

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 19/00539/FULL1

Ward:
Kelsey And Eden Park

Address : Marian Vian Primary School Shirley
Crescent Beckenham BR3 4AZ

Objections: Yes

OS Grid Ref: E: 536074 N: 167986

Applicant : Marian Vian Primary School

Description of Development:

Demolition of existing two storey classroom block and single storey nursery building and erection of part one/two storey classroom block with rear roof terrace and internal alterations to existing single storey building to provide nursery accommodation, with associated landscaping, alteration to vehicular and pedestrian access and car/cycle parking arrangements within and adjacent to the school site.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 15

Proposal

Planning permission is sought for the demolition of the existing two storey year 6 classroom block and single storey nursery building and the erection of a part one/two storey replacement year 6 classroom block with a roof terrace at the rear. The existing single storey modular nursery building which is sited towards the western boundary of the site would be demolished and replacement accommodation provided within the existing single storey building which is sited towards the eastern boundary of the site. Internal alterations and refurbishments are proposed to this building existing single storey classroom building/family centre in order to provide the relocated nursery accommodation.

Associated landscaping works are proposed along with alterations to the vehicular and pedestrian access and car/cycle parking arrangements. The boundary of the application site fronting Shirley Crescent would be repositioned so as to increase the width of the pavement and boundary treatments are proposed to be provided.

As originally submitted, the proposal included works outside of the school site involving the formation of a drop off/pick up zone in the public highway. This aspect of the proposal has been deleted from the scheme since it relates to works to be authorised by the highways authority including Traffic Management Order(s) and

would not be development requiring planning permission, relating as it does to the reconfiguration of the pavement/highway.

Proposed classroom block

The proposed classroom building would be broadly positioned in the place of the existing pre-fabricated two storey flat roofed structure. The proposed building would be T-shaped with a footprint of approx. 270sqm and would comprise 3 classrooms at ground floor level (including a multi-use room) and at first floor level two classrooms and an open terrace above the projecting ground floor element below, facing into the school field. Toilet facilities are proposed to be provided at ground and first floor levels.

The building would have a dual pitched roof with gable ends and a central ridgeline. The height to the ridgeline would be approx. 9m and the height to the eaves would be approx. 6.4m. The external materials to be used on the structure would be largely brick, with rock panel cladding between the upper and lower floor windows. The terrace would be surrounded by a glass balustrade with aluminium framing, positioned around the flat roof of the projecting single storey element at a height of approx. 3.5m above ground level.

Proposed nursery accommodation

The existing nursery pre-fabricated building is located on the western side of the site. This would be removed/demolished and a staff car parking area provided in its place. The nursery accommodation would be relocated to within the existing family centre building which is located on the opposite side of the large open site, towards the eastern boundary of the site. No external alterations are proposed to this existing structure. The existing hardstanding car park area between the school field and the family centre would be enlarged by encroaching approx. 14m into the open hardstanding area, and re-purposed with to provide an extended staff car park with a designated nursery play space of approx. 260sqm provided between the existing structure and the car park.

Reconfiguration of parking and accesses

There are at present 33 on-site car parking spaces and 20 cycle parking spaces. The proposals would increase the number on on-site car parking spaces to 59 plus 3 disabled spaces along with 30 cycle parking spaces.

The site of the existing pre-fabricated nursery building would be re-configured to provide a car park which would be partly used for staff members but which would also introduce a dual-use pick up/drop off car park and playground area.

Replacement gates and fencing is proposed to the street facing boundaries of the site at 2m high and constructed of black coloured wire mesh.

Phasing

Phase 1 comprises the refurbishment and repurposing of the existing single storey former family centre building to provide a designated nursery block, along with the reconfiguration of the car park/hardstanding. These works are all located to the eastern side of the site.

Phase 2 comprises the demolition of the existing pre-fabricated school classroom block and nursery building on the eastern side of the site, the construction of the replacement year 6 classroom block and the enlargement/reconfiguration of the car park on this side of the site.

