

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 15/01031/FULL1

**Ward:**  
**Bromley Town**

**Address :** 2 Riverpark Gardens Bromley BR2 0BQ

**OS Grid Ref:** E: 538815 N: 170232

**Applicant :** Mr Karl Phillips

**Objections :** YES

### **Description of Development:**

Demolition of a derelict shop with disused flat above and 3no. unused garages to create 8 new apartments, associated hard and soft landscaping and the relocation of an electricity sub-station

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Flood Zone 2  
Green Chain Walk  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Smoke Control SCA 3

### **Proposal**

Planning permission is sought for the demolition of a derelict shop with disused flat above and 3 unused garages to create 8 new apartments, associated hard and soft landscaping and the relocation of an electricity substation.

The proposal will be 4 storeys in height.

Eight new flats are proposed as outlined in the following accommodation schedule.

#### Ground floor

2bed 3 person	62.3sqm
2 bed 3 person	63.6sqm

#### First floor

2 bed 3 person	66.2sqm
1 bed 2 person	50.1sqm
2 bed 3 person	64.8sqm

#### Second and third floor ( duplex)

3 bed 5 person	99.6sqm
2 bed 4 person	90.3sqm
2 bed 4 person	94.7sqm

The plans have been amended to show a 1m side space from the southern boundary.

The accompanying Design and Access Statement describes the design as a continuation of the existing 4 storey maisonette block to the north of the site. The proposal will have a brick ground floor which will act as a plinth bedding the development on the site. A section of the first floor will also be brick. The main entrance will be via a set back in the façade with a projecting canopy above.

The height of the building will be 13.1m at the highest point comparative to the building to the north which is 13.6m at its highest ridge point.

All units will have their own private open space in the form of terraces or balconies. A communal garden area to the rear of the building will also be accessible to all residents.

12 cycle spaces are provided cycle spaces are proposed internally and an additional 4 spaces externally.

9 car parking spaces are provided for the development and an additional three spaces will be reprovided, including a disabled bay. . The remaining area accommodates a bin store and soft landscaping.

The proposed materials are indicated to include brick, dark grey/blackened pre-weathered timber vertical cladding .

## **Location**

The site is located on the eastern site of Riverpark Gardens and currently comprises a derelict building that was formerly used for a shop on the ground floor and a flat above which has been vacant and boarded up since 2007. The site also contains 3 unused garages.

A public footpath runs along the southern boundary of the site which crosses the Ravensbourne River which runs alongside the eastern boundary of the site. To the immediate north of the site is a four storey residential block of flats and to the east is Warren Road playing fields. To the south and west of the site, two storey semi detached housing is located.

Further to the north is Summerhouse playing fields and Beckenham Place Park .

The subject site is located within Flood Risk Zone 2.

## **Consultations**

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

- o Loss of amenity space Riverpark Gardens
- o parking pressures
- o existing garages are in use
- o new parking pays will only be for the use of new development. Loss of 5 existing spaces along the estate road.
- o Daylight assessment does not assess existing residents.
- o Concerns regarding noise, pollution and disturbance from construction.
- o extra pressure on waste collection services
- o daylight sunlight issues
- o overlooking from roof terraces
- o inadequate surface water drainage
- o New building is incongruous as it is not compatible in style, colour or shape. It will be an eyesore.
- o Not been vacant since 2007
- o Does not comply with Council's 1m side space requirement
- o It will dominate the Green chain walk.
- o Lost opportunity to incorporate a local shop. No other shops in the area and one is much needed.
- o Impacts on already inadequate recycling facilities
- o Over intense development which will destroy the open plan, harmonious environment of these buildings
- o The substation is currently hidden from sight and does not detract from the estate. The new substation building will destroy the green space.
- o The small 100mm gap between the new development and the existing block 6 - 32 Riverpark Gardens does not meet the 1m side space.

Following the reconsultation of the plans, the same objections remain. The full text of representations received are on the file to view.

### **Comments from Consultees**

Technical highways:

The proposal is located to the east of River Park Gardens; also the site is in an area with low PTAL rate of 1b. River Park Gardens is private and therefore not maintained by LBB.

Proposed vehicular access- The main vehicle access to the site and proposed car parking will be via Riverpark Gardens. It is proposed to modify the local highway adjacent to the development site to accommodate car parking for the development and the removed garages. The car parking is to be provided perpendicular to the carriageway in marked bays. Riverpark Gardens will be modified to ensure a 6m running carriageway behind the bays to provide adequate manoeuvring for vehicles entering and exiting the car parking.

Car parking- During pre-application discussions with this office it was requested that the development provide nine car parking spaces. In addition to the proposed car parking for the development the proposals will re-provide the car parking lost through the removal of the existing garages within the site, although it is understood that they are not currently used. As such, the development will provide 12 car parking spaces on Riverpark Gardens. This is acceptable.

Cycle parking- Nine cycle spaces would be provided; however 15 spaces should be provided.

Environmental Health - Housing:

The plans indicate apartments G.01 and 1.03 will be 2 bedroom 3 person apartments. Both bedrooms in both proposed apartments will have floor areas in excess of 10 sq.m, which means the apartments will be 2 bedroom 4 person apartments.

