

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

Application No : 15/02006/DET

Ward:
Cray Valley West

Address : Grays Farm Production Village
Grays Farm Road Orpington BR5 3BD

OS Grid Ref: E: 546899 N: 169722

Applicant : Mr Adam Stratford

Objections : YES

Description of Development:

Details of appearance, landscaping, layout and scale pursuant to outline permission DC/14/00820/OUT granted planning permission on 12 March 2015 for Demolition of existing buildings and redevelopment to provide 1,077 sqm of Use Class B1 floorspace in a detached 2 storey building with accommodation in the roof and 45 two storey houses (some with accommodation in the roof) with access road and car parking

Key designations:

Areas of Archeological Significance
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Open Space Deficiency
Smoke Control SCA 20

Proposal

Outline Planning Permission was granted under reference DC/14/00820/OUT on 12 March 2015 for demolition of existing buildings and redevelopment to provide 1,077sqm of use Class B1 floorspace in a detached 2 storey building with accommodation in the roof and 45 two storey houses (some with accommodation in the roof) with access road and car parking. The Outline Permission included approval of access and layout.

Outline Permission was granted subject to 26 conditions covering the following issues:-

- Submission of reserved matters
- Detailed landscaping proposals including boundary treatments
- Tree protection measures
- Submission of external material samples and details of slab levels
- Implementation of parking areas, cycle parking provision, refuse strategy
- Construction management plan, hardstanding and dust control measures
- Details of lighting and site security measures
- Detailed compliance with lifetime homes and wheelchair units
- Technical issues of drainage, land contamination and archaeology

This application seeks Approval for Reserved Matters (Scale, Appearance and Landscaping). It is proposed to provide:-

- 1 two bedroom coach house
- 5 two bedroom houses
- 35 three bedroom houses
- 4 four bedroom houses
- 2.5 storey commercial block fronting Grays Farm Road to the east of the 75 bed care home which is being built out under a separate planning permission by a separate landowner
- Access into the site would be provided from Grays Farm Road with one vehicular access entering the site to the west of the commercial block
- The houses will comprise a mixture of 2 storey and 2.5 storey dwellings
- The business units will be adaptable in terms of their internal layout and will provide facilities for 'start up' enterprises
- The buildings will feature traditional design with red brickwork, cream rendered upper storeys and brown roof tiles
- The landscaping will include the retention of existing mature trees together with extensive new planting

The applicant has submitted the following technical reports to support the application:

Design and Access Statement

This statement sets out the applicants assessment of the site and surrounding area and the rationale for the proposal having regard to relevant development plan policies. The statement confirms the amount of development proposed, parking strategy, refuse and sustainability strategy. The statement discusses the approach to access, landscaping, scale and appearance of the development.

Drainage Strategy

The report states that shallow soakaways are not feasible on this site due to the presence of cohesive soils and potential for deneholes. The development layout approved as part of the Outline Permission does not provide sufficient space for the use of ponds, swales or other SUDs amenity features. It is proposed to connect to an existing sewer in Grays Farm Road at a controlled discharge rate. Preliminary drainage layout plans have been included.

Location

The application relates to a 1.74ha site located on southern side of Grays Farm Road between junction of Grays Farm Road and Croxley Green and Sevenoaks Way (A224). The site has a frontage onto Grays Farm Road of approx. 110m and a maximum depth from north to south of approx. 155m. The site is secured by way of a chain link fence to the front (northern boundary) but there are a number of trees and hedges along the east, south and west boundaries. The site was formerly occupied by a series of linked two storey and single storey buildings with a separate detached two storey building in the south eastern part of the site together with car parking and a substantial area of grassland to the western and southern part of the site. The former buildings on the site were originally erected and used as a primary school and were later used for various business and commercial

purposes mainly falling within Classes B1 and B8 of the Use Classes Order. Demolition has now taken place and the site is being prepared for redevelopment.

The site adjoins residential development to the west and south and Grays Farm primary school to the east. The wider area comprises mainly housing to the north and a mixture of development including commercial/business parks, retail parks and housing to the south.

