

SECTION '2' – Applications meriting special consideration

Application No : 16/00295/FULL1

Ward:
Bromley Town

Address : Upfield Hillbrow Road Bromley BR1 4JL

OS Grid Ref: E: 539184 N: 170582

Applicant : Broadwalk Developments

Objections : YES

Description of Development:

Demolition of the existing four bedroom detached dwelling and the redevelopment to provide 6No. two bedroom flats.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 3

Proposal

The application seeks consent for the demolition of the existing residential dwelling and the construction of a block of 6 No two bedroom flats.

A total of 9 parking spaces are proposed to the front of the site.

Location

The application site is located on the eastern side of Hillbrow Road, approximately midway between the junctions of Hillbrow Road and Bromley Hill to the north east and Warren Avenue to the Southwest.

The site sits within a typically suburban area with a mix of dwelling sizes and types built around 1960's/1970's. The houses to the north are larger detached houses, whilst to the west slightly smaller detached units whilst to the south are linked terrace town houses.

Consultations

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

- o The road is unmade and unadopted, but acts as a cut through. There have been accidents. Increasing the number of properties and the subsequent traffic will add to this risk.
- o Overdevelopment

- o Detrimental impact on neighbouring residents from increase in residents and cars
- o Overlook neighbouring properties
- o Out of character with the street and wider development, there are no other flats.
- o Construction traffic will disturb neighbours
- o Dirt, dust and noise from construction
- o Design of the proposal is too boxy and bulky for the site. This is a far greater scale and mass than any other building in the road.
- o The application uses development at Sunset Hill for reference, however this is only on paper and no guarantee that it will be built out.
- o Will dominant locality and neighbouring properties
- o Will be four storeys which is more than any other building in the street
- o The building will appear squeezed onto the site, heightening the overbearing mass of the development
- o Size of the parking area to the front creates a large expanse of concrete diminishing visual prospect.
- o The increase in vehicles will lead to damage of Hillbrown Road potentially rendering it unusable
- o Overlook Coniston Road properties. Grass area on roof should be removed and obscured glazing installed
- o Large number of trees have already been cut down on the neighbouring Sunset Hill Site
- o The proposal, together with the approved Sunset Hill scheme will result in a significant change to the road
- o Highways safety concerns
- o Objections to the design of the scheme.
- o Much higher than the existing development
- o Loss of light and outlook
- o Concern about the boundary between the development and Consiton Road properties. The Coniston Road properties and gardens are much higher than the site. This will affect the retaining wall between the properties
- o The top floor should be removed
- o Topography of Hillbrow Road is not suitable for construction traffic
- o Removal of trees will harm wildlife
- o Drainage and runoff onto the highway
- o Overcrowding
- o What will be done to ensure reinstatement of the road surface.

Highways - The site is accessed from Hillbrow Road which is an un-adopted road. A total of 9 parking spaces are being provided, which is satisfactory, however 12 secure cycle storage spaces are required close to the entrance of the apartment block. Space has been allocated for refuse and recycling bins at the entrance to the site allowing waste services to park on Hillbrow Road to collect the refuse and recycling waste.

Please include the following with any permission:

CONDITION
H03 (Satisfactory Parking)

H16 (Hardstanding for wash-down facilities)
H19 (Refuse storage)
H22 (Cycle parking) @ 2 per unit
H23 (Lighting scheme for access/parking)
H26 (Repair to damaged roads)
H29 (Construction Management Plan)
H32 (Highway Drainage)

Non Standard Condition - No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

Given the status of Hillbrow Road as an unadopted street, the applicant should be advised via an informative attached to any permission that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant should, therefore, also be advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Hillbrow Road is laid out.

London Borough of Lewisham - Hillbrow Road is an unmaintained highway which is poorly sealed with no pedestrian footpath to allow for appropriate access. Therefore it is considered that the highway is not at an appropriate standard to allow safe access for the uplift of residents. LBL suggests' the developer undertake a Pedestrian Environmental Review System (PERS) audit to assess the nature and safety of the of the pedestrian environment. The amount of parking is considered to be above the maximum standards of the London Plan. This is considered to be contrary to London Plan Policies of reducing and managing private vehicle use within London. It is also considered that due to the possible increase of 9 vehicles on the highway, together with the poor standard of pedestrian footpaths, this would further impact on pedestrian safety along Hillbrow Road. If the level of parking is considered acceptable then a level should be provided for disabled parking.

Environmental Health -No objections have been raised within the grounds of consideration.

