

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

Application No : 14/03325/FULL1

Ward:
West Wickham

Address : Glebe School Hawes Lane West
Wickham BR4 9AE

OS Grid Ref: E: 538913 N: 165987

Applicant : London Borough Of Bromley

Objections : YES

Description of Development:

New part three/ two storey classroom block (on site of the existing art and design technology building)

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Urban Open Space
London City Airport Safeguarding Birds
Local Distributor Road

Proposal

Permission is sought for a new part three/ two storey classroom block (on site of the existing art and design technology building) and associated external works.

Context

There is an identified need for additional, in borough provision for secondary aged pupils with Autistic Spectrum Disorder (ASD). The number of children now diagnosed with ASD is growing resulting in a projected shortfall ASD places by 2021 of 120 (11-16) and 36 (post 16). If no action to increase maintained in borough provision is taken, these additional 156 places would need to be commissioned from the independent sector at a higher cost. It is a statutory requirement to provide these places

Application

In summary this proposal will provide 104 additional places for pupils of secondary age. This breaks down to 80 places for 11 - 16 year old (16 per year group, 8 per Class) and 24 post 16.

Glebe School will provide all students with access to the full secondary phase curriculum.

The proposed building is three storeys high with a flat roof at the front and two storeys high with a flat roof towards the rear. The building adjoins the two storey eastern wing of the existing quadrangle buildings and is approximately 1.8 metres higher than the ridge of the existing.

The proposed classroom spaces have a minimum of 2850mm floor to ceiling height and the proposed art studio spaces have a higher floor to ceiling of 3700mm. The proposed building is set at the upper ground floor level of the existing school building so that access is provided at the point where the two building connect to the front of the new block.

There are two vehicular access points . The eastern one is used for minibus parking during drop off. It will be used to access the proposed additional 7 spaces proposed.

It should be note that the building proposed is not on Urban Open Space but the playing fields are.

Location

Glebe School is located on the north side of Hawes Lane, together with Hawes Down Schools there is a substantial playing field also to the north. Further to the north is a railway line. On the opposite side of the road is an allotment site. The surrounding area is mainly residential in character.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and one representation was received which is summarised as follows:

- concern about the time to complete works
- construction times
- impact on parking and neighbouring school

Comments from Consultees

From a Highways point of view the applicant states that "Since submission of the planning application for the School expansion, updated data contained within this Technical Note has been provided by the school. It is noted that this data was not available when JMP's Transport Statement was originally written. For the most recent academic year, the percentage of students that currently travel by minibus is 68%. This has reduced significantly from 87% the previous academic year, equating to 25 fewer pupils using the school minibus to travel to and from the School." This translates to a reduction in minibus usage of 19% over the course of one academic year.

Presently 15 minibuses transport pupils daily, each with an average of eight seats. This equals to an existing capacity for 120 pupils. However, in the most recent academic year only 90 pupils (68%) travel to and from the School by minibus, meaning approximately 30 minibus seats are currently unoccupied

In conclusion the mode share held by minibus for travel to and from the School has decreased by 19% over the past academic year (from 87% to 68%). With this reduction, no additional minibuses are anticipated to be required as a result of the proposed expansion. As such, the existing minibus drop-off area is expected to have sufficient capacity to meet demand for additional minibus demand resulting from the increase in pupil numbers.

The proposed car parking is substandard as the standard car bay's dimension is 2.4m long by 4.8m long with 6.0m manoeuvring width. Furthermore the minibus bays should be a minimum of 6.0m long by 3.0 wide. Conditions are suggested.

Sport England have no objections .

Any comments from the Councils Environmental Health Officer will be reported verbally.

Any comments from Education will be reported verbally.

Any comments from a landscaping point of view will be reported verbally.

In terms of Crime Prevention, a standard planning condition can secure this.

Thames water have 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
- G8 Urban Open Space
- C1 Community Facilities
- C7 Educational and Pre School Facilities
- T1 Transport Demand
- T3 Parking
- T18 Road Safety

London Plan

- 3.18 Education facilities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable Design and Construction.
- 5.7 Renewable Energy

- 5.13 Sustainable Drainage
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road network capacity
- 6.13 Parking.
- 7.2 An Inclusive Environment.
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.21 Trees and woodlands
- 8.3 Community infrastructure levy

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework which is a key consideration in the determination of this application.

