

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

Application No : 15/03470/FULL1

Ward:
Copers Cope

Address : 56 Copers Cope Road Beckenham
BR3 1RJ

OS Grid Ref: E: 536898 N: 170570

Applicant : Ktesius Beckenham LLP

Objections : YES

Description of Development:

Demolition of existing dwelling and replacement three storey building plus basement comprising 5 one bedroom and 4 two bedroom apartments, undercroft and external car parking, bicycle parking and refuse/ recycling store

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Local Distributor Roads
Open Space Deficiency
Smoke Control SCA 12

Proposal

Planning permission is sought for the demolition of existing dwelling and replacement with a three storey building plus basement comprising 5 one bedroom and 4 two bedroom apartments, undercroft and external car parking, bicycle parking and refuse/ recycling store

The accompanying Design and Access Statement describes the design as based on the form of the existing building and the larger properties in Copers Cope Road and is a modern interpretation of late Arts and Craft style architecture common to the area.

The building footprint will measure approximately 16.5m width and 17.5m depth at ground level at its maximum extents. The height of the building will be 11m at the highest ridge point comparative to the existing building. The roof structure is pitched with a central flat area shown as a 'green roof' with three sections of 20 PV panels.

The footprint of the building has been arranged centrally on the site with a 1.4m gap to the boundary with No58 and 1.2m gap to the boundary with No56a. An undercroft parking area is located underneath the footprint of the building accessed

via a vehicular ramp from the front curtilage. This will accommodate 8 spaces with an additional area for 15 cycle spaces. Two further spaces are located in the front curtilage including one disabled space. The remaining area accommodates a bin store and soft landscaping.

The proposed materials are indicated to include a mixture of fairfaced brick, hanging tiles or slates, precast cladding panels and preformed boarding panels and polyester powder coated aluminium windows.

Location

The site is located on the east side of Copers Cope Road and currently comprises a large detached two and three storey residential building with accommodation over three floors with extensive rear gardens extending eastwards and a hard landscaped front curtilage.

To the immediate rear of the site is an area of Metropolitan Open Land forming part of the Crystal Palace football training ground. The area immediate behind the site boundary is hard landscaped.

To the rear and south of the site are the garages and parking area to flats located at No26 Brackley Road.

To the south of the site is the Copers Cope Conservation which borders the southern boundary to No's 56a and 56b which adjoin the site.

Opposite the site are large Victorian detached and semi-detached properties and one infill maisonette property dating approximately from the 1960's. Generous spatial standards exist in the immediate area of the site.

Further to the north there are town house terrace blocks at originally No's 58 and 60 with four houses on each site replacing the original dwellings.

Consultations

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

- o Objection to another development and loss of a character house.
- o Replacement building will lack character details of other buildings in the vicinity.
- o The replacement building is not suitable in this area but more suitable to other areas.
- o Concerns regarding noise, pollution and disturbance from construction.
- o No of vehicles using access too excessive for Copers Cope Road with potential for accidents.
- o Construction of a block style house will contribute to the destruction of the character of the area.
- o Questions why the existing building cannot be converted to flats. The additional flats are purely for developer profit.

- o Concern regarding the adequacy of the vehicle access.

Comments from Consultees

Technical highways: The site is located to the north of Copers Cope Road. Refuse storage is indicated which is acceptable. The gradient shown in the drawing No FJK_112 Rev A now conforms to LBB highway design criteria for new development in Design Manual for Development, January 1998 as the first 3m of the ramp next to the footway is not steeper than 1:20 prior to entering the highway and then the ramp gradient is 1:10.

Environmental Health - Pollution: No Objection

Crime Prevention Design Officer: The development shall follow the principles of Secure by Design.

Drainage: This site is within the area in which the Environment Agency - Thames Region require restrictions on the rate of discharge of surface water from new developments into the River Ravensbourne or its tributaries. This site appears to be suitable for an assessment to be made of its potential for a SUDS scheme to be developed for the disposal of surface water.

Thames Water: No objections.

