

SECTION '2' – Applications meriting special consideration

Application No : 17/00149/OUT

Ward:
Farnborough And Crofton

Address : 132 Crofton Road Orpington BR6 8JD

OS Grid Ref: E: 544562 N: 165881

Applicant : Mr Rafael Porzycki

Objections : YES

Description of Development:

Demolition of existing dwelling and detached garage and erection of detached two storey building with accommodation in roof comprising 7 two bedroom flats with vehicular access from Crofton Lane to serve 9 car parking spaces, refuse store and cycle store (OUTLINE)

Key designations:

Smoke Control SCA 11

Proposal

Outline permission is sought for the demolition of the existing building and detached garage adjacent to Crofton Lane, and the erection of a block of 7 two bedroom flats. The existing vehicular access from Crofton Road would be stopped up, whilst the access from Crofton Lane would lead to 9 car parking spaces located within the south-eastern part of the site, 2 of which would be for visitor parking.

Only the layout and means of access are to be considered at this stage, with appearance, scale and landscaping to be dealt with under the reserved matters, although illustrative plans have been submitted to show a two storey building with accommodation in the roof.

The application is accompanied by a Transport Statement and an Arboricultural Report.

Location

This site is triangular in shape, and lies in a prominent corner position at the mini-roundabout junction of Crofton Lane and Crofton Road. It measures 0.14ha and is currently occupied by a large detached chalet bungalow with a detached garage to the rear accessed from Crofton Lane. The site also has a vehicular access from Crofton Road which leads to parking at the front of the dwelling.

The surrounding area contains mostly two storey detached and semi-detached properties located within good-sized plots. The property lies on the northern side of Crofton Road, and addresses the road junction, whilst the north-western rear boundary abuts a public footpath which links Crofton Road and Crofton Lane, and separates the site from two bungalows to the rear at 1 Crofton Lane and 132a Crofton Road.

The site is surrounded by tall trees which largely screen the property from view.

Consultations

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

- * overdevelopment of the site
- * out of character with the scale of surrounding properties
- * insufficient parking would be provided resulting in increased pressure for parking in surrounding roads

- * increased traffic at busy junction
- * dangerous access onto Crofton Lane
- * loss of trees
- * overlooking and loss of light and outlook to neighbouring properties
- * close proximity of bin store to No.132A
- * loss of conifer screening to neighbouring properties
- * previous similar applications have been refused and dismissed on appeal.

Comments from Consultees

The Council's Highways Officer has commented that with regard to the 2014 and 2015 applications which were dismissed at appeal, the Inspector was concerned that the safety of the access had not been demonstrated sufficiently, whilst the 2016 application for 9 flats is awaiting an appeal decision.

The site currently has 2 accesses, one from Crofton Road and one from Crofton Lane. Crofton Road is part of the A232 and a Strategic Route, whilst Crofton Lane is a Local Distributor. The preferred option in these cases is normally that any access is taken from the lower classification of road and the proposal would result in the Crofton Road access being stopped up.

The access from Crofton Lane is existing, although it is not clear how much it is currently used, and the proposal would certainly result in an intensification of use. Both roads are busy and there are often queues on the approaches to the roundabout in the peak hours.

The site lies within a low (2) PTAL area so residents are likely to own vehicles. There are 9 parking spaces proposed for the 7 flats, which is in line with the UDP parking standards and includes some visitor parking. There is a turning bay shown for delivery vehicles but that could also be used by residents or visitors. Any additional parking on the site, apart from in the marked bays, is likely to adversely affect the turning area on the site, and reversing back to the highway is not acceptable in this location.

Parking stress surveys were supplied as part of the previous application to see where overspill parking could occur. This included daytime surveys which showed that there was already a demand for parking in the area, particularly in the Crofton Road slip road (by Nos.171 - 181) and Grange Road. There were spaces available in Crofton Avenue but this would mean that visitors/residents would have to cross a busy main road. It would not be acceptable for parking to increase on Crofton Road or Crofton Lane. There are areas on Crofton Road and Crofton Lane which the parking stress plans show as "not safe to park", however, these are closest to the site and so may be the most attractive to drivers.