The submitted phasing plan shows a further phase, Phase 3, which related to the aspect of the proposal deleted from the scheme (the works outside of the site on the on-street drop-off zone which would need to be managed via a Traffic Management Order). The drawing also shows the site of a possible future extension which does not form part of this application and is therefore outside of consideration.

The application was supported by the following documents;

- Design and Access Statement
- Planning Statement
- Groundsure EnviroInsight document
- Groundsure GeoInsight documents
- Site Investigation Document
- Arboricultural Report
- Ecological Habitat Report
- Plant Noise Assessment
- Transport Assessment (updated, received 14/5/19)

Refers to public consultations undertaken in respect of previous proposals to expand the primary school. This application would not seek to increase the pupil roll but has been submitted taking into account the consultation responses from the public on the previously proposed scheme. Summarises main public consultation comments, which referred to traffic, road safety, parking and congestion as being recurrent cause for concern. The statement states that the proposal seeks to overcome these issues.

The proposal will increase the secure cycle parking spaces as well as on-site parking spaces at a number expected to meet the school's parking demand as well as reduce on-street car parking, resulting in fewer staff members parking on-street.

Location and Key Constraints

The application site lies to the south of and accessed from Shirley Crescent. The site hosts a large primary school with a day nursery and a former children's/family centre/adult education centre.

The surrounding area is predominantly residential in character. The site is bounded to the north by and has a frontage onto Shirley Crescent. To the north west is the access road leading to Cobalt Close and to the existing day nursery premises. To

the south of the site is the railway line atop an embankment. To the west of the site is the residential street of Kingsworth Court.

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

- The development will increase the volume of traffic passing in front of Seasalter Court (Kingsworth Close). There are problems with parents parking on double yellow lines which can frustrate access to Seasalter Court and make it difficult to ambulances to pass by.
- Guidelines seek to discourage private car use and encourage other modes of transport while the proposal will encourage car use.
- The area is well-served by public transport. The area is a bottleneck and the proposal will increase pollution and compound the problems associated with the narrowness of the surrounding roads
- Kingsworth Close is not suitable for heavy vehicles such as construction lorries
- The school should not be enlarged - the Council should first sort out the uncontrolled local parking issues. Shirley Crescent is a one-way street and yet numerous cars drive in the wrong direction.

Comments from Consultees

Sport England (summarised):

The proposed development results in a minor encroachment onto the playing field from the new classroom block. However, having considered the nature of the playing field and its ability to accommodate a range of pitches it is not considered that the development would reduce the sporting capability of the site. The existing additional buildings and structures on or close to the playing field have already greatly reduced the potential of the site to accommodate more than 1 pitch and the site is unlikely to be used for community sport as a result of its size. Sport England is of the view that the proposal broadly meets exception E3 of their playing fields policy and does not therefore raise an objection.

Secure by Design:

Pleased to note that there has been consideration of security and principles of Secured by Design. A Secured by Design condition is requested to help ensure the safety and security of staff and pupils. It is recommended that the principles of "Secured by Design New Schools 2014 are adopted as a minimum standard. Sections 8 and 12 of the NPPF are relevant.

Thames Water:

No objection with regards to the waste water network and waste water process infrastructure capacity. Information provided regarding the need for a Groundwater Risk Management Permit as well as the use of mains water for construction purposes. Informative recommended.

Drainage Engineer:

The applicant is required to carry out surface water design to maximise the use of SUDS to reduce surface water run-off to greenfield rate. It is also required for an oil interceptor to be installed for the proposed car park at the outlet. Please impose a pre-commencement condition requiring details of surface water drainage.

Highways:

Initial comments were received raising no objections other than with regards to the originally proposed on-street drop-off area which was considered to require the retention of the zig zag markings so as to keep the school's entrances clear which would prevent the use of the area for its intended purpose. As an alternative it would suggested that the zig zag marking could be removed and placed next to the school entrance only, but this would have required a revised Traffic Order and comprehensive study of waiting restrictions around the school, with the cost of these reimbursed to the Council by the developer.