The minimum recommended GIA for a single storey (2 bedroom 4 person) flat (apartment) is 70 sq.m. The GIA for the proposed single storey (2 bedroom 4 person) apartments G.01 and 1.03 will be approximately 66 sq.m, which is below the minimum recommended.

The living space and kitchen area in the proposed property is combined which is not desirable due to the risk of accidents associated with areas used for food preparation and recreation.

External doors are not included when calculating the natural ventilation provision for a room. Unlike an external window an external door cannot be left open to provide natural ventilation without compromising the security of a property. In winter time leaving it open would also allow excessive heat loss. In summer time leaving it closed would prevent natural ventilation which may result in excessive heat gain in the room.

Environmental Health - Pollution: - no objection subject to conditions.

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

Drainage: The site is restricted with high water table and it's proximity to main river. Recommend the applicant to use permeable paving as well as an attenuation tank to store surface water run-off.

Thames Water: No objections

Environment Agency - No objection subject to conditions

## **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 7.14 Improving Air Quality  
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  
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

No relevant history, however a preapplication was submitted in July 2014

### 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

#### 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.

The subject site is located within an area characterised by residential development. A four storey block of flats are located immediately to the north and two storey dwellings is located to the south and west of the site with open recreational land to the east. The provision of 8 new units on the land is therefore considered to be 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 applicants have submitted that the density of the proposal would be 100 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 an suburban area as 35 to 65 u/ha.

Whilst the proposed density therefore exceeds this range, the London Plan does not preclude development where schemes are above the density range, subject to other criteria that weighs in their favour such as dwelling mix, quality of design. On balance, having regard to the factors summarised in the following sections and the adjacent four storey flats which would be of a similar density, the proposed density could be considered acceptable.

## Design, Siting and Layout.

Policy 3.4 of the London Plan 2015 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 design intention of the scheme is to be a continuation of the existing four storey terrace to the north. There will be a 100mm gap between the existing block and the proposed flank wall. It is understood from the agent that this is typically a 50mm clear cavity, however the 100mm gap is proposed to allow both building tolerances and the need to divert some of the existing extracts on this elevation. A vertical channel between the two buildings to disguise this junction is therefore proposed and this elevation will appear as a continuation.

The mass and scale of the building is comparative to the adjacent block of flats and therefore the reduces separation distance to the northern boundary is considered acceptable and representative of the established spatial and individual qualities of the layout within the immediate context.

The application has been revised during the application process and it is now proposed that the building will maintain a 1m space between the southern flank wall and the boundary. The footpath will also provide an additional natural break and therefore on balance the proposal is considered to be acceptable in terms of achieving the objectives of Policy H9.

In terms of the design of the new building, whilst 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 on balance the individual design approach of the building is of a good quality that will make a positive contribution to the streetscene and wider locality.

Moreover, the fourth floor includes roof terraces located between the individual duplex apartments at this level and therefore helps to break down the visual appearance of the building, reducing its perceived bulk from the west and eastern elevations.

The proposed relocation of the electricity substation is considered to be acceptable in terms of siting and design.

#### 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 8 units ranges between 50.1 m<sup>2</sup> and up to 999.6m<sup>2</sup> 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 proposed units are considered to provide a good internal level of amenity in terms of daylight/sunlight and outlook.

### Amenity Space

In terms of amenity space, provision is provided for all units. The two ground floor units will have private terraces at ground floor level of 62m<sup>2</sup>. The first and second floor units will have balconies ranging between 25m<sup>2</sup> and 35m<sup>2</sup> with the duplex apartments having an additional roof terrace of 109m<sup>2</sup> on the third floor. A further communal landscaped area will be provided to the rear for the use of all residents.

This provision is significantly higher than that required in the London Plan and will provide a high standard of accommodation for future occupants.

### Car parking

The main vehicle access to the site and proposed car parking will be via Riverpark Gardens. It is proposed to modify the local highway adjacent to the development site to accommodate car parking for the development and the removed garages. The car parking is to be provided perpendicular to the carriageway behind the bays to provide adequate manoeuvring for vehicles entering and existing the car parking.

12 parking spaces are provided; nine for the proposed flats and an additional 3 to replace the three lock up garages on the site,

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 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 1 bedroom flat 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 communal refuse storage area will be located on the ground floor which will be naturally ventilated by louvres in the access doors which will face out onto the street. The bins will be located via a dropped kerb opposite the bin store access. 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 the park or overlooking the street and will maintain a suitable level of privacy at the intended distances to existing neighbouring property. No windows are proposed on the flank elevation. The upper floor balconies have 1.8m high privacy screening on the southern elevation to prevent overlooking to neighbouring balconies and gardens. Having regard to the siting, layout, orientation, design and landscaping of the scheme, the proposal would not result in overlooking or any adverse loss of privacy to nearby properties.

A daylight and sunlight test has been submitted with the application which concluded that the proposals would not result in a noticeable change in daylight and sunlight levels to any surrounding property and is therefore considered to be acceptable.