The Councils adopted SPG design guidance is also a consideration.

Planning History

There is no recent relevant history

Conclusions

The main planning considerations relevant to this application are:

- The principle of the proposed additional classroom buildings and extensions.
- The design and appearance of the proposed scheme and the impact of these alterations on the character and appearance of the existing school buildings and the adjacent area of Urban Open space.
- The impact of the scheme on the residential amenity of neighbouring properties.
- Traffic, parking and servicing.
- Sustainability and Energy.
- Ecology and Landscaping.

Principle of Development

Policy C1 is concerned with community facilities and states that a proposal for development that meets an identified education needs of particular communities or areas of the Borough will normally be permitted provided the site is in an accessible location.

Policy C7 is concerned with educational and pre-school facilities and states that applications for new or extensions to existing establishments will be permitted

provided they are located so as to maximise access by means of transport other than the car.

Policy G8 of the UDP states that proposals for built development in areas defined as Urban Open Space (UOS), will be permitted only under the following circumstances:

- (i) the development is related to the existing use (in this context, neither residential nor indoor sports development will normally be regarded as being related to the existing use); or
- (ii) the development is small scale and supports the outdoor recreational uses or children's play facilities on the site; or
- (iii) any replacement buildings do not exceed the site coverage of the existing development on the site.

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 all cases, the scale, siting, and size of the proposal should not unduly impair the open nature of the site.

With regard to the impact upon the Urban Open Space, the development is related to and essential for the function of the existing use and would not exceed the site coverage of the existing development on the site. The proposal would, by reason of its scale, siting and size, not unduly impair the open nature of the site.

In addition, it is noted that the majority of the scheme is not affecting the Urban Open space being outside of the designated land.

Design

Paragraph 63 of the NPPF states that 'in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'. Paragraph 131 states that 'in determining applications, local planning authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.

Policy BE1 requires that new development is of a high standard of design and layout which complements the surrounding area and respects the amenities of the occupants of nearby buildings.

In terms of design the proposed building design is contemporary but seeks to reflect the existing building.

In principle the materials are considered acceptable subject to further details and samples which can be obtained by planning condition.

Residential Amenity and Impact on Adjoining Properties

Policy BE1 also requires that development should respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

Whilst the proposed buildings are substantial in terms of neighbouring residential amenity it is considered that there would be no significant impact on the privacy and amenity of adjoining occupiers in terms of loss of light and outlook, siting and position of the extended buildings.

Therefore, it is considered that there will not be any loss of privacy or unacceptable overlooking as a result of the proposal in accordance with Policy BE1.

Highways and Traffic Issues

A Transport Statement has been submitted, the contents of which have been reviewed by the Council's Highway's Officer who has advised there are no objections raised subject to planning conditions to provide more information. This is in respect of construction and logistics, car parking layout and management, secure cycle storage, travel plan review.

As such it is not considered that the proposal would have any significant effect on highway safety.

Sustainability and Energy

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.

The scheme is a major application and therefore is required by Policy 5.2 of the London Plan to achieve a 40% reduction in carbon emission on 2010 Building Regulations between 2013 and 2016.

Landscaping

Minor landscaping works are proposed that generally include an adaption of hard play area to suit the new extensions together with new play areas and parking.

Summary

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 considered in the light of policies set out in the development plan and other material considerations

On balance, Officers consider that the proposal represents a sustainable form of development in accordance with the aims and objectives of adopted development plan policies. The proposed extensions are considered to be of appropriate scale, mass and design and relate well to their context in the locality. The proposal would provide a good standard of accommodation for the expansion of the school in a suitable location. It is not considered that the proposal would have an unacceptable impact on visual amenity in the locality or the amenity of neighbouring occupiers and the scheme is therefore considered acceptable.