In view of the position of this drop-off area outside of the school's curtilage and the fact that no objections were generally raised with regards to the parking proposals, it was decided to delete the drop off zone from the application in order that the school/developer can pursue this outside of planning control with the relevant Traffic/Highways team.

Revised plans were received showing the proposals without the Phase 3 alterations to the highway and on the basis of these revised plans the Highways Officer raised no objections.

Trees:

No objection. 5 trees and 1 small hedge group are proposed for removal, all of which are of sufficiently low quality for their amenity value to be adequately replaced in the medium term by a new planting scheme. Trees conditions are recommended, with one pre-commencement condition relating to tree protection in respect of T1 which is sited towards the Phase 2 part of the site and the other relating to landscaping details to be provided prior to the commencement of above ground works.

The applicant was advised of the pre-commencement condition proposed and has stated that in view of the phasing of works, it would be preferable if the condition specifically related to the phase 2 development rather than the development in its entirety.

Environmental Health (Pollution):

No objections within the grounds of consideration subject to the development meeting the requirement of a proposed condition relating to the plant noise levels. There is some concern regarding the content of the report, with regards to the interpretation of noise levels in relation to external amenity. The report states that "A good standard of external amenity is considered to be 55 dB(A) LAeq and below" where in fact the WHO guidelines consider this to be the threshold of serious annoyance. BB93 which provides the standards for acoustic design for schools should be complied with and the EHO states that while not referred to in the report, it is not anticipated that there would be problems with achieving compliance in this location. It is not requested that this be assessed, but rather that the applicant should be mindful of it.

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

Policy 3.1 Ensuring Equal Life Chances for All
Policy 3.18 Education Facilities
Policy 6.3 Assessing Effects of Development on Transport Capacity
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.4 Local Character
Policy 7.6 Architecture

Bromley Local Plan

Policy 20 Community Facilities
Policy 27 Education
Policy 28 Educational Facilities

Policy 30 Parking
Policy 31 Relieving Congestion
Policy 32 Road Safety
Policy 33 Access for All
Policy 37 General Design of Development
Policy 116 Sustainable Urban Drainage Systems
Policy 117 Water and Wastewater Infrastructure Capacity
Policy 119 Noise Pollution

Supplementary Planning Guidance

SPG 1 General Design Principles

Planning History

The site has an extensive planning history relating to the site's use as a primary school. Most recently, planning permission was granted under reference 15/01680 for the construction of a replacement toilet block at the rear of the site and under reference 16/03753 for the construction of a single storey front extension to the main school entrance.

Considerations

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

- Design
- Education
- Highways
- Neighbouring amenity
- Trees
- CIL

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 relates to the general design of development and states that development "will be expected to be of a high standard of design and layout" and will be expected to meet a number of criteria, the most relevant of which to this specific proposal is (a) which states that development must:

"a -Be imaginative and attractive to look at, of a good architectural quality and should complement the scale, proportion, form, layout and materials of adjacent buildings and areas."

The proposed year 6 classroom block would replace an existing unattractive pre-fabricated building which is of utilitarian design, with a flat roof and external metal staircases. It has a temporary appearance, and does not complement the host school buildings. The pre-fabricated nursery block is similarly of poor quality of design, albeit with a pitched roof which softens its appearance to an extent.

The proposed structure and materials used would have a more permanent appearance than the existing buildings it would replace, with the use of brick complementing the main school building. While the materials and design do not directly replicate that of the main school building, with the use of cladding providing visual interest, the overall impact of the proposal on the visual amenities of the locality would be acceptable and it is considered that the proposal would make a positive contribution to the appearance of the site.

The proposed building's height to eaves level would be commensurate with the height of the existing flat-roofed building and the footprint of the building would be larger than the existing classroom structure. However it is noted that the proposal includes the removal of the existing nursery building and therefore a reduced visual impact in the western corner of the site. The overall scale of the proposed building would not be excessive in the context of the site's size and in relation to the two storey part of the existing school building to which the structure would visually relate.

