

SECTION '2' – Applications meriting special consideration

Application No : 16/00377/FULL1

Ward:
Penge And Cator

Address : 2 Crampton Road Penge London SE20
7AT

OS Grid Ref: E: 535071 N: 170572

Applicant : Michael Brothers(UK)Ltd

Objections : YES

Description of Development:

Demolition of existing buildings and construction of a three storey building comprising 1 one bedroom, 4 two bedroom, 1 three bedroom apartments and 2 ground floor commercial units (Use Class B1), external car parking, landscaping, bicycle parking and refuse/ recycling store. (The site includes 15-17 High Street, Penge).

Key designations:

Smoke Control SCA 1

Background

Members will note that this application was deferred without prejudice from Planning Committee on 28/4/16 to seek a reduction in the number of units from 6 to 4. The applicant has asked that Members reconsider the scheme for 6 units as previously, taking into account the following comments submitted by the applicant's agent and summarised below.

Concerns were raised about the comments made by Environmental Health Housing. In response the applicant has provided the following comments.

- **Windows to 15 High Street:** These are clearly marked on Drawing 1841-04F as being staircase windows. They are not therefore habitable rooms and no natural light or ventilation is required.
- **Windows to 17 High Street:** The proposed flank wall of the development will be 3m further away from the windows than the current building on site. Right of Light Consulting who produced the BRE compliant report - believe the loss of daylight sunlight to these windows will fall within an 'acceptable' level.
- **Combined kitchen and dining rooms:** The scheme has been carefully designed in accordance with The London Plan and the Housing Standards Policy Transition Statement- Implemented October 2015. Prior to October 2015, The London Plan scheduled specific minimum combined floor areas of living dining and kitchen rooms for dwelling sizes of up to 6 persons. The

current scheme is fully compliant with those standards. This is recent and carefully considered National Policy Guidance on development standards which we work to throughout London and I suggest supersedes the Housing Act 2004's guidance on Health and Safety.

- External recreation space: The development and recreation space has been designed in accordance with the latest National and local published guidance, not the Housing Act 2004. The family unit (flat 1) which is located on the ground floor with access directly to its own private garden of 37m². The communal recreation space of 72m² which is for the upper floor flats is only 17m from the building and is overlooked by the rear windows of the development. Given the very constrained nature of the site this is in our opinion a satisfactory provision of on-site recreation space. It should also be noted that the development has a 'town centre' location and is in close proximity to the public amenity spaces of Crystal Palace Park: 190m, Penge Recreation ground at 300m, Alexandra Recreation Ground at 675m.
- General comment that the site is over-developed. The site has a density of 81 units per hectare compared to the appropriate density range of 55-225 units per hectare. Were we to reduce the scheme to 4 units the scheme would have a lower density (54u/ha) than the lowest level stipulated in The London Plan and would consequently fail to comply with the London Plan. The London Plan specifically states the case for the 'strategic need to optimise housing output'. The density of development and the question as to whether or not a scheme is over-developed should be and is assessed on the basis of compliance with a number of adopted policy standards, relevant to both the national and specifically local context. The current scheme does not fall short on any of those standards. It is difficult therefore to see on what basis the scheme could be considered to be 'overdevelopment'.

The original report is repeated below for clarity.

Proposal

Planning permission is sought for the demolition of the existing buildings at the rear of 15-17 High Street, Penge, known as 2 Crampton Road and construction of a three storey building comprising 1 one bedroom, 4 two bedroom, 1 three bedroom apartments and 2 ground floor commercial units (Use Class B1), external car parking, landscaping, bicycle parking and refuse/ recycling store. The site incorporates No2 Crampton Road and No15-17 High Street, Penge.

The replacement building will effectively link the rear elevation of No 15-17 High Street with No 4 Crampton Road incorporating a three storey element in line with the flank elevation of No 15-17 at 15m width facing Crampton Road and a 2.6m set back three storey element with undercroft vehicle access that sits in line with No4 Crampton Road. Between the two is a curved segment of the building in red brick incorporating feature vertical glazing forming a transitional structural element.

Two B1 units are located on the ground floor facing Crampton Road with direct access from the footway. Parking for six vehicles with one shown as disabled

parking is located to the rear of the site in addition to an enclosed communal garden area. A separate private amenity is provided for the three bedroom maisonette flat on the ground and first floor.

Materials are indicated as yellow stock bricks and grey aluminium framed windows. A green roof is shown to the main part of the building with a double pitched roof shown over the undercroft section of the building incorporating small dormers and roof lights.

Location

The site comprises an irregular 'L' shaped plot located on the eastern side of Crampton Road to the north of the intersection with the Penge High Street. A part one, part two storey building currently occupies the site with a long and relatively narrow strip of vacant land adjoining it to the north. It appears that the site has been used as a builders/merchant yard, mouldings factory and church in the recent past.

The surrounding area to the south by Penge High Street comprises predominantly three storey terrace buildings with commercial uses on the ground floor and residential on the floors above. To the north, both sides of Crampton Road are characterized by two storey residential terraces.

The site is neither listed nor located within a conservation area or an area of special residential character.