Consultations

Comments from Local Residents and Amenity Societies

Nearby owners/occupiers were notified of the application by letter. Site notices were displayed and an advertisement was placed in the local press.

At the time of writing this report 1 letter of objection had been received. The following points were raised:-

- The bushes at the end of my garden (on the applicants side of the fence) are so overgrown they have damaged my fence and garden
- I would like the bushes maintained or removed

The applicant has been notified of the concerns raised and has responded as follows:

"I have met with the neighbour concerned to discuss the proposals and to understand her concerns. I explained that during the Outline application great concern was raised from the landscape officer regarding removal of the hedge as it provides a natural buffer between the existing and proposed properties and it is for this reason that it has been shown as retained. With regards to the current state of the hedge, it has become overgrown somewhat into the neighbouring garden and so I have organised for someone cut it back so it would no longer impact on the garden and rear fence. I have also arranged for someone to undertake landscaping works to rectify any damage caused to the neighbouring fence/garden".

Representations received after the publication of this report will be reported at the committee meeting.

Comments from Consultees

Historic England: The current scope of submitted material does not affect the detail of the planning archaeological evaluation of the site.

One of the documents previously submitted was the archaeological specification for a programme of Trial Trench Evaluation prepared by the developer appointed archaeological practice TVAS Ltd dated 16 January 2015.

I previously recommended its approval as a submission of detail towards the satisfying of the archaeology condition via a letter dated 19 February 2015 but relating to application 14/00809. I therefore hereby confirm its approval also applies to application 14/00820 condition 26.

Environment Agency (initial comments): We have reviewed the details submitted and we have the following comments. The site is situated in flood zone 1 and greater than a hectare, under National Planning Policy Framework (NPPF) the application would be acceptable subject to the submission of a suitable drainage strategy. Reviewing the submitted details we note that no detail has been provided in regards to drainage and therefore would not be able to comment on the layout and landscaping without an idea of the proposed surface water drainage. The submitted flood risk assessment (FRA) for the outline application recommended permeable paving and the use of underground cellular storage to provide some storage of surface water prior to discharge. We would recommend the use of SuDS (Sustainable Drainage Systems) to help reduce surface water flooding, provide benefits to habitat, water quality and amenity.

We would recommend the inclusion of soakaways and detention ponds which can increase amenity and biodiversity on site. Green Roofs and rainwater water recycling could be considered as a way to minimise potable water consumption and we would encourage where practicable other SuDS to benefit the site in both amenity and surface water reduction. Further information on SuDS can be found below: 1. Sustainable Drainage Systems-design manual for England and Wales 2. CIRIA C697 document SUDS manual 3. the Interim Code of Practice for Sustainable Drainage Systems. The Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SUDS. The Interim Code of Practice is available on both the Environment Agency's website: www.environment-agency.gov.uk and CIRIA's website: www.ciria.org.uk Publication: 'Designing for exceedance in urban drainage' (CIRIA C635).

Thames Water: Comments awaited

Highways (initial comments): This is a detailed application for a mixed B1 and residential development. There is also an application for a care home on part of the site which is the subject of another application (14/00809). The site is within a low (2) PTAL area.

This application has 1077m² B1 floor space with 23 car parking spaces. There is no parking standard in the UDP for this but using the next available figure, and the maximum shown in the London Plan, (1 space per 100m²) would give 11 spaces and so the provision is in excess of that. However looking at the TRICS data provided, the parking accumulation is well in excess of 23 vehicles during the morning peak which means that, if this is a good approximation, there will be parking on Grays Farm Road or the new access road. The peak arrival will coincide with the drop off for the school when short term parking in Grays Farm Road increases dramatically.

This proposal is the same as outline application i.e. for 45 houses but now with 80 spaces. 1.8 spaces per unit as the car parking spaces have been reduced by 8. The applicant has now indicated the size of the houses in this proposal. The requirement as per UDP is 69 parking spaces and the applicant has proposed 11 visitor parking spaces. The parking provided is in excess of the standards in the

UDP, so this is satisfactory, however, please ask the applicant how shared parking is going to work.