Planning Considerations

The most relevant London Plan policies are as follows:

- 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 self-sufficiency
- Policy 5.17 Waste capacity
- Policy 5.18 Construction, excavation and demolition waste
- Policy 5.21 Contaminated land
- 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 7.8 Heritage assets and archaeology
Policy 7.14 Improving Air Quality
Policy 7.17 Metropolitan Open Land
Policy 7.19 Biodiversity and access to nature conservation
Policy 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

Housing: Supplementary Planning Guidance. (November 2012)

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

BE1 Design of New Development
BE7 Railings, Boundary Walls and Other Means of Enclosure
H1 Housing Supply
H7 Housing Density and Design
H9 Side Space
NE7 Development and Trees
G2 Metropolitan Open Land
G6 Land Adjoining Green Belt or Metropolitan Land
T3 Parking
T7 Cyclists
T18 Road Safety

The Council's adopted Supplementary Planning Guidance (SPG) documents are also a consideration in the determination of planning applications. These are:

SPG1 General Design Principles
SPG2 Residential Design Guidance

Relevant Planning History

15/01536/FULL1: Demolition of existing dwelling and replacement four storey building plus basement comprising 3 one bedroom and 7 two bedroom apartments, undercroft and external car parking, bicycle parking and refuse/ recycling store.
Withdrawn 23/9/15

This previous application was withdrawn following Officer advice with regard to the replacement building being bulky, over-dominant in the street scene and unsympathetic to the scale of surrounding development and seriously harmful to the outlook and amenities of neighbouring occupiers. Concerns were also raised with regard to vehicle movements in the basement car park area.

The scheme now presented is a substantially reduced scheme to address these concerns.

Conclusions

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

- o Principle of Development
- o Design
- o Standard of Residential Accommodation
- o Highways and Traffic Issues
- o Impact on Adjoining Properties
- o Sustainability and Energy
- o Ecology and Landscaping

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

Principle of Development

Housing is a priority use for all London Boroughs. Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing choice in the London Plan (2015) generally encourage the provision of redevelopment in previously developed residential areas 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 H7 of the UDP advises that new housing developments will be expected to meet all of the following criteria in respect of; density; a mix of housing types and sizes, or provides house types to address a local shortage; the site layout, buildings and space about buildings are designed to a high quality and recognise

as well as complement the qualities of the surrounding areas; off street parking is provided; the layout is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles; and security and crime prevention measures are included in the design and layout of buildings and public areas.

Residential dwellings lay to the north, south and west of the site with open recreational land to the rear designated as Metropolitan Open Land (MOL). The site is currently developed for a less dense residential use. Therefore, in this location the Council will consider residential 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. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed. Therefore the provision of the new flatted dwelling units on the land is acceptable in principle 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, sustainable design and energy, community safety and refuse arrangements.

Density

The density of the proposal would be 61 units per hectare (u/ha). Table 3.2 of the London Plan sets out the appropriate density range for a site with a PTAL of 1a in a suburban area as 40-65 u/ha.

Given, the density of the proposal is within the guided density criteria the amount of development on site is considered suitable at this location.

Design, Siting and Layout.

Policy G2 of the UDP states that openness and visual amenity of the MOL shall not be injured by any proposals for development within or conspicuous from the MOL which might be visually detrimental by reasons of scale, siting, materials or design. Policy G6 of the UDP states that a development proposal on land abutting either the Green Belt or Metropolitan Open Land, will not be permitted if it is detrimental to the visual amenity, character or nature conservation value of the adjacent designated area. Given the height of the replacement building being comparative to the existing building adjacent to other buildings in the locality of similar scale, it is not considered that there will be any injurious effect to the visual amenity or character of the adjacent MOL.

Policies 3.4 and 3.5 of the Further Alterations to the London Plan (March 2015) (FALP) reflect the same principles. Policy 3.4 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 predominant character of this part of Beckenham is of large detached and semi-detached houses and apartment blocks on substantial plots, in a mature landscaped setting. This includes the properties along Copers Cope Road, in particular those within the adjacent Conservation Area, which comprises a number of original Victorian and Edwardian villas, with large mature rear gardens.