## 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.

Given the proximity of the Ravensbourne River to the south, further conditions could be attached requesting a surface water drainage system.

## Lifetime Homes

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

## Landscaping and trees

The arboricultural report confirms that no trees on or adjacent to the site would need to be removed and provided appropriate tree protection measures are implemented, the proposal would have no adverse impact on any trees.

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.

#### Flood Risk

The site is located within a Flood Risk Zone 2. A flood risk assessment was submitted with the application and subject to mitigation measures, it was concluded that the development should not be at a significant risk of flooding, and should not be susceptible to damage due to flooding.

The Environment Agency were consulted who raised no objections subject to conditions attached to any planning permission.

#### 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 be of a 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.

Having regard to the additional separation between the proposed building and the public footpath to the south, the quality of design and high standard of accommodation for future occupants, Members may consider that, on balance, the scheme may not cause such harm to the character of the area as to warrant a planning refusal. Furthermore, Members are asked to consider that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents.

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 02.11.2015**

**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** No development shall take place until samples of the materials to be used in the construction of the external surfaces of the building, including balcony treatments, hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

**Reason:** In order to secure a visually satisfactory setting for the development.

**3** 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 the interest of visual amenity and the amenities of adjacent properties.

**4** No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include boundary enclosures, paved areas and cycle storage facilities. Hard landscape works shall be implemented prior to the occupation of any part of the development or in accordance with the programme agreed with the local planning authority. Cycle storage facilities shall be permanently retained thereafter. Soft landscape works shall be implemented in the first planting season following first occupation of the flats 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 secure a visually satisfactory setting for the development.

**5** In the interest of visual amenity and the amenities of adjacent properties.

**Reason:** 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 as shall be approved and shall be permanently retained thereafter.

- 6 If any trees are felled in order to implement the development hereby permitted, trees of a size and species to be agreed in writing by the Local Planning Authority shall be planted as replacements in such positions as shall be agreed by the Authority in the first planting season following completion of the development. Any trees which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.

Reason: In order to secure a visually satisfactory setting for the development.

- 7 No demolition, site clearance or building works shall be undertaken, and no equipment, plant, machinery or materials for the purposes of development shall be taken onto the site until an arboricultural method statement detailing the measures to be taken to construct the development and protect trees is submitted to and approved in writing by the Local Planning Authority.

The statement shall include details of:

- o Type and siting of protective fencing, and maintenance of protective fencing for the duration of project;
- o Type and siting of scaffolding (if required);
- o Details of the method and timing of demolition, site clearance and building works
- o Depth, extent and means of excavation of foundations and details of method of construction of new foundations
- o Location of site facilities (if required), and location of storage areas for materials, structures, machinery, equipment or spoil, and mixing of cement or concrete;
- o Location of bonfire site (if required);
- o Details of the location of underground services avoiding locating them within the protected zone
- o Details of the method to be used for the removal of existing hard surfacing within the protected zone
- o Details of the nature and installation of any new surfacing within the protected zone
- o Methods proposed for the watering of the trees during the course of the project

The method statement shall be implemented according to the details contained therein until completion of building works, and all plant, machinery or materials for the purposes of development have been removed from the site.

**Reason:** To ensure that all existing trees to be retained are adequately protected.

- 8** 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.

- 9** 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

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

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

- 11** The proposed refuse storage area as shown on the plans hereby approved, shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

**Reason:** In order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects

**12** The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

**Reason:** To reduce the impact of flooding both to and from the proposed development and third parties

**13** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order), no windows or doors shall be inserted in the southern elevation, or above, of the extension hereby permitted.

**Reason:** In the interest of visual amenity and the amenities of adjacent properties.

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

**Reason:** In the interests of pedestrian and vehicular safety.

**15** 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 interest of the amenities of the adjacent properties.

**16** The application site is located within an Air Quality Management Area declared for NO<sub>x</sub>: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NO<sub>x</sub> 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 with NPPF and Policy 7.14 of the London Plan.**

- 17 An electric charging point 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.**

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

- 18 The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific needs of the application site and the development. Details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted, and implemented in accordance with the approved details. The security measures to be implemented in compliance with this condition shall seek to achieve the "Secured by Design" accreditation awarded by the Metropolitan Police.**

**Reason: In the interest of security and crime prevention.**

- 19 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.**

**Reason: There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters.**

- 20 Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.**



**Reason:** Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

**21** Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

**Reason:** The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

**22** The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Herrington Consulting Limited and the following mitigation measures detailed within the FRA:  
a. Flood resilient construction measures detailed within section 9.3 in the proposed development.  
b. Finished ground floor levels are set no lower than 3235mAOD  
c. The building including balconies shall maintain a distance greater than 8 metres from the river Ravensbourne.

**Reason:** To reduce the risk of flooding to the proposed development and future occupants and to ensure suitable access to the site.

**23** Any boundary fencing or wall must be permeable to allow the site to receive flood flows.

**Reason:** To ensure no flood storage is taken and flood flows displaced to neighbouring sites.

**You are further informed that :**

**1** Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health and 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.