Various swept path diagrams have been supplied. The previous Inspector (2015) was concerned that there was not room for 2 cars to pass if one was turning in while one was turning out of the access. A diagram has been supplied showing this although the position of the car exiting is tight to the boundary which is not what may happen in reality. It is not clear if the access is being altered, the application form indicates it is but the plans show it as existing (AX14-103). The swept paths for cars on the site are tight but appear achievable. The refuse vehicle is shown reversing into the site, but it is not clear whether this would happen.

The bike storage should be for 14 cycles. The Crofton Lane boundary can be set back to provide a sightline to the right to the roundabout.

In conclusion, there have been some improvements, in highway terms, from the previous applications, as the number of units has been reduced and there are now visitor spaces provided on the site. There are still some unsatisfactory elements; the location of the

access on the bend where there is queueing at some times of the day which may affect right turners out of the site; the potential for overspill parking; and large vehicles having to reverse into the site or wait on the road. The application seems to have overcome previous concerns raised by Inspectors, and although there are still issues with it, these are not considered to be so severe to warrant a refusal on highways grounds.

With regards to the potential to park outside the site, it is suggested that the applicant makes a contribution of £3000 towards any alteration needed to waiting restrictions in the vicinity of the site which would be returned if not spent within 5 years of the occupation of the site.

There are no drainage or environmental health objections to the proposals, and the Council's Rights of Way Officer refers to the need to safeguard the public using the adjacent public footpath during the construction period.

Planning Considerations

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

BE1 Design of New Development
H7 Housing Density & Design
H9 Side Space
T3 Parking
T18 Road Safety
NE7 Development and Trees

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that the draft Local Plan will be submitted to the Secretary of State in mid-2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances. The relevant policy is as follows:

Draft Policy 4 - Housing Design
Draft Policy 8 - Side Space
Draft Policy 30 - Parking
Draft Policy 32 - Road Safety
Draft Policy 37 - General Design of Development
Draft Policy 73 - Development and Trees

London Plan (2015) Policies:

Policy 3.3 Increasing Housing Supply.
Policy 3.4 Optimising Housing Potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.7 Renewable energy
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management

Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater Infrastructure
Policy 5.15 Water use and supplies
Policy 5.16 Waste net self-sufficiency
Policy 5.17 Waste capacity
Policy 5.18 Construction, excavation and demolition waste
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.6 Architecture
Policy 7.14 Improving Air Quality
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

Housing Supplementary Planning Guidance (2016)

The National Planning Policy Framework (NPPF) is also a consideration.

Planning History

Permission was refused in 2007 (ref.07/03870) for the demolition of the existing house and the erection of a part two/three storey building comprising 6 two bedroom and 2 one bedroom flats on grounds relating to overdevelopment, lack of amenity space, and loss of outlook from neighbouring properties.

An outline application submitted in 2008 for the demolition of the house and the erection of 1 detached and 4 semi-detached two storey dwellings (ref.08/02080) was withdrawn prior to determination.

Permission was refused in 2011 (ref.10/03474) for the demolition of the existing house and the erection of 3 four bedroom detached houses with integral garages and access onto Crofton Lane on grounds relating to the cramped overdevelopment of the site and the detrimental impact on highway safety resulting from increased vehicular movements to and from Crofton Lane. The appeal was later dismissed on grounds relating to the amount of site coverage, the harm to the character and appearance of the locality, and the loss of outlook to the bungalow at No.132A.

Permission was refused in 2012 (ref.12/00669) for the demolition of the existing house and the erection of 3 four bedroom detached houses on grounds relating to the cramped overdevelopment of the site, and the prominent siting of the dwellings which would be harmful to the visual amenities of the street scene. The appeal was dismissed in 2013 on grounds relating to the close proximity of the dwellings to Crofton Road and the resulting lack of available space for landscaping, the width of the built development along the Crofton Road frontage, and the prominent side elevations which would protrude forward in the street scene. Concerns were also raised about the small size of the gardens due to the large amount of hardstanding required for turning and parking.