Routing for refuse vehicles should be configured so that the refuse collection can be made without the need for the vehicle to reverse as turning heads may be obstructed by parked vehicles and reversing refuse vehicles create a risk to other street users. The refuse vehicles used by LBB are 10.280m long and 2.550 wide. Please ask the applicant to provide Swept Path Analysis for refuse vehicles and delivery lorries through the bends and the turning heads on the main access road. Consideration should be given to widening the road.

There are swept path diagrams in the application drawing number PSE/E4364/2030 but the size of refuse vehicle used is 8.945m which is not acceptable.

The footway next to plot 33 is quite narrow. Please ask the applicant to demonstrate that 1m service margin on Minor Access Way is enough to accommodate the services and also the pedestrians.

If the roads inside the development are offered for adoption then the applicant must submit a relevant Road Safety Audit otherwise just on the access to the development and this has to be agreed in writing by the LPA at appropriate stages of design and construction. The applicant must agree the time of road safety audit with the representative of LBB traffic section.

The sightlines at Grays Farm Road should satisfy the sightline requirements set out in MfS i.e. 43m x 2.4m x 43m or in accordance with the speed of vehicles on the road.

As per The London Plan March 2015 cycle storage requirement is 1 space per studio and 1 x bedroom unit and 2 spaces per all other dwellings, however cycle parking was agreed as part of the outline consent so I would have no further comments on this.

The waste storage and collection arrangements will need to be agreed with Waste Services but from highway point of view I have concerns about how 10.3m refuse lorry would pass through the bends and turning heads to turn around.

Manual for Streets recommends a minimum of 5m and although it allows two cars to pass but can cause issues for larger vehicles particularly if parking takes place near the bends. Please ask applicant to demonstrate that there are no issues on the bends.

In response to these comments additional plans were submitted to show refuse vehicle swept path analysis and an explanation as to why the residential parking provision has been reduced by 8 spaces.

Highways (final comments): There could be an issue with regards to refuse vehicles being able to access site, move around the tight bends and dead-ends. As the internal road is a private road Bromley Highways Department will not be able to

enforce waiting restrictions and refuse collections would be a difficult operation if obstructed by parked cars. The waste storage should be agreed with Waste Services. Conditions recommended (NB: a number of the conditions recommended are already secured on the Outline Permission, additional conditions are recommended for this application).

Tree Officer: The landscaping proposals are satisfactory and I recommend that they are approved.

Environmental Health (Pollution): Contamination issues are being addressed via a condition on the original outline permission. I have no further comments specifically relevant to this submission of details application.

Environmental Health (Housing): I cannot see any major issues with development provided it meets all current Building Regulation standards during construction. However I suggest that the developer considers collection/storage and recycling of rainwater and greywater from the site for WC flushing and site irrigation purposes to help offset the huge demand for freshwater from the new dwellings and production of waste water from water using appliances.

Waste: From a waste collection perspective this is an EOC collection - whereby all waste and recycling is placed at the edge of property for collection - so there is no specific comment with regard to storage arrangements; such as there would be if there were flats.

There is swept path analysis that shows a refuse collection vehicle can navigate the site - but this would be a Highways issue and I understand that Highways has already made comment in this regard. Having said that - I have no concerns given the swept path analysis shows the route is achievable - so am happy for any condition attached relating to waste to be discharged.

Drainage Advisor: The submitted report by Rogers Cory Partnership with Project ref: PSE/E4364/15726 Dated 06/08/2015 is an initial assessment and is not meant to be making any conclusions. The fact that the applicant is discounting the use of soakaways based on the above report is not acceptable. I have accepted the previous strategy carried out by HERRINGTON LTD on the basis that detailed soil investigation in accordance with BRE digest 365 to be carried out to determine the permeability of the soil and eventually make a decision whether infiltration is applicable or not.