Consultations

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

- Over development of a small plot causing rubbish, parking problems and antisocial behaviour.
- Loss of light to houses opposite caused by increased height of building.
- No information regarding use of commercial units.
- Concerns regarding servicing of commercial units
- Comments regarding antisocial behaviour in adjacent and nearby flats.
- Concerns regarding the number of additional people leading to further anti social problems.
- Increase in overlooking.
- Concerns regarding loss of view from adjacent property.
- Contemporary design is inappropriate in street.
- Further reduction of the scale of the scheme is required.

Internal consultations

Arboriculture:

The application is supported with arboricultural information and can proceed in accordance with the protection measures adopted. It is noted that there would be limited opportunity to plant new trees given the design of the plot.

Environmental Health - Housing (summary):

The first and second floor rear elevation rear facing windows to the rear addition of number 15 will be lost. This will affect the natural light and ventilation to the rooms these windows currently serve. The first and second floor rear elevation rear facing windows to number 17 will look out on the new three storey flank elevation of 2 Crampton Road which will block the outlook and view from the rooms with the first and second floor rear facing windows to number 17. Combination of kitchen/dining/living spaces has potential to cause accidents due to multi use of spaces. Children's play space is accessed through car park which is not preferential.

Environmental Health - Pollution:

The Geoenvironmental assessment finds a limited programme of soil sampling is necessary and so I would recommend that details of land contamination is requested.

The site is located within an air quality management area for NOx. Further details are requested by condition.

Highways:

The parking space No.6 is close to the telephone pole which may require relocating. Cycle parking is acceptable. The applicant should be aware the works should be carried out by LBB and funded by the developer. Moreover any redundant crossover should be reinstated to footway level.

Drainage: (summary)

No objections subject to conditions regarding details of SUDS hierarchy.

External consultations

Thames water: (summary)

No objection in relation to sewerage infrastructure capacity and water infrastructure capacity.

Crime prevention:

The application should be able to achieve the security requirements of Secured by Design with the guidance of Secured by Design New Homes 2014, and the

adoption of these standards will help to reduce the opportunity for crime, creating a safer, more secure and sustainable environment.

Planning Considerations

London Plan 2015:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.19 Biodiversity and access to nature conservation
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

Technical housing standards - Nationally Described Space Standard (March 2015)

Unitary Development Plan:

- BE1 Design of New Development
- ER7 Contaminated Land
- EMP5 Development outside Business Areas
- H1 Housing Supply

- H7 Housing Density and Design
- H9 Side Space
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles
Supplementary Planning Guidance 2: Residential Design Guidance

Planning History

86/01352/FUL: Use of premises as offices with ancillary warehousing and storage. Approved 17.07.1986

86/03436/FUL: Single storey side extension and elevational alterations. Approved 14.01.1987

05/04521/FULL2: Change of use to Class D1 for use as meeting room/hall for hire and for educational training; and to internet cafe (Use Class A1). Approved 13.03.2006

15/04996/FULL1: Demolition of existing buildings and construction of a part three/four storey building with accommodation in roof space comprising 4 one bedroom, 2 two bedroom, 2 three bedroom apartments and 2 ground floor commercial units (Use Class B1), external car parking, landscaping, bicycle parking and refuse/ recycling store. Withdrawn 06.01.2016

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 and locality
- o The quality of living conditions for future occupiers
- o Access, highways and traffic Issues
- o Impact on adjoining properties

Principle of development

Employment:

Policy EMP5 states that the redevelopment of business sites or premises outside of the Designated Business Areas will be permitted provided that the size, configuration, access arrangements or other characteristics make it unsuitable for

uses Classes B1, B2 or B8 use, and full and proper marketing of the site confirms the unsuitability and financial non-viability of the site or premises for those uses.

The proposal provides two small commercial units which retains the employment function of the site which is considered acceptable.

Housing:

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

The site is located in a residential location in a residential area where the Council will consider 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 additional 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 81 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 4 in an urban area as 55-225 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, character and appearance.

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 urban character of this part of Crampton Road is one of transition. The properties facing to the High Street at the junction with Crampton Road are three storey ground floor commercial, upper floor residential flat properties. No's 15/17 and No13 at the corner plots of the junction also turn the corner with dual three storey principle elevations facing into Crampton Road in part. To the rear of these sites built scale reduces with ad hoc buildings occupying the rear plot areas adjoining the two storey terrace residential development for the remainder of Crampton Road to the north. The gap between the two built forms therefore allows the opportunity of a transitional scale of development potential to optimise the site taking account of local context and character.

In this case the proposed building has been designed to link the two design forms of the street with compatible scales of development that connect the two storey terrace and three storey corner building in an imaginative and attractive way that

complements the scale and form of adjoining property and retains the transition in townscape character between the High Street and Crampton Road in an acceptable manner which in turn maintains the character and appearance of this section of Crampton Road. The variation in materials, the front building line stagger and different roof forms on each section of the building are components of the design that facilitate this.