An appeal against non-determination of application ref.14/03509 for the extension of the existing house and its conversion into 4 two bedroom flats, and the erection of a pair of semi-detached dwellings was contested by the Council on grounds relating to the detrimental impact on the character and appearance of the area and on the amenities of neighbouring properties, and the impact of the increase in vehicular movements on traffic congestion and road safety.

The appeal was dismissed in July 2015 on grounds relating to the detrimental impact on the character and appearance of the street scene, loss of privacy and outlook to neighbouring properties, and the potential adverse impact of the intensification of the use of the access on highway safety.

Outline permission was refused in February 2016 (ref.15/04581) for the demolition of the existing dwelling and detached garage, and the erection of a detached building comprising 9 two bedroom flats with vehicular access from Crofton Lane to serve 9 car parking spaces. The reasons for refusal related to the overdevelopment of the site which was considered out of keeping with the area, the resultant impact of the scheme upon No.1 Crofton Lane and highways impacts.

The subsequent appeal was dismissed in November 2016 on grounds relating to the size and bulk of the development, loss of greenery, detrimental impact on the spacious character and appearance of the area, harmful impact on No.1 Crofton Lane, and detrimental impact on highway safety.

Most recently, outline permission was refused in August 2016 (ref.16/02147) for the demolition of the existing dwelling and detached garage, and the erection of a detached two storey building with accommodation in the roof comprising 5 three bedroom, 2 two bedroom and 2 one bedroom flats with vehicular access from Crofton Lane to serve 9 car parking spaces. The reasons for refusal related to the cramped overdevelopment of the site, and the detrimental impact on highway safety.

This application is currently at appeal.

Conclusions

The main issues in this case are the impact of the revised proposals on the character and appearance of the surrounding area, the amenities of neighbouring properties, parking and road safety, and important trees on the site.

Character and appearance of the area

Housing is a priority use for all London Boroughs and the Development Plan welcomes the provision of small scale infill development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

The NPPF sets out in paragraph 14 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

The document also encourages the effective use of land by reusing land that has been previously developed (brownfield land) and excludes gardens from the definition of previously developed land.

Policy 3.4 Optimising housing potential of the London Plan seeks to optimise housing potential, taking into account local context and character, the design principles and public transport capacity.

Policy H7 of the UDP sets out criteria to assess whether new housing developments are appropriate subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, community safety and refuse arrangements.

Density

With regard to the density of the proposed development, Table 3.2 of Policy 3.4 (Optimising Housing Potential) of the London Plan gives an indicative level of density for new housing developments. In this instance, the proposal represents a density of 51 dwellings per hectare with the table giving a suggested level of 35-95 dwellings per hectare in suburban areas with a 2 PTAL location. The proposals would therefore result in an intensity of use of the site that would be within the thresholds in the London Plan, however, they need to be assessed against the wider context in terms of the character, spatial standards and townscape value of the surrounding area.

Size, scale and design

Policy 3.4 of the London Plan specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range. This reflects paragraph 58 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.

Policy BE1 and H7 of the UDP set out a number of criteria for the design of new development. With regard to local character and appearance development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping and relationships with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

Policy H9 requires that new residential development for a proposal of two or more storeys in height a minimum of 1m side space from the side boundary is maintained and where higher standards of separation already exist within residential areas. Proposals will be expected to provide a more generous side space.

The current proposals are for the complete redevelopment of the site with a block of 7 flats and although the application is in outline form, the layout and means of access are to be considered at this stage, with all other matters including scale, appearance and landscaping reserved for later approval.

In the most recent appeal which was dismissed for a block of 9 flats on the site (ref.15/04581), the Inspector raised concerns about the large amount of hard surfacing provided for the car parking area and access drive within a prominent corner of the site adjacent to the mini-roundabout, which would cover a significant part of the domestic garden. He also commented that the close proximity of the hard surfacing to the existing mature boundary trees would put them at risk of being harmed or lost completely which would reduce the effectiveness of the trees as a screen, and would affect the character of the area.

Concerns were also raised about the size of the footprint of the building, which would be significantly larger than the existing dwelling (and others nearby) and closer to Crofton Road, and the height of the building which would be significantly taller than the existing dwelling and the adjacent bungalows at 1 Crofton Lane and 132A Crofton Road.