The applicant is required to carry out a more detailed soakage test in accordance with BRE digest 365 and if the results reveals that the soil is adequate for infiltration then SUDS (including Soakaways) must be introduced. If the result confirms the soil being cohesive then the use of oversized pipes as well as tanks would be acceptable.

Two conditions have already been attached to the Outline Permission to deal with and a detailed soakage test to be carried out at the later stage.

Planning Considerations

The proposal falls to be considered primarily with regard to the following policies:

Relevant UDP policies include:

H1 Housing Supply
H2 Affordable Housing
H7 Housing Density and Design
H9 Side Space
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
T5 Access for People with Restricted Mobility
T6 Pedestrians
T7 Cyclists
T11 New Accesses
T18 Road Safety
BE1 Design of New Development
BE7 Railings, Boundary Walls and Other Means of Enclosure
NE7 Development and Trees
IMP1 Planning Obligations

The following Supplementary Planning Documents (SPD) produced by the Council are relevant:

- Affordable Housing SPD
- Planning Obligations SPD

Bromley's Draft Local Plan: Policies and Designations Document has been subject to public consultation and is a material consideration (albeit it of limited weight at this stage). Policies relevant to this application include:

5.1 Housing supply
5.3 Housing design
5.4 Provision of affordable housing
5.8 Side space
6.3 Social infrastructure in new developments
7.1 Parking
7.3 Access to services for all
8.1 General design of development
8.7 Development and trees
10.1 Sustainable waste management
10.3 Reducing flood risk
10.4 Sustainable urban drainage systems
10.6 Noise pollution
10.7 Air quality
10.10 Sustainable design and construction
10.11 Carbon reduction, decentralise energy networks and renewable energy

Relevant London Plan policies include:

Policy 1.1 Delivering the strategic vision and objectives for London

Policy 2.6 Outer London: vision and strategy
Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.6 Children and young people's play and informal recreation facilities
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 3.10 Definition of affordable housing
Policy 3.11 Affordable housing targets
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13 Affordable housing thresholds
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
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 self-sufficiency
Policy 5.17 Waste capacity
Policy 5.18 Construction, excavation and demolition waste
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.13 Parking
Policy 7.1 Building London's neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.19 Biodiversity and access to nature
Policy 7.20 Geological conservation
Policy 7.21 Trees and woodlands
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

The London Plan SPG's relevant to this application are:
Accessible London: Achieving an Inclusive Environment (2014)

Housing (2012)

Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)

NPPF (2012) and NPPG(2014)

The National Planning Policy Framework 2012 (NPPF) is also relevant. The NPPF contains a wide range of guidance relevant to application specifically sections covering sustainable development, delivering a wide choice of quality homes, requiring good design, conserving and enhancing the natural environment, decision-taking and implementation. The NPPF makes it clear that weight should be given to emerging policies that are consistent with the NPPF.

The NPPG sets out guidance for dealing with Reserved Matters Applications. The guidance makes it clear that an assessment should only be made in respect of the matters that have been reserved and conditions relating to anything other than the matters to be reserved can only be imposed when outline planning permission is granted. The only conditions which can be imposed when the reserved matters are approved are conditions which directly relate to those reserved matters

Planning History

DC/12/00776/OUT: Demolition of existing buildings. Mixed use development comprising 2 two storey buildings for Class B1 use (total 2302sqm) with car parking and 52 two storey houses (some with accommodation in roof) with car parking. **Pending determination (subject to completion of s106)**

DC/14/00820/OUT: Demolition of existing buildings and redevelopment to provide 1,077sqm of use Class B1 floorspace in a detached 2 storey building with accommodation in roof and 45 two storey houses (some with accommodation in roof) with access road and car parking. **Permitted**

DC/14/00820/CONDIT: Details submitted in relation to planning permission ref. 14/00820/OUT -Condition 6 - arboricultural method statement, Condition 7 - arboricultural consultant, Condition 15 - construction management plan, Condition 21 - contaminated land assessment, Condition 26 - archaeological evaluation. **Conditions discharged.**