The rear elevation of the building will align with the rear elevation of No4 Crampton Road and boundary line between No's 17 and 19 High Street respecting the footprint, layout and scale of adjoining properties when viewed from the rear areas of neighbouring property. Although no separation gaps to adjoining buildings are incorporated, this is reflective of the terrace style built form of the area and is not considered necessary for this site. Accordingly Members may consider that Policy H9 is satisfied in relation to this proposal.

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.

Residential Amenity - Standard of Residential Accommodation

Policy 3.5 of the London Plan and the Housing SPG (2016) 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 should comply with Nationally Described Housing Standards (2015).

The floor space size of each of the 6 units ranges between 51m² and up to 100m² respectively. The nationally described space standards require 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 considered compliant with the required standards and is considered acceptable.

A three bedroom family unit is located to the rear of the ground floor with a separate amenity space which is welcomed. The shape and room sizes in the proposed building are considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specific use.

Amenity Space

In terms of amenity space, separate provision is provided for the ground floor flat as detailed above. A communal garden area at 72m² is indicated to the rear to be landscaped for use by all remaining residents of the one and two bedroom flats. While it is noted that no separate private provision in the form of balconies is provided, given the close proximity of Crystal Palace Park, the provision is broadly acceptable at this location.

Car parking

A single parking space is provided for each unit within a rear located parking area accessed via an undercroft entrance adjacent to No4 Crampton Road. Given the size of the units with mainly two and one bedroom this provision is acceptable. The Council's Highways Officer has not raised objection in this regard.

Servicing for the B1 units will take place from Crampton Road given the single front access to the units. Given the limited servicing necessary for these small size units this is considered acceptable.

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 12 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 a separate room accessed from Crampton Road via the undercroft entrance. The location point is considered acceptable within close proximity of the highway for collection services.

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. Secondary outlook is additionally provided to the ground and first floor maisonette and second floor two bedroom flat facing the rear of No17 High Street at approximately 10.5m. These windows are considered secondary for the first and second floor levels and thus it is recommended that they be obscure glazed to maintain privacy. A condition is suggested in this regard. Therefore, it is considered that a suitable level of privacy at the intended distances to existing neighbouring property will be maintained generally.

A daylight and sunlight test has been submitted with the application to test the impact of the building in this respect on windows to adjacent property. The results have indicated that the proposal will have a low impact on receivable light by its neighbouring properties.

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 living roof has been incorporated into the design of the proposal to help meet sustainability criteria. A condition is recommended for further details of the green roof to ensure quality and longevity of this sustainable feature.

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.

As amended by docs received 1/3/2016

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 Notwithstanding the details hereby approved, no development shall commence until detailed plans at a scale of 1:20 showing the first and second floor curved stairwell window have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: In order that the local planning authority may be satisfied as to the detailed treatment of the proposal and to comply with Policy BE1 of the unitary development Plan.

5 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.

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 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.

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 the access hereby permitted is first used by vehicles, it shall be provided with 3.3 x 2.4 x 3.3m visibility splays and there shall be no obstruction to visibility in excess of 1m in height within these splays except for trees selected by the Local Planning Authority, and which shall be permanently retained thereafter.

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

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 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 (2015)

12 No 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.

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)

13 Before the development hereby permitted is first occupied, the proposed first and second floor windows in the south west elevation facing to No17 High Street shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.

Reason: In the interest of the amenities of the adjacent properties and to comply with Policy BE1 and H7 of the Unitary Development Plan.

14 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.

15 The arrangements for storage of bicycles 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 provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport and to accord with Policy T7 of the Unitary Development Plan and Policy 6.9 of the London Plan.

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

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

17 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.

18 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 a satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan (2015).

19 (a) The development shall be constructed with a biodiversity living roof laid out in accordance with drawing no 1841-09 Revision F hereby approved and maintained thereafter.

(b) The living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

(c) Evidence that the roof has been installed in accordance with (a) 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).

20 The application site is located within an Air Quality Management Area declared for NO_x: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NO_x emission rate of <40mg/kWh.

Reason: To minimise the effect of the development on local air quality within an Air Quality Management Area and to accord with Policy 7.14 of the London Plan

21 An electric car 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 to accord with Policies 6.13 and 7.14 of the London Plan.

22 The development shall be implemented in accordance with the Tree Protection 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 correct materials and techniques are employed.

Reason: To ensure that works are carried out according to good arboricultural practice and in the interests of the health and amenity of the trees to be retained around the perimeter of the site and to comply with Policy NE7 of the Unitary Development Plan.

23 Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), the ground floor commercial units shall be used for B1 use and for no other purpose (including any other purpose in Class State Use Class of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: In order to retain the employment use on the site and to accord with Policy EMP5 of the Unitary Development Plan

24 The whole of the amenity space as shown on drawing no 1841-04 Revision F hereby approved shall be retained permanently for the benefit of the occupiers of the residential units hereby permitted.

Reason: In order that the local planning authority may be satisfied as to the amenity space provision in the scheme and to comply with Policy BE1 and H7 of the Unitary Development Plan.

25 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 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.
- 6 Street furniture/ Statutory Undertaker's apparatus. Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted shall be undertaken at the cost of the applicant
- 7 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 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
- 9 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.
- 10 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. We would expect the developer to demonstrate what measures he will undertake to minimise

groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

- 11 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.