The proposed building would be closer in proximity to the side boundaries of the site than the existing building footprint, on its northern boundary by approximately 2m and 0.6m on its southern boundary, filling a greater width of the plot in respect of the resultant separation distances. However, the building has been substantially reduced in scale and mass from the previous withdrawn scheme. The height of the building will now be largely the same as the highest section of the existing building. The third floor will now be partly set in to the roof structure with feature gables and a single part dormer roof to lessen the impact of the buildings scale to the streetscene. On balance, the mass and scale is comparative to other buildings in the locality which helps offset the additional width of the replacement building. As such the reduced separation distance to 1.4m to the north boundary and 1.2m to the southern boundary is considered acceptable and representative generally of the established spatial and individual qualities of the layout of the locality.

To the rear the impact of the upper floors has also been reduced to the southern boundary by the introduction of a stepped in flank wall that lessens the previously overbearing impact of the elevation to No56a Copers Cope Road. The resultant flank wall closest to the boundary will now be reflective of the existing buildings flank wall. Therefore, while the depth of the building is greater its impact on the southern boundary is now considered acceptable. To the northern boundary the depth of the building is also greater in its relationship to No58. However, the rear elevation will align with the rear elevation of No58/58a and therefore even with a closer proximity to the boundary the building is not considered to be unduly overbearing in this direction.

In terms of the design of the new building, the mass and scale as detailed above is proportional and reflective of the architectural typology of similar properties in the vicinity. The elevations have been designed to have steps, gables, recesses and

projections in order to provide visual interest and articulation to the elevation facades. While the design is not traditional in its format the approach is reflective of buildings in the locality by using a similar palette of materials and building design features. Therefore it is considered that the individual design approach of the building is a high quality design that will make a positive contribution to the streetscene and wider locality.

It is noted that there are town house terrace blocks nearby at originally No's 58 and 60 with four houses on each site replacing the original dwelling. These infill schemes dating back to the 1980's and 1960's respectively are not considered good examples of replacement infill development. In response and to protect the local area the Copers Cope Conservation area was designated in 1998 to further protect the area in this regard. It is noted that the site is separated from the boundary to the conservation area By No 56a and 56b on its southern side. Given the acceptability of the building scale and design it is not considered that the proposed scheme results in any degree of harm to the setting of the nearby conservation area.

Standard of Residential Accommodation

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

The floor space size of each of the 9 units ranges between 52.5m² and up to 93.1m² respectively. Table 3.3 of the London Plan requires various sizes of internal areas in relation to the number of persons and bedrooms provided in each unit. On this basis, the floorspace provision for all of the units is compliant with the required standards and is considered acceptable.

The shape and room size in the proposed building is considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specific use.

A lift is provided that will give access from the basement car parking area and cycle storage to all levels of the development.

Policy 3.8 of the London Plan requires 10% of new housing is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. A single unit (Flat 5) is provided which is accessible via the proposed lift and satisfies the Mayors Housing SPG standards for a non-affordable housing unit.

Amenity Space

In terms of amenity space, provision is provided for the two ground floor flats and one basement and ground floor flat within external areas to the rear, front and side of the building. At first and second floor balconies are provided for flats 4, 5, 7, and 8 at 5.3m², 5.7m², 8.1m² and 5.7m² and 1.5m depth respectively. No external space is provided for Flat 6 and 9. A large communal garden area is indicated to the rear to be landscaped with the mature trees retained. This will be for use by all

residents and is accessed from the internal communal circulation areas. While it is noted that the provision for the balconies is below London Plan guideline standards in respect of flats 6 and 9 the provision is broadly acceptable at this location given the large communal area provided.

Car parking

A single parking space is provided for each unit within an undercroft parking area and an additional disabled space and general space within the front curtilage as detailed above. Given the size of the units with a two and one bedroom provision this is acceptable. The Council's Highways Officer has not raised objection in this regard.

The access ramp to the parking area has been amended during the assessment process and complies with the relevant standards regarding highway design criteria.

The London Plan requires that 20 per cent of all car park spaces shall be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future. Further details can be obtained by planning condition in this regard.