The application site is within an Air Quality Management Area declared for NOx. I would therefore recommend that the following conditions are attached:

The application site is located within an Air Quality Management Area declared for NOx: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NOx emission rate of <40mg/kWh (To minimise the effect of the development on local air quality within an Air Quality Management Area in line with NPPF p124 and Policy 7.14 of the London Plan)
and

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. (To minimise the effect of the development on local air

quality within an Air Quality Management Area in line with NPPF p124 and Policies 6.13 and 7.14 of the London Plan)

It is also recommend that the following informatives are attached:

Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

Drainage - The site is within the area in which the Environment Agency Thames Region requires restrictions on the rate of discharge of surface water from new development into the River Ravensbourne and its Tributaries. Please therefore impose conditions relating to surface water drainage on any approval. The site appears suitable for an assessment to be made of its potential for a SUDS scheme. Conditions D02 and D06

Planning Considerations

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

UDP (2006)

BE1 Design of New Development
H1 Housing Supply
H7 Housing Density and Design
H9 Side Space
T3 Parking
T6 Pedestrians
T7 Cyclists
T11 New Accesses
T18 Road Safety

London Plan (2015)

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Quality and design of housing developments
3.6 Children and young peoples play
3.8 Housing choice
3.9 Mixed and balanced communities
5.2 Minimising carbon dioxide emissions

- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.13 Sustainable development
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building, London's Neighbourhoods and Communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.15 Reducing noise and enhancing soundscapes

The following documents produced by the Mayor are also relevant:

- o Housing Supplementary Planning Guidance
- o The Mayors Economic Development Strategy
- o Providing for children and young peoples play and informal recreation SPG
- o Accessible London: achieving an inclusive environment
- o Sustainable Design and Construction SPG

National Planning Policy Framework (2016)

History

Of relevance is planning permission 14/04139 which relates to the immediate neighbouring property to the south of the site. Planning permission was granted for the demolition of existing dwelling and erection of a part two/part three storey building comprising 9 two bedroom apartments and 14 car parking spaces. A subsequent application was also approved at appeal under ref: 15/02144 for the demolition of existing dwelling and erection of a part two/ three storey building comprising 10 two bedroom apartments and 14 car parking spaces (revision to permission ref. 14/04139/FULL1). The neighbouring property has now been demolished and the site cleared in preparation for this development.

Conclusions

The primary issues in the assessment of this planning application are:

- o Principle of development
- o The design and appearance of the proposed residential development and its impact on the character and appearance of the area and locality
- o Impact on the amenity of neighbouring residents
- o Standard of accommodation
- o Highways and traffic issues
- o Trees on the site

Principle of development

The application site comprises of detached two/three storey dwelling, located towards the rear of the site which is currently uninhabited. The area surrounding the property includes garden land and other residential development. The application seeks permission to demolish the existing dwelling and redevelop the site with the erection of three/four storey building comprising 6 No two bedroom flats together with the provision of 9 car parking spaces.

The neighbouring property at Sunset Hill has recently been granted planning permission for the demolition of the existing bungalow and the erection of a block 10 self-contained flats. In this case the demolition of the building and redevelopment of the site is considered acceptable and would add to the Council's target to provide much needed housing within the Borough. The proposal therefore complies with Policy H1 of the UDP.

Design

Policy BE1 highlights the need for proposals to be of a high standard of design and layout completing the scale, form and materials of adjacent buildings.

Section 7 of the NPPF states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making better places for people. As stated within the NPPF development should optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of the developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.

The proposed development would have a boxy appearance which is a contrast to the existing surrounding residential properties which comprise a mixture of different architectural styles and types. However as stated above, the neighbouring site at Sunset Hill has recently been granted consent for a contemporary block of flats, which includes a brick and render finish. However, it is noted that the surrounding area has no predominant character or uniformity. In terms of materiality, the current scheme proposes an Ivory buff brick finish for the external elevations, with aluminium capped roofs, slate finish for the core and large windows. Projecting balconies would be located on the front elevation. It is noted that the existing property at Sunset Hill has been demolished and the site cleared in preparation for ground works. Whilst this development is not yet in place, weight is given to the relationship of the proposed scheme with the neighbouring development, given the commencement of works.

At present the current dwelling is set back from the highway and includes a lower ground floor garage with first floor extension above, the bulk of the main dwelling is then set back at second floor level. This has the illusion of a three-storey building, however its overall massing and prominence within the street scene is far less pronounced due to this setback. The proposed scheme is sited closer to the front boundary of the site than the existing development, projecting forward of the neighbouring residential development at Romany Ridge by approximately 4m at its

narrowest point. The built form would also be set closer to the side boundary but would retain a 1m set back to accord with Policy H9.