The design and appearance of the extension would complement the existing buildings, utilising a palette of materials sympathetic to and consistent with the host structure. The proposed extension to the front would improve the appearance of the entrance to the school, adding visual interest and detail to a currently

somewhat bland approach. At the rear, the siting of the extension would limit its projection outside of the existing extent of development and the visual appearance of the extension would be of a high standard of design and materials.

The re-configuration of the western part of the site to increase the surface parking provision by way of the dedicated staff car park and dual use drop off/pick up zone and playground area would have no significant impact on visual amenity. It would reduce the existing visual clutter in this part of the site by providing a planned car park with associated hard and soft landscaping.

With regards to the refurbishment of the single storey building on the eastern side of the site to provide relocated nursery facilities, the external appearance and scale of the building would be as existing. The provision of a fenced car park approx. 14m deeper into the open site than the existing area would have no significant impact on visual amenity, as this aspect of the proposal would be visually contained within the existing complex of buildings and would involve the repurposing of an existing area of hardstanding rather than the loss of grassed playing field.

The proposed replacement/revised front boundary fencing and gates would be of a scale and appearance consistent with the use of the site as a school premises and would not appear visually jarring or alien in the context of the site and the street scene. Where there is hedging adjacent to the fencing as existing, along the boundary facing Kingsworth Close and at the corner of Kingsworth Close and Shirley Crescent, these are shown to be retained on the submitted proposed site plan.

It is therefore considered that the design of the extension would comply with the provisions of Policy 37 as well as those of paragraphs 124 and 127 of the NPPF and Policy 7.6 of the London Plan.

Education and impact on playing fields

Policy 27 of the BLP relates to education and states that the council will achieve its commitment to education in part by:

"permitting extensions to existing schools which seek to address local need, subject to Local Plan open space and conservation policies, unless there are demonstrably negative local impacts which substantially outweigh the need for additional education provision, which cannot be addressed through planning conditions or obligations."

The supporting text to the policy states that development should be sensitively designed to minimise the impact of development on open space and the footprint of buildings.

The current proposal seeks extensions to the school without any increase in the pupil roll. The proposal would provide improved nursery and year 6 classroom facilities as well as external play space and parking associated with the existing use of the school rather than being related to an increase in the pupil roll.

With regards to the impact of the proposal on the playing fields, the scheme would result in the loss of a small part of the open site at the curtilage/outskirts of the grassed playing field adjacent to the proposed year 6 block. Policy 58 of the BLP relates to Outdoor Sport, Recreation and Play and states that the Council will resist the loss of playing fields unless the land is surplus to requirements.

Comments were sought from Sport England with regards to the impact of the proposal and no objections are raised in view of the limited extent of encroachments into the space as well as the limited overall size of the existing playing field and the associated lack of utility at present for the use of the land for community sports use.

In view of the limited encroachment into the playing field it is not considered that the proposal would have a detrimental impact on continued use as existing of the open playing fields to the rear of the school buildings.

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 the Bromley Local Plan should be used as a basis for assessment.

The site lies within an area with a moderate PTAL of 3 and it is noted that there are presently 82 staff members (33 full time and 49 part time). At present where children arrive/depart the school by car they are set down and collected in surrounding streets and in view of the age range of children at the school this will inevitably involve parents' parking and walking to the school gates before returning to their vehicles, increasing parking demand within the surrounding streets at school opening/closing. The school is a 3 form entry school with on-site independent nursery with a total of 659 children on roll, including the nursery.

The proposal would provide an increase in the number of car parking spaces on site along with enhanced cycle storage provision. This would be provided without significant alteration to the access points for vehicular traffic, with the access still being provided from Cobalt Close and Kingsworth Close. Where the existing

parking on the site is provided in a somewhat piecemeal provision, the proposal would in contrast provide a planned and designed response to the parking needs of the school. This would improve the situation within the adjacent streets insofar as by having an enlarged on site car parking capacity there is likely to be an associated reduction in on-street car parking by staff members.