He therefore concluded that "the introduction of a significant bulk of development together with the loss of greenery on the appeal site would in my view erode the space at the entrance to Crofton Lane and would therefore be harmful to the verdant and spacious character and appearance of the area."

In the current scheme, the amount of hard surfacing for car parking has been reduced within the south-eastern part of the site adjacent to the mini-roundabout, and the access road would be set back further from the north-eastern boundary with Crofton Lane to allow the retention of the conifers along the boundary and provide a greater buffer zone. This is also an improvement on the 2016 scheme that is currently at appeal which also showed the access road and parking closer to the boundary with Crofton Lane.

The footprint and bulk of the building (shown on the illustrative plans) would be smaller than both the appeal scheme and the 2016 scheme, and it would be set further away from Crofton Road and Crofton Lane which would help to reduce the impact of built development on the street scene. The illustrative plans show that the 7 flats could be accommodated within a building that would not exceed the height of the existing dwelling, and although it would still appear bulkier than the existing dwelling within the street scene, the revised proposals have sufficiently reduced the size of the development such that it would not now be considered detrimental to the character and appearance of the surrounding area.

Each flat is shown to have a small private balcony or terrace, and the overall amount of communal amenity space provided has been increased since the appeal scheme and the refused 2016 scheme due to the reduced size of the footprint of the building and the decreased parking area within the south-eastern part of the site. Furthermore, it would now serve only 7 rather than 9 flats, and is therefore considered acceptable.

The proposals are not therefore considered to result in an overdevelopment of the site, and would not cause harm to the spatial standards and character of the surrounding area.

Future residential amenity

Policy 3.5 of the London Plan (2015) Quality and Design of Housing Developments states the minimum internal floor space required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit.

Policy BE1 in the UDP states that the development should respect the amenity of occupiers of future occupants.

The floor space size of each unit shown on the illustrative plans would exceed the minimum baseline requirement of room standards as found within the London Plan (2015), and would be considered acceptable.

The applicant has confirmed that the proposals would comply with Part M4(2) of the Building Regulations "accessible and adaptable dwellings", and therefore complies with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016.

Impact on neighbouring residential amenity

With regard to the impact on residential amenity, the properties most directly affected by the proposals would be the bungalows at 1 Crofton Lane and 132A Crofton Road which are set at a slightly lower level than the application site.

In the appeal scheme, the Inspector raised concerns about the impact of a total of 11 rooflights within the north-western roof slope on the living conditions of the occupiers of the adjacent bungalow at No.1 Crofton Lane by reason of loss of privacy. Although there is currently a tree screen along this boundary adjacent to the public footpath, the trees are maintained at no more than 8m in height. There is no guarantee that they would remain in place, and the Inspector did not consider in any case that they would screen views to and from all the rooflights. He also considered that even if conditions were imposed to prevent overlooking of No.1 (eg. obscure glazing, non-opening, positioned above eye-level), this may affect outlook from future occupiers of the development, and the number of rooflights would be such that they would give the perception to neighbours of being overlooked.

The recently refused 2016 scheme proposed 8 rooflights in the north-western roof slope, but the proposals were not considered to have a detrimental impact on residential amenity.

In the current scheme, the illustrative plans show that the number of rooflights in the north-western roof slope would be reduced to 2 within a more compact building, which would significantly reduce any overlooking of the neighbouring properties (or the perception of being overlooked).

In relation to No.1 Crofton Lane which is situated to the north of the site, the flatted development would be of a similar height as the existing property, and would be located in a similar position on the site. The two rooflights currently proposed within the north-western elevation would serve habitable rooms, but they would be high-level and would not cause any undue overlooking.

With regard to 132A Crofton Road which is located to the west of the site, the proposed building would be located 6m from the boundary with the public footpath, and at least 20m from the bungalow at 132A. The proposed building would be at an oblique angle to 132A, and no windows would directly overlook this property.

The current proposals are not therefore, considered to result in undue loss of light, privacy or prospect to the adjacent properties.

