

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

Application No : 15/05113/FULL1

Ward:
**Bromley Common And
Keston**

Address : The Lodge Cowper Road Bromley BR2
9RT

OS Grid Ref: E: 541798 N: 167971

Applicant : Mark Watts

Objections : YES

Description of Development:

Demolition of existing detached dwelling and erection of 3 x two storey, 3 bedroom terraced dwellings and 1 x two storey, 3 bedroom detached dwelling, with associated car parking and landscaping.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 19
Urban Open Space

Proposal

Planning permission is sought for the demolition of existing detached dwelling and the construction of 3 two storey, three bedroom terraced dwellings and 1 two storey, three bedroom detached dwelling with associated car parking and landscaping.

The proposed terrace will have a staggered footprint and comprise three individual dwellings with a principle frontage facing onto Cowper Road and approximate internal widths of 4.8m. The front elevations will be set back between 10m and 12m. A side space of 1.8m is indicated to the boundary with No61a and the rear gardens range between 8.1m and 11m depth. A height of 8.04m is shown to the ridge point. The proposed design is contemporary with proportion and materiality intended to reflect that of the locality.

The fourth house sits adjacent to the south east flank of the terrace separated by a distance of 1m. The principal elevation will face on to Walpole Road with a more traditional design approach opted for, intended to reflect the design of the existing Lodge building. The footprint is set 5.4m increasing to 9.2m from the frontage with Walpole Road and 13m from Cowper Road.

Location

The site at present comprises an 'Arts and Crafts' style detached two storey house set within a generous plot. The site has two frontages; Cowper Road and Walpole Road. The existing house faces both roads at an approximate 45 degree angle, however, the primary frontage is considered to essentially face Cowper Road. To the east of the site is a bowling green/pavilion and the White Hall Recreation Ground which is designated as Urban Open Space. The surrounding area is largely characterised by two storey terraced housing. The majority of surrounding development follows a uniform building line and most of the houses have similar building footprints. There are also a number of trees on the site with a Lime tree, Sycamore and Eucalyptus being subject of a Tree Preservation Order. The site is not located in a conservation area nor is the building listed.

Consultations

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

- o Loss of natural light and sunlight to adjoining neighbouring gardens.
- o Cider Gum tree provides an amenity value to surrounding property and is worthy of continued protection. The scheme ignores the TPO's on site.
- o Proposed design will not maintain the site as a primary entrance in terms of character to the park.
- o Loss of major feature of the local areas character.
- o Concerns that residents have not had long enough to comment due to Xmas period.
- o Quality of elevations is sub-standard and not in keeping with character of the area.
- o Any development of the land will be a sad demise of views of St George's from Walpole Road.
- o Concerns regarding garden depths and loss of trees.
- o Design out of context and unrelated with Victorian properties.
- o Concerns regarding fire transmission between properties and compliance with Building Regulations.
- o Issues regarding adequacy of internal layout of properties.
- o Off set arrangement not appropriate for the site.
- o Concern regarding parking provision and loss of on street spaces.
- o Revised application does not overcome lowering of spatial standards.
- o Site is not urban brownfield but part of the park.
- o Terrace is inappropriate in appearance.
- o Concern regarding loss of trees on amenity and the effects replacement trees will have on amenity.
- o Issues regarding revised access and highway safety.
- o Extra houses will exacerbate the parking problem in the area.
- o Comments regarding the sustainability and drainage aspects of the houses.
- o Over development of the site has not been thoroughly addressed.

A petition has been received with 80 signatures from 65 properties detailing the contact details of residents who have expressed concern about the proposals.

Internal consultations

Tree Officer:

The tree survey submitted in support of the application details the positioning of trees within the site and observations made by the tree surveyor. It is clear that a number of trees to the rear of the plot will be removed to facilitate the construction of four new dwellings. The two protected trees to the front of the site will be retained as part of the scheme. I note the use of a non-dig surface to the front of the site which will form a new access and parking area. I also note the construction of a canopy to cover the parking bays. This addresses post development pruning pressures well.

The Eucalyptus tree (T3005) is proposed to be removed as the tree could not be incorporated into the development. This tree is large and therefore visible from the park to the rear and Walpole Road. The comments in the survey indicate that severe pruning has taken place along one side of the canopy. This would appear to be clearance related pruning above the neighbouring garage. I agree with the statements made in the tree survey that the tree has a limited retention span considering the distance from the boundary and the fact that previous pruning has taken place to an excessive degree. I feel that the tree is no longer worthy of the TPO that protects it with consideration to its poor condition. In these circumstances I would usually encourage that replacement trees are planted in mitigation. However, given the fact that the proposed gardens to the rear of the proposed dwellings will be small size, the tree could not be replaced with the same species. I do not see it paramount to require a replacement tree in mitigation for the loss of T3005 and see the overall scheme as acceptable.