Cycle parking

Cycle parking is required to be 1 space per studio and 1 bedroom flats and 2 spaces for all other dwellings. The applicant has provided details of a secure and lockable room in the basement for cycle storage for each unit comprising of 15 spaces. This is considered satisfactory.

Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage for the units in the front curtilage accessed from Copers Cope Road. The location point is considered acceptable within close proximity of the highway.

Impact on Adjoining Properties

Policy BE1 of the Unitary Development Plan states that development should respect the amenity of occupiers of neighbouring buildings and ensure they are not harmed by noise disturbance, inadequate daylight, sunlight, and privacy or overshadowing.

In terms of outlook, the fenestration arrangement will provide mainly front and rear outlook for each unit overlooking amenity space or overlooking the street and will maintain a suitable level of privacy at the intended distances to existing neighbouring property. Flank windows at 600mm width at ground, first and second floor level are to non-habitable bathrooms or secondary windows to bedrooms and living rooms. These windows can be obscure glazed to maintain privacy. A condition is suggested in this regard. A single window to bedroom 2 of Flat 2 on the

ground floor will face the flank wall of No58. This will be below boundary wall height and is not considered to overlook or cause a loss of privacy.

A daylight and sunlight test has been submitted with the application to test the impact of the building in this respect on windows within the flank wall of No58. The results have indicated that the proposal will have an acceptable impact in this regard. Specifically the report addresses the impact to a kitchen window and conservatory and concludes that the average daylight factor exceeds the targets for the rooms use. Officers observed this issue on site and are satisfied that the effect to this window is not significant to entail withholding planning permission.

Sustainability and Energy

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

The applicant has submitted an Energy Performance Statement which outlines that it will be possible for the development to meet these objectives. This approach is welcomed.

An informative is recommended with any approval to ensure that the development strives to achieve these objectives.

Lifetime Homes

The applicant has confirmed that the development will be Lifetime Homes compliant.

Landscaping

An indicative landscaping layout has been submitted as shown on the proposed site plan drawing that details the areas given over to garden for external amenity for future occupiers. No objections are raised in this regard. Notwithstanding this full detail of hard and soft landscaping and boundary treatment can be sought by condition.

Community Infrastructure Levy

The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

Summary

The development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers, subject to suitable conditions. It is considered that the density and tenure of the proposed housing is acceptable and that the development would not be detrimental to the character of the area. The standard of the accommodation that will be created will be good. The proposal would not have an adverse impact on the local road network or local parking conditions. The proposal would be constructed in a sustainable manner and would achieve good levels of energy efficiency. It is therefore recommended that planning permission is granted subject to the imposition of suitable conditions.

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

As amended by documents received on 16.09.2015

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: Section 91, 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 BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 3 Details of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, 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.**

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

- 4 Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and**

drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed 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 Notwithstanding the details hereby approved, no development shall commence until detailed plans at a scale of 1:20 showing the proposed balconies and balustrading have been submitted to and approved 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 appearance of the building and the visual amenities of the area.

- 6 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first 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 substantial 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 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.

- 7 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.

- 8 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.

- 9** 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 5.13 of the London Plan (2015)

- 10** 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 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 (2015)

- 11** 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.

- 12 Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.

Reason:In order to comply with Policy T3 and Appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

- 13 Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 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 5.13 of the London Plan (2015)

- 15 No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to

subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure and to accord with Policy 5.14 of the London Plan (2015)

16 No trees on the site shall be felled, lopped, topped or pruned before or during building operations except with the prior agreement in writing by the Local Planning Authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed with the Authority.

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that as many trees as possible are preserved at this stage, in the interest of amenity.

17 No demolition, site clearance or building works (including trenches, pipelines for services or drains) shall be undertaken until Chestnut Pale fencing not less than 1.2 metres in height has been erected around every tree or tree group on the site shown to be retained on the submitted drawings at the furthest extent of the spread of the canopy of any tree or tree group except where development is hereby permitted within this area. The fence shall be placed so as to exclude the site of the said development but otherwise as far as possible from the trees. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be retained during the course of the building work hereby permitted

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained are adequately protected.

