

SECTION '2' – Applications meriting special consideration

Application No : 19/00127/FULL1

Ward:
Hayes And Coney Hall

Address : Baston School Baston Road Hayes
Bromley BR2 7AB

Objections: Yes

OS Grid Ref: E: 540912 N: 165589

Applicant : Mr Tim Brown

Description of Development:

Demolition of 2 sheds and removal of portacabins, relocation of former grain store and extension to existing specialist school comprising erection of 8 single storey classrooms arranged in groups of 2, alterations to vehicular access, circulation and parking including formation of 16 no. additional car parking spaces and additional cycle parking with replacement tree planting.

Key designations:

Conservation Area: Bromley Hayes And Keston Commons
Smoke Control SCA 51

Proposal

Planning permission is sought for the extension of the existing specialist school through the construction of 8 no. interlinked single storey classrooms. Two existing storage structures would be demolished and a granary store would be relocated. The existing vehicular access would be altered and the parking arrangements amended to include the formation of additional car parking spaces. The enlargement of the school buildings would allow the separation of the senior and junior sections of the school and would provide space for an additional 30 pupils to join the school from the waiting list. 2 existing portacabins would be removed from the site.

Classroom blocks

The proposed school extension would be sited between the main building and the tarmacked games courts/car park which are adjacent to the eastern boundary of the site. The classrooms would be arranged in a distinct group of 8 classrooms in 4 interlinked blocks with a central canopied access corridor parallel with the car parking area and to the side of the extended main building, with two classrooms within one block at a right angle and to the rear of the main building.

The structures would be single storey with a monopitch roof above the building as well as the individual patios associated with each classroom. The buildings would be approx. 2.5m high at eaves level and 4.3m high at the top of the monopitch. The external elevations of the buildings would be finished in fibre cement weatherboard painted in French Green.

Each individual building of two classrooms (Block A type) would have a footprint of approx. 98.2m² (excluding breakout space at each end). Block type B includes a larger classroom to provide food tech facilities and has a footprint of approx. 115.93m² (excluding canopied break out space at one end). Block type B includes a food technology classroom. Block type C would have an identical floor area to Block B and would include a science classroom.

The arrangement of Classrooms 1-8 would have, if the space between structures is taken into account, a total footprint including breakout space of 36m long by 17m wide (612m²) although the bulk of the buildings is separated by the open space between the separate blocks.

Car park arrangement

The proposal includes the formation of additional car parking spaces to be sited to the north and west of the proposed classroom blocks, perpendicular to the existing car park and between the proposed classroom blocks and the open playing field beyond. A hedge would be removed to provide space for the additional car parking spaces (15 in total). The existing car parking area would be modified to provide a ramped access from the upper to the lower car park. The existing number of parking spaces on site is quoted at 50 spaces. As a result of the modification of the existing hardstanding and the provision of additional parking, a total of 66 spaces would be provided.

Vehicular access

Where the existing parking and circulation requirements on the site include the use of a vehicular access from the site to the eastern side of the site where there access drive relating to the adjacent sports site lies, the amendments would see the formation of a roundabout/gyration in in front of the widened existing access onto the dead end head of Barnet Wood Road with the widened access providing in-out passage for vehicles. 3 no. trees would be removed. A feature specimen tree would be planted upon the roundabout.

The application was supported by the following documents:

- Design and Access Statement
- Travel Plan
- Transport Statement
- Flood risk data

Location and Key Constraints

The application site lies at the junction of Baston Road and Barnet Wood Road, and comprises a large site with school building positioned towards the southern/western boundaries of the site. The land and buildings within the site have been used for educational purposes since 1949, formerly as an independent girl's school and, since 2010, as a specialist school providing education for children on the autistic spectrum. As a consequence of the specialist nature of the

education provided, there is no defined catchment for the school which accommodates pupils travelling from a wide area. The current capacity of 85 pupils would be expanded by 30 places.