There are no technical highways objections to the proposals and on this basis and taking into account the scope of the proposals it is not considered that the proposal would have a significant impact on highways safety and the freeflow of traffic in adjacent streets. The proposal includes the relocation of the front boundary fence in a position closer to the school than the existing boundary so as to allow the widening of the footpath. It is noted that the proposals as originally submitted included the formation of bays within the public highway to allow for more streamlined drop-offs and pick-ups. However this part of the original proposal would require separate surveying and traffic management orders/alterations to the existing restrictions (at the applicant's expense) and falls outside of planning control.

It is noted that representations have been received expressing concern at the impact of the proposal on the volume of traffic in Kingsworth Close as well as with regards to the proposal encouraging the use of the car at the expense of other forms of transport. The existing problems associated with parking and vehicular traffic associated with the school have been referred to, along with the suitability of Kingsworth Close for heavy construction vehicles. These concerns are acknowledged, but in view of the lack of highways objections to the proposals, the benefits of the proposal in terms of improved organisation and layout of parking within the site as well as in relation to the widening of the pavement in front of the school, it is not considered that the proposals would be unacceptable in terms of highways impacts.

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.

In view of the siting of the proposed classroom block and the relocated nursery premises it is not considered that these structures and their use would have a significant impact on the amenities of neighbouring residents. The proposed Year 6 block sited towards the western boundary of the site would be separated from the nearest residential properties by the depth of the car park and the width of the carriageway at Cobalt Close - a total separation of approx. 30m, and would therefore have no impact in terms of loss of daylight and sunlight. It would replace an existing two storey building and would be of a more attractive design. The proposal also includes the relocation of the existing nursery to the eastern existing building, and therefore the noise and disturbance associated with that use would be removed in relation to the properties at Cobalt Close. The formation of an enlarged/re-configured car park would not appreciably increase the perceived

comings and goings associated with the access from Cobalt Close and since the main area of the car park would be reserved for staff members, the comings and goings would be limited to mornings and afternoons/evenings as staff arrive and depart.

With regards to the impact of the proposal on the residential amenities of properties in Kingsworth Close, the proposal seeks the refurbishment and repurposing of the existing Class D1 building to accommodate the relocated nursery facility. The proposal on this eastern side of the site would also see the reconfiguration and enlargement of the existing car park. It falls to consider whether these proposals would have a detrimental impact on the residential amenities of the neighbouring residents in terms of noise and disturbance associated and vehicular traffic.

The proposal does not involve the change of use of the building and as such the use of the property as a nursery (falling within the same use class as the school's use of the main site) is not considered unacceptable or to have any significant impact (and could be implemented without the need for planning permission). The proposal includes the provision of a designated nursery play area between the car park and the building, and this area would be separated from the nearest residential dwellings by the existing building which would limit the impact in terms of noise and disturbance. The increase in the number of vehicles accessing the site via Kingsworth Close would not be significant and the proposal is not therefore considered to have a detrimental impact on the amenities of the residential properties in that street.

It is noted that concern has been expressed regarding the impact of construction traffic on the narrow road. The Highways Officer has recommended a pre-commencement condition requiring the submission and approval of a construction management plan.

The proposed first floor terrace area would have no significant impact on amenity in view of its siting in relation to the complex of existing/proposed buildings, facing into the site and at a considerable distance from the nearest residential properties.

Trees

There are no objections from the Trees Officer to the proposals in terms of their impact on trees within or adjacent to the site. Conditions are recommended including a pre-commencement condition which would relate to the implementation of phase 2 of the development (the development on the western side of the site).

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 is considered that the development in the manner proposed is acceptable in that it would provide upgraded facilities for the existing school and enhanced on-site car parking provision in a development scheme that would result in a significant loss of amenity to local residents, be detrimental to the character of the area or result in an unacceptable impact on highways safety and the free flow of traffic in the surrounding area.

