

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

Application No : 19/00437/FULL1

Ward:
Bromley Town

Address : London Borough Of Bromley, Waldo
Road, Bromley BR1 2QX

Objections: No

OS Grid Ref: E: 541686 N: 168664

Applicant : Mr Vince Shine

Description of Development:

Demolition of existing single storey outbuildings and strengthening works to existing retaining wall including partial replacement and repairs

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
River Centre Line
Smoke Control SCA 13
Smoke Control SCA 12
Urban Open Space

Proposal

Planning permission is sought for the demolition of the existing store buildings at the south west side of the site and strengthening works to the retaining wall along the boundary, with replacement of wall where required. The development will consist of blockwork and masonry retaining walls and will not result in changes to the overall height of the wall. The buildings will be replaced by a concrete hardstanding to provide space for additional recycling containers.

The application was supported by the following documents:

- Design and Access Statement

Location and Key Constraints

The site comprises the Waldo Road Recycling Centre and is used as a general refuse recycling facility. The wider area is a mix of commercial and residential development with dwellings backing onto the part of the site where the development is proposed.

A large area of the site falls within Flood Zone 2 and 3.

Comments from Local Residents and Groups

Nearby owners/occupiers were notified of the application and no representations were received.

Comments from Consultees

Environmental Health Pollution Officer: No objections raised subject to an informative.

Drainage Engineer: No comment.

Highways: This application would have no implication on the highway I would therefore have no objection.

Environment Agency: We have assessed the proposed development as having a low environmental risk. We therefore have no comments to make.

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 24 July 2018 and updated on 19 February 2019.

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

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

London Plan Policies

- 5.12 - Flood Risk Management
- 5.13 - Sustainable Drainage
- 5.21 – Contaminated Land
- 6.11 – Smoothing Traffic Flow and Tackling Congestion
- 6.13 - Parking

Bromley Local Plan

- 32 – Road Safety
- 37 – General Design of Development
- 114 – New Waste Management Facilities and Extensions and Alterations to Existing Sites
- 115 – Reducing Flood Risk
- 116 – Sustainable Urban Drainage Systems (SUDS)
- 118 – Contaminated Land
- 119 – Noise Pollution
- 120 – Air Quality
- 123 – Sustainable Design and Construction

Supplementary Planning Guidance

Supplementary Planning Guidance 1 – General Design Principles

Planning History

01/00544/DEEM3 - Vertical composting unit on concrete bund (CIVIC AMENITY SITE) - Permitted

90/02780/LBB – Enclosure of refuse transfer operation and environmental improvements – Permitted

88/04397/LBB – Alteration to layout of solid waste transfer station including additional floodlighting the replacement of an existing office with a portakabin the installation of rail - Permitted

Considerations

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

- Principle
- Design
- Highways
- Neighbouring amenity
- Sustainability

- Flood Risk/Drainage
- CIL

Principle

Policy 114 of the Bromley Local Plan states that new waste management facilities and extensions and/ or alterations to existing waste management facilities must demonstrate that they will not undermine the local waste planning strategy and help the Borough move up the waste hierarchy. The likely impact of the proposal on the local environment and on amenity will be considered against the development plan as a whole and the specific criteria for waste management facilities set out in the London Plan and national policy.

The proposal will remove outbuildings that are used as storage areas and are in poor condition. The repairs to the retaining wall are required as on-going maintenance at the site. It is considered that the development would not impact on the existing recycling function of the site and would therefore be considered acceptable in principle subject to impacts on highway safety, neighbouring amenity and other material considerations.

Design

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.

London Plan and Bromley Local Plan policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

Policy 37 of the Local Plan states that all development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout. The proposal seeks permission to remove the existing structures and replace them with a hardstanding due to their poor condition and it is considered that in design terms there would be no particular issues of consideration. The replacement and repair of the retaining wall is considered to have a neutral impact on the character of the area and therefore the development would comply with Policy 37 of the Local Plan.

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

The application would have no implication on the highway safety.

Neighbouring amenity

Policy 37 of the 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 proposal would replace sections of the existing retaining wall and strengthening of the existing wall where required. The removal of the store structures will open the site to a degree and the replacement works to the wall will not result in an increase in its height. The nearest neighbouring properties affected by the proposal are those adjacent to the site of the wall, which extends along the rear boundaries of properties on Mornington Avenue. In light of the fact that the wall will not increase in height and the use of the site will not be altered, the

proposal is not considered to have a harmful impact on the amenities of these properties either in terms of visual impact or noise and disturbance

On balance the proposal is considered not to have a detrimental impact on neighbouring amenities and would therefore comply with Policy 37 of the Local Plan.

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.

Flood Risk/Drainage

The applicant has outlined within the Design and Access Statement that the site currently drains to the existing network of drainage. The proposal would replace the existing structures with an area of hardstanding and it is therefore considered that the proposal would not result in changes to the drainage of the site or introduce further flood risk.

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

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not impact detrimentally on the character of the area and would not be detrimental to the amenities of adjoining neighbours. No impact on highway safety or flood risk would result.

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 approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

Reason: In order to comply with Policy 37 of the Bromley Local Plan and in the interests of visual and residential amenity.

You are further informed that :

- 1 Before works commence, 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.**