The school is arranged in a number of buildings including the main Baston House three storey 19th century building along with a number of single storey classrooms to the north and north west of the extended main building. The application site has an area of approx. 2.04ha and the land to the north of the classroom/main building cluster is open in nature. To the east of the site is a garden area with adjacent sports courts and it is within this area that the proposed classrooms would be sited.

Vehicular access/egress to/from the site can be achieved from an in-out access on Baston Road, adjacent to Nos. 131/133 and also to the south, from Barnet Wood Road, as well as an informal arrangement from the vehicular access track leading from Barnet Wood Road to the neighbouring sports club and playing fields.

The site lies within the designated Green Belt and also within the Bromley, Hayes and Keston Commons conservation area.

Comments from Local Residents and Groups

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

Objections

- Objections to previous application still stand. The proposal does not address the problem of increased traffic down Barnet Wood Road
- The road is often blocked when there are too many cars trying to use it or when large lorries pass along the road
- Increase traffic onto Oakley Road, Five Elms Road and Baston Road
- Property is on green belt land and lies within a conservation area and as such should be preserved rather than built upon
- Proposals would not compliment or blend in with the school
- Intensification of the site not consistent with green belt policy and significant special circumstances have not been demonstrated.

Support

The latest application addresses concerns regarding the previous applications. Additional specialist accommodation for pupils on the autistic spectrum is badly needed. The proposal will enhance the view from Baston and Five Elms Roads towards the entrance of the school and the buildings will barely be seen from those roads.

Comments from Consultees

APCA:

The Advisory Panel for Conservation Areas did not comment on the application. Comments were received in respect of the withdrawn application for 10 classrooms, raising no objections in principle.

Conservation Officer:

The existing buildings to be demolished are of no particular interest. The granary structure they propose to relocate has some minor interest but only because of the stone mushrooms it sits on with the building itself being largely modern in its cladding and windows etc. If they are suggesting retaining it though in another position then this is welcomed. The replacement structure is modest in height compared to the main house and overall I see no harm to the CA.

Designing Out Crime officer:

Due to the complex nature of the requirements for schools generally, the vulnerability of pupils, and with this application in particular the proposed class room design and layout, the boundary treatment and gating, and noting the size of the prospective development and the periodic criminality on the borough, I would recommend the principles of 'Secured By Design New Schools 2014 are adopted as a minimum standard for this development and would kindly request my details are passed to the architect to discuss the design further.

Details can be found on the secured by Design website, www.securedbydesign.com

To assist the development in achieving Secured by Design accreditation, I would seek to have a 'Secured by Design' condition attached to any permission that may be granted in connection with this application and that the wording is such that the development will follow the principles and physical security requirements of Secured by Design.

Drainage Engineer:

There is no public surface water sewer near the site. The use of soakaways and water butts to accommodate surface water run-off is acceptable. A pre-commencement condition relating to drainage is recommended.

Highways:

The site is located in an area with a PTAL rate of 1b. The reduction in the number of classrooms from 10 (previous proposal) to 8 will mean that the school will have to review anticipated pupil and staffing levels to match. The proposals will result in an extra 30 pupils at the school, consequently a total student capacity of 115.

The expansion of the site is anticipated to generate an additional 57 vehicle trips in the peak periods and 114 trips across a 12 hour day, equating to an additional trip on the local road network approximately every 60 seconds in the peak periods and every 6 minutes across a 12 hour day.

Access

With regards to the access, the site is currently accessed via an in/out arrangement, with the in access provided via a small bell mouth arrangement, only wide enough to accommodate one vehicle at a time. A secondary informal access is provided to the east of the main access which operates as the out arrangement, but this leads onto a private drive and consequently third party land. The proposal would result in an improvement over the existing arrangement for the site with a formalised and controlled access arrangement provided. A wider drop off area will be provided at the front of the school which the implementation of an on-site circulation system enabling the existing out access to be locked. The proposed access arrangement would reduce the potential for conflict at the school entrance.