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.

as amended by documents received on 12.11.2014

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 | ACC01 | Satisfactory materials (ext'nl surfaces) |
| | ACC01R | Reason C01 |
| 4 | ACC03 | Details of windows |
| | ACC03R | Reason C03 |
| 5 | ACD02 | Surface water drainage - no det. submitt |
| | AED02R | Reason D02 |
| 6 | ACH02 | Satisfactory parking - no details submit |
| | ACH02R | Reason H02 |
| 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 | ACK01 | Compliance with submitted plan |
| | ACK05R | K05 reason |
| 14 | ACI21 | Secured By Design |
| | ACI21R | I21 reason |
| 15 | ACK03 | No equipment on roof |
| | ACK03R | K03 reason |
| 16 | ACK06 | Slab levels - compliance |

ACK06R K06 reason

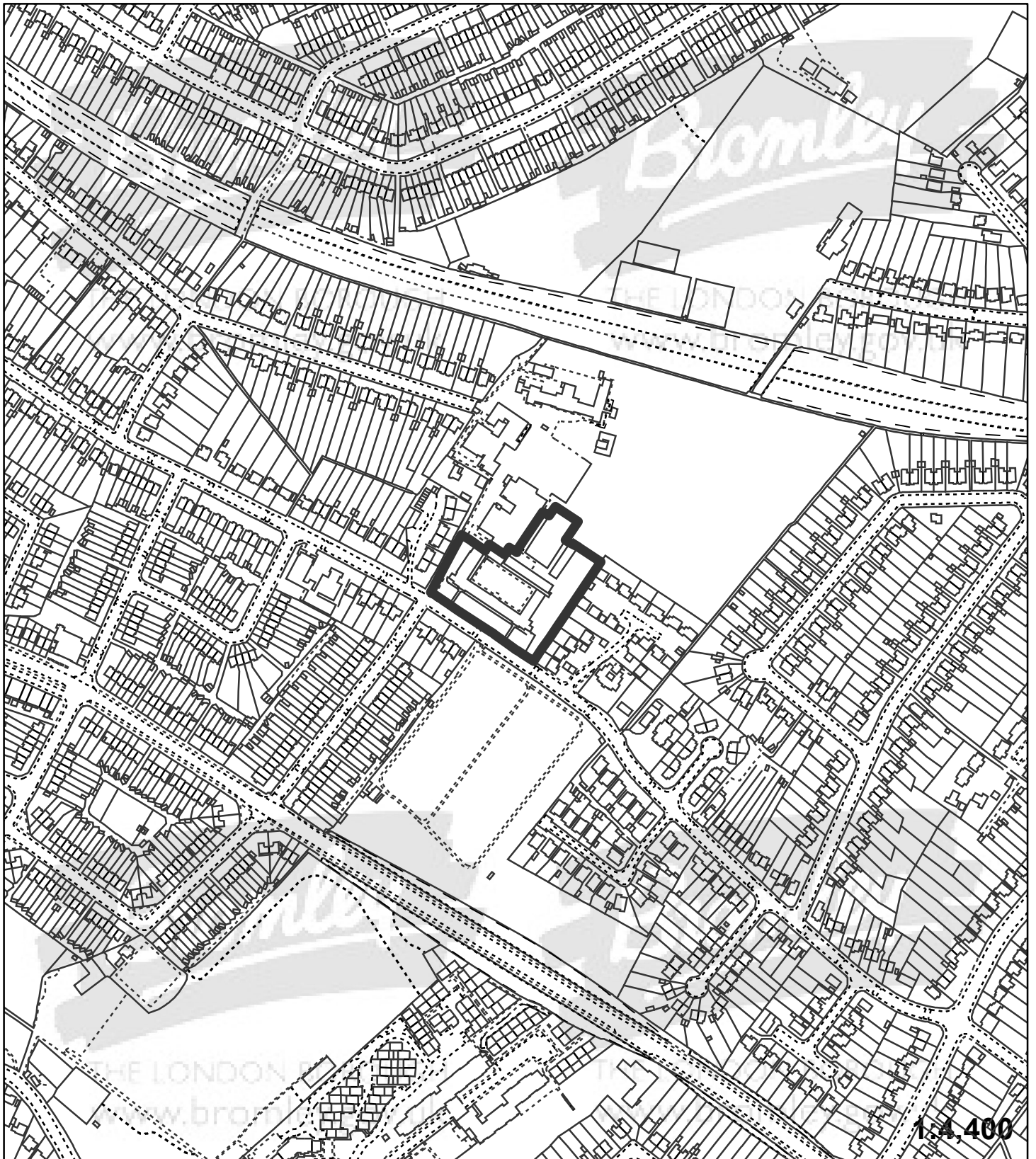
- 17 The targets for carbon dioxide emissions reduction detailed within the Sustainability and Energy Strategy Report hereby approved shall be achieved on site prior to occupation of the new school building.

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

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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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