Relevant History for Adjacent Site

DC/14/00809/FULL1: Demolition of the existing buildings and redevelopment to provide a 75 bedroom care home with landscaping and associated car parking. **Permitted**

Conclusions

The main issues to be considered are:

- Principle of Development
- Design Issues - Scale and Appearance (Including Standard of Accommodation)
- Landscaping (Including Impact on Trees and Ecology)
- Highways and Traffic Issues (arising from the detailed submission)
- Neighbouring Amenity (arising from the detailed submission)

Principle

The principle of the development has been established by virtue of the Outline Permission. The amount of development, number of dwellings, size mix and density was established as part of the Outline Permission.

The plans submitted as part of this Reserved Matters application are largely in accordance with the Outline Permission save for the following alterations to layout and parking.

Amended layout by virtue of slight alteration to the position of the following properties. This has arisen as a result of detailed/technical design development:-

- Re-arrangement of parking area for commercial block - no change to number of commercial spaces
- Reduction in residential spaces (8 less)
- Plots 3-5 (previously staggered with Plots 1 and 2) brought into line with Plots 1 and 2 which means they are 4m closer to the western boundary
- Plots 6-10 moved 3m closer to the west boundary
- Plots 11-13 moved 2m further away from the west boundary
- Plots 18 and 19 repositioned from a north-south axis to an east-west axis to accommodate root protection zones for existing trees. This will bring the properties significantly closer to the boundary with the school but much further away from the shared boundary with residential properties
- Plots 20-22 moved 1.0m closer to the east boundary
- Plot 25 (previously staggered) brought into line with Plots 23 and 24
- Plots 38 and 39 moved 1m further away from the east boundary
- Plots 43-45 moved 1.0m closer to east boundary
- Internal access road increased in width by a maximum of 3m

It is considered that the above amendments to the original approved layout are minor in their nature; the amendments do not change the number or size of dwellings or overall layout of the site in terms of access and general layout of units. Appropriate side space would be retained between the new dwellings internally within the site and in relation to site boundaries in accordance with Policy H9 and whilst some of the units would be located closer to the site boundaries the difference is not so great that it would result in any additional impact on neighbouring amenity beyond that deemed to be acceptable at Outline stage. The closest properties would be located 9m from boundaries shared with residential dwellings, this is a relationship that was accepted at Outline stage. Furthermore it is noted that Condition 2 attached to the Outline Permission requires the submission of a detailed layout plan. Consequently despite the amendments to the layout this Reserved Matters proposal is considered to comply with the Outline Permission.

Design (Scale and Appearance)

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. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design

for all development, including individual buildings, public and private spaces and wider area development schemes.

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. UDP Policy BE1 sets out a list of criteria which proposals will be expected to meet, the criteria is clearly aligned with the principles of the NPPF as set out above. The key elements of design are assessed below.

The layout of the site has already been agreed under DC/14/00820/OUT. The approved plans show some amendments to the layout (set out above) but the general arrangement of the site is as originally approved. The proposed dwellings are set within reasonable plots, well related to one another and the site boundaries. The family dwellings would benefit from appropriately sized front and rear gardens with a sufficient amount of soft landscaping around the perimeter of the site, between the new plots and along the internal routes and parking areas. A minimum of 1m side space would be retained between the individual terraces and properties adjacent to site boundaries.

Access into the site would be provided from Grays Farm Road, the access route into and within the site is clear and legible. This is an acceptable approach that reflects the approved Outline Permission.

This site lies in a mixed use area comprising a two storey school building to the east with industrial development beyond and residential development to the north, east and west. The residential development comprises predominantly 2 storey terraced and semi-detached dwellings set within spacious plots, many of the dwellings have roof extensions. The proposal comprises a mix of 2 and 2.5 storey buildings which is considered to be an appropriate scale for this area taking into account the surrounding development and established character of the area.

The proposed architectural treatment and materials pallet is of fairly traditional design with pitched roofs, gables and small dormers that will be well contained within the roofslope and a regular arrangement of fenestration and porches. The materials chosen (brick/render) are robust and will stand the test of time.