Car parking

At present the school has the equivalent of 58 full-time staff members. The increase in student numbers would require the equivalent of 10 FTE staff. The total number of staff would therefore be 68 when the expansion is complete. The proposed development would provide a total of 66 car parking spaces on site, therefore maintaining the existing approximate provision of 1 space per 1 full time member of staff, which is acceptable.

Cycle Parking

A total of 4% of staff identified cycling as their primary mode of transport to and from school. At present there is no cycle parking provided on site but as part of the proposals cycle parking will be provided for staff with a new covered cycle rack provided in the car parking area, with up to 16 bicycle spaces. This is considered acceptable and should help to encourage staff to cycle into work.

Servicing

It is anticipated that refuse collection currently occurs on-site, with the refuse vehicle entering the site through the main gate, turning and exiting in a forward gear back onto Barnet Wood Road. The proposed improvements to the access would result in improvement to the servicing arrangement.

Conclusion: No objections are raised and should permission be granted a number of conditions are recommended, including a pre-commencement condition relating to Construction Management and Highway Drainage.

Trees and Landscaping:

In accordance with previous comments on the related applications for this site, there are no objections to the proposed tree removals and there appears to be no impact on any retained trees. It is recommended that details of replacement tree planting should be required by condition.

Environmental Health (Pollution):

No objections.

Policy Context

Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

The National Planning Policy Framework was published on 24th July 2018.

According to paragraph 48 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF

The development plan for Bromley comprises the Bromley Local Plan (January 2019) and the London Plan (March 2016). The NPPF does not change the legal status of the development plan.

London Plan Policies

- 3.18 Education Facilities
- 7.2 An Inclusive Environment
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 7.16 Green Belt

Bromley Local Plan

- 27 Education
- 30 Parking
- 31 Relieving Congestion
- 32 Road Safety
- 33 Access for All

37 General Design of Development
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 116 Sustainable Urban Drainage Systems

Supplementary Planning Guidance

SPG1 General Design Principles
 SPG for the Bromley, Hayes and Keston Commons Conservation Area

Planning History

The relevant planning history relating to the application site is summarised as follows:

83/01064/FUL	Retention of mobile classroom	PERMISSION
83/01065/FUL	Retention of mobile classroom	PERMISSION
83/01145/FUL	One detached house and garage	REFUSED
88/03160/FUL as library	Single storey rear extension to existing art block for use as library	PERMISSION
89/02062/FUL	Single storey side extension	PERMISSION
90/02992/FUL	Formation of vehicular access and additional 10 car parking spaces and access road from the pavilion and No. 133 Baston Road.	PERMISSION
92/01164/OTH	Revised parking layout in respect of 90/02992	PERMISSION
93/00338/FUL	Single storey extension for kitchen staff	PERMISSION
93/01784/FUL	Retention of mobile classroom (renewal 83/01064)	PERMISSION
97/00122/FUL	Detached single storey building for 4 classrooms for music practice rooms, store and toilets	PERMISSION
03/01643/FULL1	6 floodlighting columns for tennis/netball court	PERMISSION
10/02646/FULL1	Pedestrian access ramp with balustrade and handrail	PERMISSION
10/02696/FULL1 frontage	Replacement 2m high boundary fence on Baston Road	PERMISSION

11/02808/FULL1 Replacement single storey modular building containing 3 classrooms with access ramp PERMISSION

13/04142/FULL1 Creation of car park to provide 23 additional spaces to replace existing tennis court, and new on-site one way system. PERMISSION

14/00558/FULL1 Conversion of existing dwelling (fronting Baston Road) into five self-contained flats, with associated elevational alterations and balcony screening; provision of associated parking and refuse facility and amenity area. Formation of allocated parking in connection with existing pre-school. REFUSED

14/02802/FULL1 Construction of new single storey classroom block to provide 3 no. classrooms, w.c.s and staff kitchen. (Revisions to planning approval ref. DC/11/02808/FULL1 to include 2 no. covered decked break out areas and alternative roof covering of Marley Eternit Birkdale fibre cement slates). PERMISSION