18 No bonfires shall take place within 6 metres of the furthest extent of the spread of the canopy of any tree or tree group shown to be retained on the submitted drawings.

Reason In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

19 No trenches, pipelines for services or drains shall be sited under the spread of the canopy of any tree or tree group shown to be retained on the submitted plans without the prior agreement in writing by the Local Planning Authority.

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

20 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.

21 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.

22 The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings 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 BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.

23 The use of the flat roof on the building hereby approved shall be as set out in the application and no development or the formation of

any door providing access to the roof shall be carried out, nor shall the roof area be used as a balcony, roof garden or similar amenity area.

Reason: In order to prevent any unacceptable loss of privacy to adjoining properties and the area generally and to comply with Policy BE1 and H7 of the Unitary Development Plan.

24 The first and second floor windows to be installed in the north and south flank elevations of the building hereby approved shall be fitted as obscure glazed and retained in perpetuity.

Reason: To avoid overlooking of adjoining properties and consequent loss of privacy thereto and to comply with Policy BE1 and H7 of the Unitary Development Plan.

25 The proposed solar panels shall be installed and fully operational prior to first occupation of the residential units they relate to, in accordance with the plans hereby granted.

Reason: To ensure the development is in compliance with Policy BE1 of the Unitary Development Plan and Policy 5.3 Sustainable design and construction of the London Plan (2015)

26 (a) Prior to any works commencing, full details of living roofs detailed on drawing FJK_115 shall be submitted to and approved in writing by the Local Planning Authority. These details shall include a 1:20 scale plan of the living roof(s) that includes contoured information depicting the extensive substrate build up and a cross section showing the living roof components and details of how the roof has been designed to accommodate any plant, management arrangements, and the proposed photovoltaic panels and fixings.

(b) The development shall be carried out strictly in accordance with the details so approved under (a) and shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority. Evidence that the roof has been installed in accordance with (a) & (b) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.

Reason: To comply with Policies 5.10 Urban greening, 5.11 Green roofs and development site environs, 5.12 Flood risk management, 5.13 Sustainable Drainage and 7.19 Biodiversity and access to nature conservation in the London Plan (2015).

27 The application site is located within an Air Quality Management Area declared for NOx: In order to minimise the impact of the

development on local air quality any gas boilers must meet a dry NOx emission rate of <40mg/kWh.

Reason: To minimise the effect of the development on local air quality within an Air Quality Management Area in line in accordance with Policy 7.14 of the London Plan.

28 (a) Details of the number and location of electric car charging points which shall be provided to a minimum of 20% of car parking spaces with passive provision of electric charging capacity provided to an additional 20% of spaces, shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.

(b) The electric vehicle charging points as approved shall be installed prior to occupation of the development and shall thereafter be retained and maintained in accordance with the details approved under (a).

Reason: To minimise the effect of the development on local air quality within an Air Quality Management Area in accordance with Policies 6.13 and 7.14 of the London Plan.

29 The development hereby permitted shall incorporate measures to minimise the risk of crime. No development shall take place until details of such measures, according to the principles and physical security requirements of Secured by Design, have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is occupied and thereafter retained.

Reason: In the interest of security and crime prevention and to accord with Policies H7 and BE1 of the Unitary Development Plan.

INFORMATIVES

You are further informed that :

1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.

2 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from

Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

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.

3 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk

4 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

5 Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

6 Surface Water Drainage: With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior

approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

7 Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should the proposed building work fall within 3 metres of these pipes it is recommended that Thames Water is contacted to discuss their status in more detail and to determine if a building over / near to agreement is required. Contact Thames Water on 0800 009 3921 or for more information visit www.thameswater.co.uk

8 Sewerage infrastructure capacity: Thames Water would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 0203 577 9483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

9 The applicant is advised that the highest standards of sustainable design and construction shall be achieved to improve the environmental performance of the development and to adapt to the effects of climate change. Sustainable design standards are integral to the proposal, including its construction and operation.