It is appropriate to secure material samples in order to ensure high quality execution; a condition has already been attached to the Outline Permission in this respect.

Overall the proposal is considered to represent a good quality design that would complement the established character of the area in accordance with relevant design policies listed above.

Site Security

Secure by Design principles have been considered as part of the design process. The layout and position of buildings within the site has been designed to maximise activity and natural surveillance within the site. Parking areas are well overlooked. Conditions in respect of Secure by Design and lighting have been attached to the Outline Permission.

Housing Issues

The proposed size and tenure of the development has already been agreed under the Outline Permission. However, it is appropriate to consider the standard of accommodation to be provided now that detailed plans have been submitted.

The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out baseline and good practice standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including cycle storage facilities) as well as core and access arrangements.

Table 3.3 of the London Plan and Standard 4.1.1 of the SPG sets out minimum space standards for new development. For 2 storey houses the standards require 1bed2person units to be a minimum 50 sqm, 2b4p units to be 83 sqm, 3b4p unit to be 87 sqm, 3b5p unit to be 96 sqm, 4b5p units to be 100sqm and 4b6p units to be 107 sqm. For 3 storey houses the standards require 3b5p unit to be 102 sqm, 4b5p units to be 106sqm and 4b6p units to be 113 sqm. All of the units meet the minimum unit sizes.

All units would be capable of meeting lifetime homes standards and would be afforded a good layout providing a good standard of accommodation in terms of outlook, privacy, daylight/sunlight and general amenity. All units would benefit from reasonably sized private gardens.

10% of units should be designed as wheelchair dwellings; this application confirms that the wheelchair dwellings would be located at Plots 1, 13, 40, 41 and 42. Detailed plans have not been provided to show compliance with wheelchair standards but compliance is secured by way of a condition that has been attached to the Outline permission in this respect.

It will be necessary for all units to be provided with cycle, refuse and recycling storage facilities that are secure, covered and well located in relation to the

dwelling. There is adequate space within the site for such facilities to be provided and appropriate conditions have already been attached to the Outline Permission.

Landscaping and Trees

Landscaping is an integral part of the development and is fundamental to ensuring that the development responds appropriately to the character of the site and surrounding area and provides a high standard of amenity for future occupiers.

The proposal offers a good amount of soft landscape compared to built form reflecting the indicative details provided at Outline stage. Areas of soft landscape with new tree planting will be provided along the northern boundary in front of the commercial block, existing hedges/trees and shrubs will be retained along the south and west boundaries complemented by new tree and hedge planting. Within the site it is proposed to provide a communal soft landscaped space (476 sqm) between Plots 5 and 6, as well as a number of new trees, shrubs and hedges throughout the site helping to break up the car park areas. Numbers and species of plants have been identified.

Hard landscape treatment will comprise Marshalls Tegular Block Paving (red/charcoal) for the vehicular access routes with car parking delineated by Marshalls concrete block pavers (grey) and footpaths delineated by Marshall smooth flag paving stones (buff). The proposed materials are hard-wearing, appropriate for vehicular and pedestrian traffic and are appropriate in visual terms.

Internally within the site boundary treatments have not been identified but a condition is already attached to the Outline permission in this respect.

The approach is considered to be suitable and will facilitate a high quality landscaping treatment. Full planting details have been provided but a condition has already been attached to the Outline Permission requiring submission of a detailed landscaping strategy. The condition doesn't cover maintenance or play space and ecological requirements (discussed below) and insufficient detail in these respects has been provided as part of the Reserved Matters, consequently a further condition is recommended.

Based on the Mayor's play space SPG, there is a child play space requirement of 208sq.m and a need to provide onsite facilities for under 5 year olds. This has not been addressed in the submission although there is space within the site for such facilities to be accommodated, consequently a condition is recommended.

There are a number of tree protection conditions attached to the Outline Permission.

The Council's Landscape Officer has confirmed that the proposals are acceptable.