In terms of massing the proposed building would be set further forward towards the highway than the previous dwelling and is bulkier in appearance. However, it has been stepped to range between three and four storeys in height to account for the level changes from north to south and east to west, along with the height of neighbouring residential development at Romany Ridge. It has also been designed to sit back from the front elevation of the neighbouring Sunset Hill Development, which results in a more subservient appearance. Towards the rear, the building would read as three-storeys due to the significantly higher ground level, but as the ground level decreases towards the front of the site the height of the building would then extend to four storeys. The overall appearance is bulky; however the changes in ground level, set back from the highway and partial screening by the neighbouring flatted development would go some way to alleviating this bulk.

Members may therefore consider that on balance the design of the proposed scheme is acceptable and would not result in significant harm to the character and appearance of the street scene.

Standard of Accommodation

Policy 3.5 of the London Plan states the minimum internal floor space required for residential units on the basis of the occupancy that could be reasonably expected within each unit. The building as a whole contains many windows and doors which would ensure a good level of natural light to each of the habitable rooms

The floorspace of the proposed units varies between 70.39 -71sqm. Table 3.3 of the London Plan requires a Gross Internal Area of 61sqm for two bedroom, three person apartment. With regard to the above it appears that the size of the apartments for its intended occupancy would comply with the minimum standards contained in the London Plan 2015.

On the basis of the above it is considered that the proposed development would provide an acceptable standard of living for future occupiers in conformity with Policy 3.5 Quality and Design of Housing Developments of the London Plan and Policy H12 of the UDP.

The units are provided with private balconies, terraces and a communal garden at the rear. The level of amenity space provided is therefore considered to be acceptable.

Impact on neighbouring properties.

The scheme has received a number of objections in relation to the proposed application.

Immediately to the north west of the site is a part one/part two storey dwelling known as Romany Ridge. To the south east is the existing Sunset Hill site, which includes permission for a flatted development of 10 units. This site has been

cleared and levelled in preparation for ground works. There is therefore a reasonable prospect of this development coming forward and as such this forms a material consideration in relation to this scheme.

As noted above, the proposed building would be set further towards the highway than the previous dwelling, being approximately 4m forward of Romany Ridge. The flank elevation of the building would also be set closer to the common side boundary and the overall massing would be three storeys in height adjacent to this property. However, due to the substantial level changes and different architectural styles of the houses, the existing property already sits higher than Romany Ridge to the north. Further, the two-storey garage and first floor extension already sits proud of the neighbouring front building line. The proposal would however sit approximately 2m forward of this existing position. The overall height, massing and bulk of the development would be larger, however the ground level would be lowered and the development graded into the site in order to try and minimise the visual bulk. The height of the three storey element of the development, adjacent to Romany Ridge, would therefore be approximately 1.8m lower than the maximum height of the existing dwelling.

This neighbouring property is also unusual in that it has no rear garden. The built form extends up the rear curtilage of the site. This neighbour also sits at an angle to the proposed development, with the south west corner of Romany Ridge and the north west corner of the development tapering inwards towards each other. The south facing flank elevation of Romany Ridge already experiences some visual incursion from the existing dwelling. The proposal would increase this to an extent due to the forward projection and greater massing, however Members may consider that given the existing arrangement, the visual harm would be on balance, acceptable.

To the south of the site is the Sunset Hill Development site, which has now been cleared and levelled. The extant permission relating to this site includes a large flatted development, which would be set forward of the principal elevation of the proposal. The north facing flank elevation of this development would include secondary windows serving kitchens and bedrooms, however given the layout and orientation of the site no loss of light or overshadowing is anticipated.

Immediately to the rear are the Coniston Road properties, which have their gardens extending up to the site curtilage. The properties and gardens of Coniston Road are set at a higher ground level than the application site, meaning that at present the garden level of 68 Coniston Road stands approximately mid-way between ground and first floor level of the rear elevation of the existing property. The proposed development would be approximately 1.2m higher and closer to the rear boundary, however it would still be set back by 5.8m and has been partially dug into the site. There is a dense level of vegetation extending along the rear boundary and the properties of Coniston Road are approximately 40m away. The proposed development would include two ground floor terraces at the rear, as well as habitable windows within the rear elevation. However, given the overall separation distance, existing arrangement, changes in ground level and dense vegetation it is considered any additional overlooking would not be of material

degree. The above factors would also ensure the scheme was not overly intrusive or overbearing.

The proposal would also include balconies to the front. The balconies adjacent to Romany Ridge (flats 1 & 3) would include privacy screens along the northern edge to prevent direct overlooking to the neighbouring property. The proposal would also be located some 48m away from the residential dwellings located immediately opposite the site. This would reduce significant overlooking and a loss of privacy.