Highway Officer:

The site is within a low PTAL rate of 2. In terms of vehicular access, the proposed access is from Cowper Road via a new and an existing vehicular crossovers leading to the car parking area. The plans indicate 3 to 4 on-street spaces would be lost with the new access. These bays are free bays rather than permit bays so vehicles are unlikely to relocate to permit bays. The applicant must fund the cost of removal of the bays. Furthermore the new access leading to four car parking spaces should be widened to 3.5m to allow vehicles manoeuvre in and out of the site in a safe and convenient manner. In terms of car parking, six parking spaces are proposed for the houses, which is satisfactory in principle. Cycle parking and refuse storage is acceptable in principle.

Environmental Health Officer:

No objections in principle.

Drainage Officer:

No objections

External consultations

Thames Water:

No objections.

Crime Prevention Design Officer:

The project should achieve the physical security requirements of Secured by Design.

Planning Considerations

London Plan

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 7.18 Protecting open space and addressing deficiency

Policy 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

Housing: Supplementary Planning Guidance. (November 2012)

Draft Interim Housing Supplementary planning guidance (May 2015)

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
ER7 Contaminated Land
G8 Urban Open Space
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

Planning History

An application was submitted under reference 11/03801/FULL1 for:

Demolition of existing dwelling and erection of 6 two storey houses with accommodation within roofspace (2 x four bedroom and 4 x three bedroom), with eight car parking spaces, associated landscaping and bin-stores. This application was refused for the following reason:

The proposal constitutes a cramped form of development by reason of the number of dwellings proposed, resulting in an over intensive use of the site and retrograde lowering of established spatial standards and the loss of garden land and general openness of the site which contributed to the character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan, Policies 3.4 and 3.5 of the London Plan and Planning Policy Statement 3: Housing.

This was subsequently dismissed at appeal.

A further application was submitted under reference 13/01063/FULL1 for:

Demolition of existing dwelling and erection of 5 two storey terraced dwellinghouses (4 x three bedroom and 1 x four bedroom), with associated car parking, landscaping, bin-stores and boundary enclosures. An appeal for non-determination was made on this application prior to decision.

The Council resolved to contest the Appeal for the following reason:

The proposal constitutes a cramped form of development by reason of the number of dwellings proposed, resulting in an overintensive use of the site and retrograde lowering of established spatial standards and the loss of garden land and general openness of the site which contributed to the character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan, Policies 3.4 and 3.5 of the London Plan and Planning Policy Statement 3: Housing.

This was also subsequently dismissed at appeal.

The Inspector commented that "the proposal would be more compact, with greater site coverage and smaller rear gardens, than development in the locality. Its site coverage would be increased by the areas of hardstanding to accommodate car parking on the frontage. Even though the density would accord with the density standards set out in Policy 3.4 of the London Plan and Policy H7 of the Bromley Unitary Development Plan, the overall height and width of the appeal properties would accord with those in Cowper Road, and they would be set back from the street, it would still result in a more intensive development than is characteristic in this locality." It was then concluded "that the proposal would result in material harm to the open and leafy character and appearance of the locality"

A pre-application request was submitted under reference PREAPP/14/00416 for demolition of existing lodge building and erection of two storey office building with 9 parking spaces. A response was sent and concluded that the change of use of the site away from being a Class C3 dwelling would be resisted as being both contrary to policy and harmful to the prevailing residential character of the area.

Conclusions

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

- o Principle of development
- o The design and appearance of the scheme and the impact of these alterations on the character and appearance of the area
- o Standard of Residential Accommodation
- o Impact on the amenity of neighbouring properties
- o The quality of living conditions for future occupiers
- o Highways and traffic Issues

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 and the Development Plan welcomes the provision of small scale infill development on appropriate sites

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.

Paragraph 14 of the NPPF sets out 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.

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 east, west and south of the site with open recreational land adjacent and to the rear designated as Urban Open Space. The site is currently developed for a less dense residential use with just one house.

Therefore the provision of the additional dwelling units on the land is acceptable in principle subject to an assessment of the impact of the proposal and in this case intensification of the proposed use of the land on the appearance/character of the surrounding area, the design and layout making suitable residential accommodation, and it provides for car parking, garden and amenity space. Any adverse impact on neighbouring amenity, traffic implications, conservation and historic issues, biodiversity or open space, refuse arrangements will need to be addressed.

Density

The density of the proposal would be 38 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 2 in a suburban area as 35-65 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.

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 the locality as commented on by the Inspector in the 2013 Appeal refusal was that the site significantly contributed to the open and leafy character and appearance of this part of Walpole Road bringing a welcome relief to the tight urban layout of Cowper Road.

Previous schemes for 5 and 6 houses have been considered in light of this and accordingly it was judged that the amount of development, the design and site coverage proposed would considerably alter the identified leafy character with a significant reduction in openness out of character with the sites setting and proximity to Walpole Recreation Ground.

The current scheme has proposed to address this concern with a further reduction in the number houses to four. The footprint of the houses has also been altered on site with a staggered terrace being positioned to face Cowper Road and a single dwelling being sited to face Walpole Road. This has allowed a much greater spacing to be maintained within the site with the flank of the proposed single dwelling being sited the same as the corner point of the existing dwelling footprint allowing a minimum separation of 5.4m and maximum of 9.2m to Walpole Road. As a result it is considered that an acceptable level of openness to the site has been maintained overcoming the previous concerns.