Ecology

As part of the consideration of landscaping it is appropriate to consider ecological impact. The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; minimising impacts on biodiversity and providing net gains in biodiversity where possible. The NPPF addresses ecology in

paragraph 109 which states, the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged. UDP Policies NE3 and NE4 seeks to protect wildlife features and protected species requiring development proposals to incorporate appropriate mitigation where damage may occur.

It is entirely appropriate that a development of this nature and scale should enhance opportunities for ecology and biodiversity as part of the redevelopment. A large proportion of the site would comprise soft landscaped areas which will help to enhance opportunities for biodiversity. It is also appropriate to require the development to incorporate log piles, bird and bat boxes as part of the detailed landscape strategy. This should be controlled by way of an additional condition attached to this permission.

Subject to suitable conditions as recommended below the proposal is considered to adequately address ecology and biodiversity.

Highways and Traffic Issues

Whilst access and layout have already been approved as part of the Outline Permission it is appropriate to consider any highways impacts arising from the detailed submission.

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. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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

This application proposes a reduction in car parking spaces compared to the Outline scheme (reduction of 8 spaces). However, the proposed parking provision for residential and commercial elements still exceeds UDP standards and is therefore considered to be acceptable. Conditions have already been attached to the Outline permission to control parking and access.

Refuse

Refuse storage for the houses will be provided within the curtilage of each property. There is adequate space for bins and recycling. Refuse collection vehicles will enter the site for collections from the houses. In response to initial concerns raised by the Councils Highways Officer further information was submitted in respect of swept path analysis diagrams to show how refuse vehicles could access the site. The Councils Waste Team has confirmed that there are no outstanding concerns about the size and location of the waste collection points proposed or collection arrangements. Implementation of the refuse arrangements should be secured by condition; an appropriate condition has already been attached to the Outline Permission.

Impact on neighbouring amenity

Policy BE1 of the UDP 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 principle of the development has already been established by virtue of the Outline Permission where the amount of development and layout was agreed. The plans submitted with the Reserved Matters include changes to the layout as set out earlier in this report. However, the changes would not give rise to an increase in harm to neighbouring amenity as similar distances would be retained between the new dwellings and shared boundaries as those shown in the Outline application. Whilst there may be some potential for mutual overlooking between the new dwellings and neighbouring developments it is not considered that the level of harm that could occur is significant enough to warrant refusal of this application. There are often instances of overlooking in suburban locations such as this and it is considered that sufficient back to back distances will be retained to prevent an unacceptable level of overlooking or loss of privacy.

Given the siting and scale of proposed buildings in relation to the existing surrounding development it is not considered that the proposal would give rise to an unacceptable level of overshadowing or loss of light. Furthermore the proposal would not be overbearing or give rise to harm by way of loss of outlook.

It is recognised that during construction of the development there could be a significant amount of noise and disturbance from construction related activity including vehicular traffic. Construction related noise and activity cannot be avoided when implementing a development of this nature and scale. This is a relatively short term impact that can be managed as much as practically possible through measures such as a Construction Logistics Plan (CLP), dust prevention measures and control of construction hours. Such matters can be controlled by conditions already attached to the Outline Permission.

The concerns raised by the neighbour in respect of damage to her boundary treatment as a result of poor maintenance of the existing hedgerows on the site have been duly considered as discussed with the applicant as set out above. It is considered that a satisfactory solution has been reached.

Other Considerations

Flooding, drainage, sustainability, air quality and land contamination has already been addressed by way of conditions attached to the Outline Planning Permission.

Planning Obligations

The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled.

The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:

- (a) Necessary to make the development acceptable
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development

Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis, making it illegal to secure a planning obligation unless it meets the three tests. From 5th April 2015, it is necessary to link pooled obligations to specific projects in the Borough.

In this instance the following obligations were secured as part of the Outline Permission:-

- Provision of an offsite affordable housing payment.

Environmental Impact Assessment

As part of the assessment of the Outline application the Council confirmed that this development does not amount to EIA development. It is not considered that there would be any significant environmental effects arising from the Reserved Matters taking into account the technical reports submitted with the Outline Permission and appropriate mitigation already secured.