17/05772/FULL1 Demolition of 3 sheds and extension to existing specialist school comprising erection of 10 single storey classrooms, alterations to vehicular access, circulation and parking including formation of 11 no. additional car parking spaces and additional cycle parking. WITHDRAWN

18/03025/FULL1 Extension and alteration to existing specialist school for the teaching of students on the autistic spectrum comprising the demolition of 2 redundant sheds, relocation of granary store, felling of 3 no. trees and the construction of 10 linked single storey classrooms, alterations to vehicular access, circulation and parking arrangements including formation of 20 additional car parking spaces and the planting of replacement trees. WITHDRAWN

Considerations

The main issues to be considered in respect of this application are:

- Green Belt
- Design and impact on character and appearance of the conservation area
- Highways
- Neighbouring amenity
- Sustainability
- Trees
- CIL

Green Belt

Paragraphs 133 - 147 of the NPPF sets out the Government's intention for Green Belt. The NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

The Green Belt is intended to serve five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraphs 143 - 147 deal specifically with development proposals in the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 145 states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt, with defined exceptions, including at (g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt than the existing development nor cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

The NPPF (within Annex 2) defines previously developed land as follows:

- Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings.
- Land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures.
- Land in built-up areas such as private residential gardens, parks, recreation grounds and allotments.
- Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Policy 7.16 of the London Plan gives the strongest protection to London's Green Belt in accordance with national guidance. Inappropriate development should be refused except in very special circumstances and development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance; such improvements are likely to help human health, biodiversity and improve overall quality of life.

Bromley Local Plan Policies provide the same level of protection to Green Belt as the NPPF.

Policy 49 of the Bromley Local Plan states that within the Green Belt permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm. The construction of new buildings on land falling within the Green Belt will be inappropriate, unless it is for the following purposes:

- agriculture and forestry;
- appropriate facilities for outdoor sport and outdoor recreation and cemeteries which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it;
- extension or alteration of a building that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

Therefore, the main Green Belt issues for consideration are: the appropriateness of this development in the context of the Green Belt; its impact on the openness of the Green Belt and the purpose of including land within it; and whether, if the development is inappropriate in the Green Belt, the harm by reason of inappropriateness or any other harm, would be outweighed by other considerations so as to amount to very special circumstances.

As previously developed land, the main issue is whether the proposal would have a greater impact on the openness of the Green Belt and the purposes of including land within it than the existing development. This aligns with paragraph 145 of the NPPF and the Bromley Local Plan Policy 49.

Openness is an essential characteristic of the Green Belt and is different from visual impact with a clear conceptual distinction between the two. Openness is about freedom from built form. However the openness of the Green Belt has a spatial aspect as well as a visual aspect, and the absence of visual intrusion does not in itself mean that there is no impact on the openness of the Green Belt as a result of the location of a new or materially larger building there. The Green Belt may also be impacted by the cumulative effect of small or modest visual intrusions such that its essential quality of openness is impacted.

The existing development adjacent to the larger dominant school building is small in scale with the existing structures which are proposed to be replaced comprising modest storage sheds. The proposal also includes the removal of 2 portacabins which are sited to the north of the existing building.

The proposed structure would be of modest height and has been designed to limit its visual impact. The footprint of the buildings in relation to each other would exceed that of the existing structures it is proposed to remove (2 sheds and 2 portacabins which have been in-situ for a significant period of time). However, it is acknowledged that the proposed classrooms would be low level and would be sited largely to the side of the main significantly higher school building. As such, the footprint of development would not significantly encroach into the open land/playing fields to the rear of the site.

The proposed parking spaces to the north of the existing building would be largely sited upon an existing driveway, while the reconfiguration of the lower car park would not enlarge physically the extent of the existing hardstanding, and the parking of vehicles would be broadly limited to the existing location.

The applicant has referred to very special circumstances which are argued would support the application and the proposed development within the Green Belt.

