

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

Application No : 13/01900/FULL1

Ward:
Bickley

Address : Scotts Park Primary School Orchard
Road Bromley BR1 2PR

OS Grid Ref: E: 541341 N: 169948

Applicant : Chair Of Governors - Scotts Park Primary School
Objections : YES

Description of Development:

Erection of a single storey temporary classroom building

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Local Cycle Network
Green Chain
London City Airport Safeguarding
London City Airport Safeguarding Birds
Local Distributor Roads
Metropolitan Open Land
Open Space Deficiency

Proposal

Planning permission is sought for the erection of a single storey temporary building that will provide 2 additional classrooms for the school. This will accommodate 30 extra pupils and 2 teaching staff.

The building was originally proposed on the northern boundary of the playground but there were concerns about the impact on trees in this position. A revised plan has been received siting the building on the eastern part of the playground.

The applicant has submitted a statement to support the application and advises that the classroom will provide space for an increase in the number of classroom spaces needed and that there is a long term plan to develop the school as a 3 form entry school.

A Transport Statement has also been submitted by the applicant.

Location

The site is located on the north side of residential properties on Orchard Road. To the south and east are residential properties and to the north and west are woodland and allotments respectively. The site is to the east of the junction of Orchard Road, Plaistow Lane and Upper Park Road.

Comments from Local Residents

Nearby properties were notified and 5 letters of support have been received.

Two representations have been received objecting to the proposal and these are summarised as follows

- impact of the increase in pupil numbers to achieve a 3 form entry school.
- application should not be approved until long term plans have been agreed.
- revised location is too far from the school buildings.
- impact on road network from additional vehicles.
- potential hazard for pupils walking from additional traffic using busy junction at Orchard Road, Plaistow Lane and Upper Park Road.
- alternative ways to accommodate surplus pupils, such as free schools etc.

Comments from Consultees

The Council's Highways Officer raises no objections.

The Council's Drainage Officer raises no objections.

The Council's Environmental Health Officer raises no objections

The Environment Agency and Thames Water raise no objections

Planning Considerations

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

- BE1 Design of New Development
- NE7 Development and Trees
- G2 Metropolitan Open Land
- C1 Community Facilities
- C7 Educational and Pre School Facilities
- T1 Transport Demand
- T3 Parking
- T18 Road Safety

In strategic terms the most relevant London Plan policies are:

- 3.18 Education Facilities
- 6.13 Parking

National Planning Policy Framework 2012

Planning History

The site has been the subject of numerous previous relevant applications, the most recent of which is for an open sided outdoor classroom, which was approved in May 2010 (ref. 10/01813)

Conclusions

The main issues to be considered are the impact on designated Metropolitan Open Land (MOL), the impact on the road traffic network and on-street car parking and the amenities of residents of nearby properties.

With regard to the impact on the designated MOL, the proposed building will be sited on the existing playground which is located to the east of the existing school buildings, within the playground area. This part of the playground is enclosed by a brick retaining wall that is approximately 1-1.5m high and the site beyond this point is screened by substantial woodland within the grounds of the school. This ensures that the building is discreetly positioned and screened from wider view. As previously mentioned the original siting of the building was adjacent to the northern boundary but the building was very close to trees beyond.

It should be noted that the applicant has amended the application to request a temporary permission.

In view of the above it is acknowledged that there is some impact on the openness of the MOL. However due to the significant screening from the retaining wall and woodland and given the difficulties of siting the building on the northern boundary, it is considered that the proposed siting for this temporary, single storey building is acceptable.

The building is sited a considerable distance from the nearest residential property (approximately 50 to the rear elevation of the nearest property), it is at a lower level and will be set behind a retaining wall. It is considered that the new building will not have an adverse impact on the amenity of nearby residents.

Turning to the impact on the road network and on street car parking at pick up and drop off times, the applicant submitted a Transport Assessment to address these concerns. The report advises that an additional 7 vehicular movements will be generated by the occupants of the proposed buildings (2 of these spaces would be for staff). The Councils Highways Officer advises that these movements can be accommodated within the existing pattern of car parking at peak times and there is space for 2 staff vehicles within the staff car park.

On this basis it is considered that the development will have a minimal impact on the local highway network and is acceptable subject to relevant conditions.

In summary it is considered that the development would not have an adverse impact on the amenity of neighbouring residents or the local road network. In addition there would not be an undue impact on the openness of the MOL. For

these reasons the application is considered acceptable and is recommended for permission.

Background papers referred to during the production of this report comprise all correspondence on file ref. 13/01900, excluding exempt information.

as amended by documents received on 13.08.2013 01.10.2013

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 ACC07 Materials as set out in application
ACC07R Reason C07
- 3 ACK01 Compliance with submitted plan
ACC01R Reason C01
- 4 ACD02 Surface water drainage - no det. submitt
ADD02R Reason D02
- 5 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 6 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 7 ACH28 Car park management
ACH28R Reason H28
- 8 ACH30 Travel Plan
ACH30R Reason H30
- 9 ACH33 Car Free Housing
ACH33R Reason H33
- 10 The permission hereby granted shall be for a limited period only, expiring no later than October 17th 2014, and the use shall cease and the building shall be removed from the site prior to that date unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to comply with Policies B1 and C7 of the Unitary Development Plan and to enable accommodation to be provided to meet educational needs for children in the area.

INFORMATIVE(S)

- 1 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 Water pipes. The developer should take account of this minimum pressure in the design of new development.
- 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 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.

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

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

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

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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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