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.

as amended by documents received on 03.05.2019
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.

- 3 Prior to the commencement of Phase 2 of the development hereby permitted as shown on the Proposed Phasing Strategy drawing 050 015 Rev. P0 (including demolition and all preparatory work), an updated scheme for the protection of the retained tree T1 in accordance with BS 5837:2012, including a tree protection plan (TPP) and an Arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. Specific issues to be dealt with in the TPP and AMS:**

- a) Location and installation of services/ utilities/ drainage.**
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.**
- c) Details of construction within the RPA or that may impact on the retained trees**
- d) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.**
- e) Arboricultural supervision and inspection by a suitably qualified tree specialist**
- f) Reporting of inspection and supervision**
- g) Methods to improve the rooting environment of T1**

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policy 37, 73 and 74 of the Bromley Local Plan and pursuant to section 197 of the Town and Country Planning Act 1990

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

If any of the details approved pursuant to this condition change between the commencement of Phases 1 and 2 a revised Construction and Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the second phase to be implemented.

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 (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

6 (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.

7 (a) Surface water from private land shall not discharge on to the highway.

(b) Prior to the commencement of above ground works details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority.

(c) Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the details approved under Part (b) and shall be retained permanently thereafter.

Reason: To ensure satisfactory implementation of the surface water drainage proposals can be secured before additional pressure is placed on existing arrangements and to accord with to London Plan Policy 5.13 Sustainable Drainage and Policies 115, 116 and 117 of the Bromley Local Plan

8 (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

9 Prior to commencement of above ground works to implement Phase 2 of the development hereby granted planning permission, details of hard and soft landscaping to include the planting of new trees, in line with the proposed site plan hereby approved, and the treatment of the area within the RPA of T1, shall be submitted to and approved in writing by the Local Planning Authority. 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 planted as a requirement of this condition, or any existing tree indicated to be retained in the plans hereby approved, that dies, is removed or becomes severely damaged or diseased within 5 years of planting shall be replaced with a number and species of trees to be determined by the Local Planning Authority. 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 secure a visually satisfactory setting for the development and to protect neighbouring amenity.

10 Prior to commencement of above ground works to implement Phase 1 of the development hereby granted planning permission, details of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. 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 planted as a requirement of this condition, or any existing tree indicated to be retained in the plans hereby approved, that dies, is

removed or becomes severely damaged or diseased within 5 years of planting shall be replaced with a number and species of trees to be determined by the Local Planning Authority.

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

- 11** At any time the combined plant noise rating level shall not exceed the measured typical background L90 level at any noise sensitive location. For the purposes of this condition the rating and background levels shall be calculated fully in accordance with the methodology BS4142:2014. Furthermore, at any time the measured or calculated absolute plant noise level shall not exceed 10dB below the typical background noise level (LA90 15 minute) in this location. All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels.

Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Following installation, but before the new plant comes into operation, measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of the amenities of the area and to accord with Policy 119 of the Bromley Local Plan.

- 12** Details of the layout of the access road and turning area including their junctions with Kingsworth Close and Cobalt Close and dimensions of visibility splays shall be submitted to and approved in writing by the Local Planning Authority and these access arrangements shall be substantially completed before any part of the development hereby permitted is first occupied.

REASON: In order to comply with Policy 32 of the Bromley Local Plan and in the interest of pedestrian and vehicular safety.

- 13** 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.

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 2017 which is available on the Bromley web site.

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.

- 2 You are advised that this permission relates to Phases 1 and 2 of the development and the boundary enclosures/alterations to the front boundary of the site proposed under Phase 3. The phase 3 works upon the public highway associated with the widening of the footpath and the formation of a pick-up/drop-off zone will require consent from the Highways Department and the cost of survey works, the Traffic Management Order and any works associated with the proposals would be at the applicant's expense.**