Very special circumstances referred to in the application submission are:

- The site has been used for education since 1933 and this proposal seeks to safeguard this continued use
- The school supplies very specialist educational services for students on the autistic spectrum and currently works with eight south London local authorities, being much in demand and providing a very important service for the local and wider community
- The school is in a good strategic location to serve its catchment which is much wider than that of a standard school due to the specialist services that it provides
- The semi-rural location of the school provides a relatively quiet and calm environment away from noise pollution and distraction, allowing the students to be taught in a relaxed environment appropriate for the delivery of their special educational needs
- The single storey classrooms are proposed to be built on land currently occupied by storage buildings that are structurally unsound, redundant and an eye-sore - therefore buildings would be in the perimeter of the developed part of the site, which has more than 60% open parkland and playing fields
- The new classrooms are individually approx. half the size of a standard classroom and therefore relatively speaking the development represents the volume of 3 to 4 normal classrooms when including the additional access facilities.
- The existing original school building is three storeys high (plus semi-basement) and is a prominent building within the conservation area and it is therefore considered that the new buildings would not represent

disproportionate additions over and above the size of the original building or current building stock

- The proposed classrooms with their low pitched roofs would have very little effect on the built volume of existing development at the school, as seen from outside the school, and would therefore have little bearing on the openness of the Green Belt as it currently exists in the area
- The application no longer includes the use of the open tennis court (in contrast to the previously withdrawn application 17/05772), reducing the impact of the proposal on the Green Belt.

Policy 27 of the Bromley Local Plan relates to education and states that the Council is committed to education choice, and to ensuring provision of an appropriate range of educational facilities "including specialist provision." Under Policy 27(c) it is stated that the commitment to this aim will be achieved by permitting extensions to existing schools which seek to address local need unless there are demonstrably negative local impacts which outweigh the need for additional education provision. Development should be "sensitively designed to minimise the footprint of buildings and the impact on open space, particularly playing fields, as well as seeking to ensure, as far as is possible the privacy and amenities of any adjoining properties..."

On balance it is considered that very special circumstances exist which would outweigh the limited harm that the proposal would have on the openness of the Green Belt and the purposes of green belt designation. As a specialist school site, the proposed enhanced provision/pupil roll would serve an educational need. In the context of the buildings on the site the height would not be significant in relation to the existing three storey school building and the structures would be sited beside rather than to the rear of existing development, so as to limit encroachment into the open space and playing fields to the rear.

The highways impact of the development is discussed in greater detail below, but it is noted that technical highways comments have referred to the general improvement in circulation of vehicles within the site and the future lack of reliance upon third party agreement for the informal in-out access/exit that currently exists. This is an additional consideration considered to be of public benefit.

Design and impact on the character and appearance of the conservation area

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 124 of the NPPF (2018) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 of the NPPF (2018) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not

just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). New development shall also establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Policy 37 of the Bromley Local Plan relates to the design of development and reinforces the principles of the NPPF.

With regards to heritage impact, the NPPF sets out in section 16 the tests for considering the impact of a development proposal upon designated and non-designated heritage assets. The test is whether the proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset and whether it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits. A range of criteria apply. Paragraph 196/197 state where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a requirement on a local planning authority in relation to development in a Conservation Area, to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

Interpretation of the 1990 Act in law has concluded that preserving the character of the Conservation Area can not only be accomplished through positive contribution but also through development that leaves the character or appearance of the area unharmed.

Policy 41 of the Bromley Local Plan states that development should preserve and enhance the character and appearance of a CA by respecting or complementing the layout, scale, form and materials of existing buildings and spaces and by using high quality materials.

The proposed development would be sited adjacent to the existing dominant building on the site which is of some visual interest and historic value. However,

the proposed structures are low level and would not appear uncharacteristic or unrecognisable as school buildings, with the development reflecting the long-term use of the site. The planned classroom cluster would replace existing timber clad outbuildings as well as temporary portacabins, and while the materials used and appearance of the structures would not replicate the imposing main school building, they would complement the timber clad extension at the rear of the main building and would not appear alien or incongruous in the context of existing/retained development on the site.