Furthermore, a revised design approach has been adopted by taking two different design approaches in terms of the development of the site. The three unit terrace has been designed respective of adjacent terrace properties in terms of mass, scale and height, also taking cues in terms of fenestration and materials to create a terrace that is not a pastiche of older properties but a more modern representation in keeping with the general character of the area. The detached property takes a more traditional design approach with a reduction in height and scale in

comparison with the terrace and a design that is reflective of the existing Lodge building. The principle elevation, now facing Walpole Road addresses the corner junction and is considered an acceptable response to turn the corner without a blank flank façade previously found unacceptable. With the greater set back and reminiscent design, the proposal is considered to maintain the open and identified leafy character in a successful way addressing previous concerns in this regard. Therefore it is considered that the individual design response to the site is a high quality design that will make a positive contribution to the streetscene and wider locality.

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 houses is 99m² respectively. Table 3.3 of the London Plan requires a Gross Internal Area of 96m² for a two storey three bedroom dwelling house. On this basis the floorspace provision is considered to be acceptable.

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

In terms of amenity space the depth of the rear gardens are of sufficient proportion to provide a usable space for the purposes of a family dwellinghouse.

Car parking

Six parking spaces are provided on site, two linear spaces accessed separately for No63 and four shared spaces comprising two linear spaces for No69 and a single space each for No's 65 and 67 accessed from a separate crossover. The Council's Highways Officer has not raised objection in this regard. Minor concerns regarding the width of the crossover and the impact of the loss of on street parking can be addressed by condition and informative.

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 location for central cycle storage using Sheffield stands. 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 Cowper Road. The location point is considered acceptable within close proximity of the highway. Further details of a containment structure can be conditioned.

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 850mm width at ground level within the end terrace houses are to non-habitable circulation space and secondary windows to dining areas. These windows can be obscure glazed to maintain privacy. A flank window in the detached house is considered similarly. A condition is suggested in this regard. On this basis, it is considered that the dwellings will not result in loss of privacy or overlooking of adjacent property.

Some concerns have been raised regarding loss of light to properties to the north along Cowper Road by the siting of the end terrace between No61a and No61. It is acknowledged that there will be some level of loss of direct sunlight at certain times of year, however loss of daylighting would be minimal given the resultant separation gaps. As such it is not considered that the loss is sufficient to withhold planning permission on this basis.

Trees and Landscaping

The site contains three trees protected by Tree Preservation Orders as detailed above. The proposal will result in the loss of a Eucalyptus tree close to the boundary with No61a Cowper Road. The Council's Arboricultural Officer has reviewed the scheme and has not raised issue regarding the loss of the tree due to its poor condition.

A detailed landscaping layout has also been submitted showing a number of replacement trees on site and also details the areas given over to garden for external amenity for future occupiers. No objections are raised in this regard. Notwithstanding this, implementation conditions for hard and soft landscaping and further details for boundary treatment can be sought by condition.

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.

A Sustainability Statement has been provided that details the efforts made in the proposals to achieve these objectives. This is considered acceptable.

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 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.

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** The landscaping scheme as shown on the submitted drawings 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 a similar size and species to those originally planted.

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

- 6** 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.

- 7** 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.

- 8** No part of the development hereby permitted shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to and approved in writing by the Local Planning Authority.

a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval in writing. The desk study shall detail the history of the sites uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.

b) The site investigation, including relevant soil, soil gas, surface water and groundwater sampling shall be approved in writing by the Local Planning Authority.

c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors, a proposed remediation strategy and a quality assurance scheme regarding implementation of remedial works, and no remediation works shall commence on site prior to approval of these matters in writing by the Authority. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.

d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.

e) Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of the remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of post-remediation sampling.

f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

Reason: In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

9 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 and to accord with Policy 5.13 of the London Plan.

10 Notwithstanding the plans hereby approved no development shall take place until an amended plan has been submitted to and approved in writing by the local planning authority showing the vehicular access to No's 65, 67 and 69 as shown on Drawing 218/06 widened to 3.5m.

Reason: In order to ensure that satisfactory means of access is provided and to comply with the Policy T18 of the Unitary Development Plan.

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 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.

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 Before the development hereby permitted is occupied arrangements shall be agreed in writing with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the vicinity of the site at any time.

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.

15 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.

16 The development shall be implemented in accordance with the Arboricultural Impact Plan submitted and approved as part of the planning application and under the supervision of a retained arboricultural specialist in order to ensure that the phasing of the development accords with the stages detailed in the method statement and that the correct materials and techniques are employed.

Reason: To maintain the visual amenity of the area and to accord with Policy NE7 of the Unitary Development Plan.

17 The first floor windows to be installed in the east and west elevations of the terrace building and west elevation of the detached 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.

18 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.

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.

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 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the forming of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.**
- 6 Waste Comments: 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 your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk**
- 7 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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.**
- 8 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.**
- 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.**