Summary

The proposed redevelopment of the site has already been approved by virtue of the Outline Permission. This application for Reserved Matters (scale, appearance and landscaping) raises issues associated with the height, scale and mass of the development, detailed design including architectural appearance and standard of accommodation to be provided for future occupiers and landscaping. In that context the application must be assessed in terms of its impact on the local environment, the highway network and residential neighbouring properties. This report has considered those matters in the light of adopted and emerging development plan policies and other material considerations including statutory consultee responses. Officers consider that, with the recommended mitigation, planning conditions and obligations already secured as part of the Outline

Permission together with those additional conditions recommend below, the proposal represents an appropriate form of development.

Background papers referred to during the production of this report comprise all correspondence this application and relevant history files, excluding exempt information.

RECOMMENDATION: PERMISSION Subject to conditions set out below:

- 1 The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:**

Drawings Nos. P113, P116, P117, P118, P119, P120, P121, P122, P123, P124, P125, submitted 01 May 2015;

Drawings Nos. S101 Rev A, S102 Rev A, 14100/C101C, 14100/C102C, PSE/E4364/201, 202, 203, P102 Rev B, P114 Rev A, P115 Rev A, P310 Rev A, P311 Rev A, P312 Rev A, BLC150122 Rev D, BLC150124 Rev D, Design and Access Statement and Planning Statement submitted 08 June 2015;

Drawing Nos. PSE/E4364/206 and 207 and Emails from the Applicant clarifying highways issues submitted 31 July 2015 and

Drainage Strategy Report submitted 07 August 2015

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority when judged against development plan policies in the London Plan 2015 and UDP 2006.

- 2 (i) Prior to commencement of Development a road safety audit on the access and works to the highway in front of the site shall be submitted to and approved in writing by the local planning authority.**

(ii) Prior to occupation of the Development a road safety audit on the access and works to the highway in front of the site shall be submitted to and approved in writing by the local planning authority.

(iii) The development shall be implemented in full accordance with the details approved under parts (i) and (ii)

Reason: In the interests of road safety and in accordance with Policy TR18 of the UDP.

- 3 A detailed scheme of landscaping which shall include**
- Details of bird and bat boxes
 - Details of log piles
 - Details and samples of any hard surfaces (NB: No loose materials shall be used for surfacing of the parking and turning area hereby permitted)
 - Proposed plant numbers, species, location and size of trees and tree pits,
 - Play equipment for the areas identified within the plans hereby approved
 - Furniture and lighting
 - Finished levels related to AOD and
 - Details of the management and maintenance of the landscaping for a period of five years

shall be submitted to and approved in writing by the local planning authority prior to construction of any above ground works.

(ii) The approved landscaping scheme shall be implemented in full and all planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (i). Any trees or plants which within a period of five 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 similar size and species.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies BE1 and NE7 of the UDP.

- 4 No loose materials shall be used for surfacing of the parking and turning area hereby permitted.**

Reason: In the interests of Highway Safety and to comply with Policy T18 of the UDP.

You are further informed that :

- 1 You are reminded that the conditions of the outline permission still apply and must be complied with.**
- 2 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be**

obtained by telephoning the Highways Customer Services Desk on the above number. Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.

- 3** You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

- 4** You are advised that in respect of drainage provision it is not acceptable to conclude at this stage that the use of soakaways is not acceptable. Conditions 16 and 23 attached to Outline Permission DC/14/00820/OUT seek to secure detailed drainage proposals for the site. When it comes to discharging those conditions a detailed soil investigation in accordance with BRE digest 365 must be carried out to determine the permeability of the soil and eventually make a decision whether infiltration is applicable or not.

You are required to carry out a more detailed soakage test in accordance with BRE digest 365 and if the results reveal that the soil is adequate for infiltration then SUDS (including Soakaways) must be introduced. If the results confirm the soil as being cohesive then the use of oversized pipes as well as tanks would be acceptable.