Impact on highway safety

With regard to highways matters, the parking and access arrangements are an improvement on the appeal scheme, particularly as the number of units has been reduced and 2 visitor spaces are now provided, and although there may still be the potential for overspill parking and difficulties in turning right out of the site at certain times of the day, the proposals have overcome the previous Inspector's concerns, and the impacts are not considered to be so great to warrant a refusal on highways grounds.

With regards to the potential to park outside the site, a s.106 agreement may be considered appropriate to require the applicant to make a contribution of £3000 towards any alteration needed to waiting restrictions in the vicinity of the site which would be returned if not spent within 5 years of the occupation of the site.

Impact on trees

With regard to the trees on the site, there are no significant trees that are considered to form a development constraint. The scheme appears to allow the retention of trees in the surrounding garden space as well as the introduction of new planting, and the property is well screened by tall coniferous hedging. The hedge adjacent to the public footpath is currently the subject of a high hedge remedial notice, and is to be maintained at 8m in height.

Conclusion

The revised proposals are considered to have satisfactorily overcome the previous Inspector's concerns, and would not now have a detrimental impact on the character and appearance of the area, on the amenities of neighbouring properties, nor on parking and road safety in adjacent roads.

as amended by documents received on 30.01.2017

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT

and the following conditions:

1 (i) Details relating to the

- **Appearance**
- **Landscaping**
- **Scale**

shall be submitted to and approved by the Local Planning Authority before any development is commenced.

(ii) Application for approval of the details referred to in paragraph (i) above must be made not later than the expiration of three years beginning with the date of this decision notice.

(iii) The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the details referred to in paragraph (i) above, or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: No such details have been submitted and to comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

2 The landscaping details, which shall include the materials of paved area and other hard surfaces, submitted in accordance with condition 1 (details required) and subsequently approved in writing by the Local Planning Authority shall be implemented in the first planting season following the occupation of the buildings or the substantial completion of the development whichever is the sooner.

Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species to those originally planted.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

3 Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

4 Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area

5 Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan

6 No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan

- 7** 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 approved details 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 T3 of the Unitary Development 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.

- 8** Parking bays shall measure 2.4m x 5m and there shall be a clear space of 6m in front of each space (or 7.5m if garages are provided) to allow for manoeuvring and these spaces shall be permanently retained as such thereafter.

Reason: In order to comply with Appendix II of the Unitary Development Plan and to the interest of pedestrian and vehicular safety.

- 9** Before any part of the development hereby permitted is first occupied that part of a sight line of 43m x 2.4m x 43m which can be accommodated within the site shall be provided in both directions at the access and with the exception of trees selected by or the Local Planning Authority no obstruction to visibility shall exceed 1m in height in advance of this sight line, which shall be permanently retained as such.

Reason: In order to comply with Policy T18 of the Unitary Development Plan and to ensure that the proposal does not prejudice the free flow of traffic and conditions of general safety along the adjoining highway.

- 10** While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

Reason: In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the Unitary Development Plan.

- 11** Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

Reason: In order to comply with Policy T7 of the Unitary Development Plan and 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.

- 12 The existing access shall be stopped up at the back edge of the highway before any part of the development hereby permitted is first occupied in accordance with details of an enclosure to be submitted to and approved in writing by the Local Planning Authority. The approved enclosure shall be permanently retained as such.

Reason: In order to comply with Policy T11 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

- 13 Whilst the development hereby permitted is being carried out, provision shall be made to accommodate operatives and construction vehicles off-loading, parking and turning within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority and such provision shall remain available for such uses to the satisfaction of the Local Planning Authority throughout the course of development.

Reason: In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

- 14 Surface water from private land shall not discharge on to the highway. 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 prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 4A.14 of the London Plan and Planning Policy Statement 25.

- 15 Details of the means of privacy screening for the balcony(ies) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details and permanently retained as such.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 16 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 BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 17 The existing buildings on the site shall be demolished and the site cleared within three months of the first occupation of the building hereby permitted.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and to prevent overdevelopment of the site.

18 Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

19 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be retained permanently thereafter.

Reason: To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.