pruning of a highway tree near the entrance and improved lighting in the area, shall be submitted to the local planning authority and approved in writing. The measures shall be implemented in accordance with the approved details before the access is first used.

Reason: In the interests of highway and pedestrian safety and to comply with Policies T6 and T18 of the Unitary Development Plan.

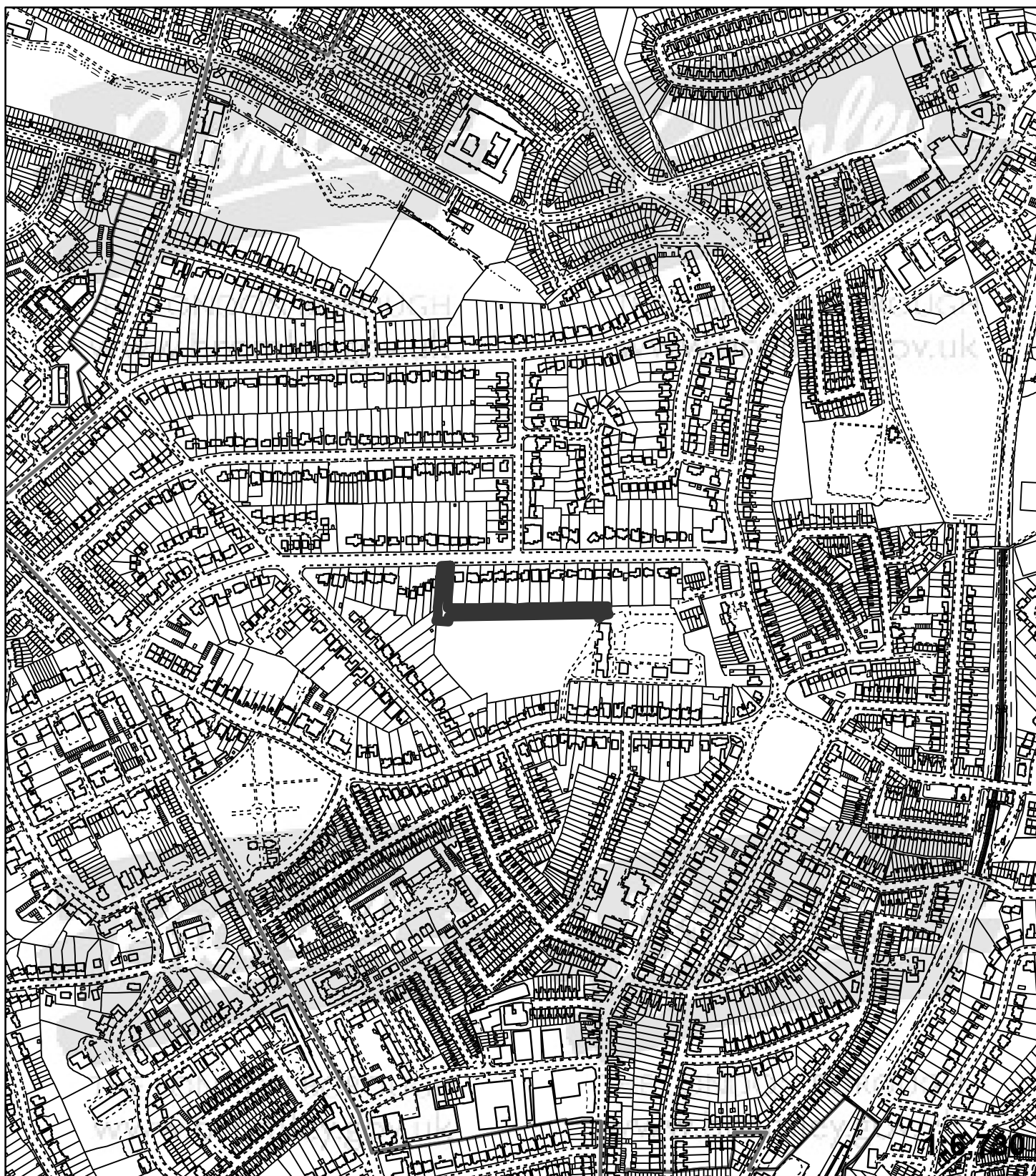
INFORMATIVE(S)

- 1 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.
- 2 The development hereby approved requires the diversion/stopping up of a public right of way. Development should not commence until the necessary order under the provisions of the Town and Country Planning Act 1990 has been confirmed.
- 3 You are advised that it is an offence under Section 153 of the Highways Act 1980 for doors and gates to open over the highway.

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"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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