Views from outside of the school site to the area where the buildings would be positioned are limited, screened to some extent by the front boundary treatment and the bulk of Baston School Cottage which lies immediately adjacent to the front boundary of the site. In view of the siting and scale of the development proposed it is considered that the proposal would preserve the character and appearance of the conservation area.

Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that transport issues should be considered from the earliest stage of both plan making and when formulating development proposals and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

London Plan and Bromley Local Plan policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the London Plan and Local Plan should be used as a basis for assessment.

It is noted that representations received from local residents have expressed concern regarding the potential for increased congestion in neighbouring roads, including Barnet Wood Road, particularly at peak times.

There are no technical highways objections to the proposals, and it is noted that the highways comments refer to the improvement to the circulation of vehicles through the site, the closing of the access onto third party land and the widening of the vehicle access to the road as positive impacts of the reconfiguration of the parking and access arrangements to the site. The car parking proposed on site would be adequate for the increased pupil/staff numbers and the proposal includes the fresh provision of cycle parking. It is therefore considered that the proposal would not have a significant impact on conditions of highways safety and the freeflow of traffic in the neighbouring road network. In view of the 1:1 level of

parking on site and the provision of cycle parking it is not considered that the proposal will result in increased levels of on-street car parking locally.

It is acknowledged that concerns have been expressed by local residents regarding the traffic impact of the development on the locality, including reference to other school sites in the area and the narrowness of nearby roads.

However, in view of the lack of technical objection from the Council's highways officer and taking into account the detail provided regarding the pupil/staff numbers, anticipated trip generation, cycle storage and the improved circulation within the site, it is considered that the proposal would not have an unacceptable impact on highways safety, congestion and the free flow of traffic.

Neighbouring amenity

Policy 37 of the Bromley Local Plan seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The proposed development would be positioned to the eastern side of the main school building and there would be significant separation between the classrooms and the nearest neighbouring residential dwellings. While the proposal would result in an increase in the pupil and staff numbers at the school, in the context of the overall size and spaciousness of the site it is not considered that this increased intensity in the use of the site would be readily appreciable from outside of the site. It is not therefore considered that the proposed development would have a significant impact on the residential amenities of neighbouring properties.

Sustainability

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.

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. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

Trees

No objections are raised to the proposed development on the basis of impact on trees. The proposal would include the planting of replacement trees and this would

be capable of being secured by way of a suitably worded planning condition, should permission be granted.

CIL

The Mayor of London's CIL is a material consideration. CIL is not payable on this application and the applicant has completed the relevant form.

Conclusion

In view of the siting, height and design of the development it is not considered that the proposal would have a significantly harmful impact on the openness of the Green Belt and the purposes of its designation. The proposal would allow the expansion of an existing specialist school facility and the enlargement of existing schools which serve a local need.

While the footprint of the building would exceed that of the existing structures it is proposed to replace, the structure would be set back significantly from the main front elevation of the imposing host building and would be of limited height. As a consequence the visual impact of the proposal would on balance be acceptable.

No technical highways objections are raised to the proposals, and while the pupil roll would increase by 30 children (along with associated staffing increase) it is considered that the proposal would include improvements to the circulation of vehicles within the site and to the access/exit arrangements, and an appropriate number of car parking spaces would be provided.

Background papers referred to during production of this report comprise all correspondence on the files set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

Reason: To comply with Section 91 of the Town and Country Planning Act 1990

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans and supporting documents approved under this planning permission unless previously agreed in writing by the Local Planning Authority and the development shall be retained as such thereafter.**

Reason: In order to comply with Policy 37 of the Bromley Local Plan and in the interest of the visual and residential amenities of the area.

3 (a) Prior to commencement of the development hereby approved (excluding any ground clearance or demolition) a scheme for the provision of surface water drainage shall be submitted and approved in writing by the local planning authority.

(b) Before the details required to satisfy Part (a) are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 and the advice contained within the National SuDS Standards.

(c) Where a sustainable drainage scheme is to be provided, the submitted details shall:

i. provide information about the design storm period and intensity, the method employed to delay (attenuate) and control the rate of surface water discharged from the site as close to greenfield runoff rates (8l/s/ha) as reasonably practicable and the measures taken to prevent pollution of the receiving groundwater and/or surface water

(d) The drainage scheme approved under Parts a, b and c shall be implemented in full prior to first occupation of the development hereby approved

Reason: Details are required prior to the commencement of any new operational development in order to ensure that a satisfactory means of surface water drainage, to reduce the risk of flooding can be achieved before development intensifies on site and to comply with the Policy 5.13 of the London Plan and Policies 115, 116 and 117 of the Bromley Local Plan

4 No development shall commence on site (including demolition) until such time as a Construction and Environmental Management Plan has been submitted to and approved in writing by the local planning authority. As a minimum the plan shall cover:

(a) Dust mitigation and management measures.

(b) The location and operation of plant and wheel washing facilities

(c) Measure to reduce demolition and construction noise

(d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-

(i) Rationalise travel and traffic routes to and from the site as well as within the site.

(ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.

(iii) Measures to deal with safe pedestrian movement.

(iv) Full contact details of the site and project manager responsible for day-to-day management of the works

(v) Parking for operatives during construction period

(vi) A swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary.

(e) Hours of operation

(f) Other site specific Highways and Environmental Protection issues as requested on a case by case basis

(g) The development shall be undertaken in full accordance with the details approved under Parts a-f

Reason: Required prior to commencement of development to ensure sufficient measures can be secured throughout the whole build programme in the interests of pedestrian and vehicular safety and the amenities of the area. In order to comply with Policies 30, 31, 32 and 119 of the Bromley Local Plan of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

5 Prior to commencement of above ground works, details of soft landscaping to include the planting of trees shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the size, number, species and a scaled planting plan. The trees shall be planted in accordance with approved plans in the first planting season after completion or prior to first occupation of the development, whichever is the sooner.

Any new tree that dies, is removed or becomes severely damaged or diseased within 5 years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details

Reason: In order to comply with policy 37, 73 and 74 of the Bromley Local Plan to provide replacement for the trees proposed for removal and to secure a visually satisfactory setting for the development and to protect neighbouring amenity.

6 (i) The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific needs of the application site and development. No above ground construction shall take place until details of such measures have been submitted to and approved in writing by the Local Planning Authority.

(ii) The approved measures shall be implemented before the development is occupied and the security measures to be implemented in compliance with this condition shall achieve the Secured by Design accreditation awarded by the Metropolitan Police.

Reason: In the interest of security and crime prevention and to accord with Policies 4 and 37 of the Bromley Local Plan

7 (a) Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority prior to construction of any above ground works

(b) The arrangements as approved under part (a) shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: In order to comply with Policy 37 of the Bromley Local Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects

8 (a) Details of arrangements for bicycle parking (including covered storage facilities where appropriate) shall be submitted to and approved in writing by the Local Planning Authority prior to construction of any above ground works

(b) The arrangements as approved under part (a) shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: In order to comply with Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

9 (a) Prior to the construction of above ground works, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include as a minimum:

- Measures to promote and encourage the use of alternative modes of transport to the car**
- A timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating.**

(b) The Travel Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to ensure appropriate management of transport implications of the development and to accord with Policy 31 of the Bromley Local Plan

10 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the details as set out in this planning permission and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason: In order to comply with Policy 30 of the Bromley Local Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

11 The materials to be used for the external surfaces of the building shall be as set out in the planning application forms and / or drawings unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to comply with Policy 37 of the Bromley Local Plan and in the interest of the appearance of the building and the visual amenities of the area.

12 The extension hereby approved shall only be used as classroom accommodation in connection with the Class D1 school use of the site, as detailed in the application drawings and documents, and for no other purpose. There shall be no change of use whether allowed by the Town and Country Planning (Use Classes) Order 1987, the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order amending, revoking and re-enacting these Orders.

Reason: In order to comply with Policies 10, 27 and 37 of the Bromley Local Plan and in order that the Council can consider any proposed change of use with regard to current planning policies to prevent any inappropriate use.