Concerns have been raised by neighbouring residents regarding the proposed boundary treatments, particularly to the rear of the site. There is a significant level change between the application site and the Coniston Road properties. It is therefore considered reasonable to condition the submission of boundary treatment details prior to commencement.

Given the above, Members may consider that whilst the proposal would have some impact on neighbouring residential amenities, this impact is on balance acceptable.

Highways

Access to the site is from Hillbrow Road which is accessed from either Coniston Road or Warren Avenue. Hillbrow Road is considered to be unadopted highway and as such is not maintainable by the Council. Access from the top of Hillbrow Road is via a single narrow track. The PTAL for the site is 1 (b), which is a low category. The development proposes 9 car parking spaces which are to be located towards the front of the site. The proposal would provide a level of parking which exceeds London Plan requirements. However the Council's highways officer has not raised objections on parking grounds and given the low PTAL rating, this level is considered to be on balance reasonable.

Local residents have commented that Hillbrow Road is a single unmade track which does not have a pedestrian walkway, furthermore that the road is in a poor state of repair and unsuitable for heavy construction vehicles. Further comments have also been provided stating that the cumulative impact from traffic generated from the neighbouring Sunset Hill Development and the application site would result in additional pressure on the road. These concerns have been considered by the Council's highways officer, however no objections have been raised in this respect. However, the officer has stated that given the status of Hillbrow Road as an unadopted street, the applicant should be advised via an informative attached to any permission that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant should, therefore, also be advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Hillbrow Road is laid out.

The proposal is generally considered to be in accordance with UDP Policy T3 and Policy 6.13 of the London Plan (2011).

Cycle parking has been demonstrated on the plans, however further details regarding the means of enclosure could be conditioned.

Refuse storage has also been indicated on the plans as being within front garden area. The location appears reasonable subject to the submission of means of enclosure.

Members may therefore consider that the impact of the proposed development and subsequent uplift of vehicular traffic would be acceptable and would not have an detrimental impact on pedestrian or vehicular safety.

Trees

Policy NE7 Development and Trees states that proposals for new development will be required to take particular account of existing trees on site and on adjoining land, which in the interests of visual amenity and/or wildlife habitat are considered desirable to be retained. Tree Preservation Orders will be used to protect trees of environmental importance and visual amenity. Where trees have to be felled, the Council will seeks suitable replanting.

There are a number of mature trees and extensive landscaping within the site curtilage and on neighbouring land. An Arboricultural Survey & Report has been supplied in support of the application. The Council's Arboricultural officer has reviewed the above information and considers that the details supplied satisfactorily address the tree constraints associated with the proposals. Further, sufficient protection measures have been proposed to ensure trees retained are not at risk of damage. Temporary protection can be afforded by way of a landscaping condition should the scheme be considered acceptable. The application proposes new tree planting, however full details are vague. The Arboricultural officer has therefore suggested a number of conditions relating to building in accordance with the submitted Tree Protection Plan, together with the submission of a full landscaping strategy. The above conditions are considered reasonable and necessary to ensure the quality of the proposed development.

Concerns have been raised by neighbours regarding the removal of a significant number of trees on the adjacent Sunset Hill site. The removal of these trees does not form part of the assessment of the current application, however consideration was given to the impact and subsequent removal of trees as part of that scheme.

On balance, taking the above assessment into account, permission is recommended.

Community Infrastructure Levy

The Mayor of London's CIL is a material consideration. CIL contributions will be sought in connection with the proposed development.

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 the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works 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 Sample panels of facing brickwork showing the proposed colour, texture, facebond and pointing shall be provided on site and approved in writing by the Local Planning Authority before any work is commenced and the sample panels shall be retained on site until the work is completed. The facing brickwork of the development hereby permitted shall be carried out in accordance with the details of the approved sample panels.

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 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.

6 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.

7 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.

8 Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements 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.

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

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

11 Prior to the commencement of the development hereby permitted, a survey of the condition of the road shall be submitted and agreed by the Local Planning Authority and any damage caused to the surface of the road during the construction phase of the development will be reinstated to a

standard at least commensurate with its condition prior to the commencement of the development.

Reason: In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

12 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.

13 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 4A.14 of the London Plan and Planning Policy Statement 25.

14 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 in line with NPPF p124 and Policy 7.14 of the London Plan

15 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 in line with NPPF p124 and Policies 6.13 and 7.14 of the London Plan

16 Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan

17 No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan

18 The development shall be implemented in accordance with the Arboricultural Integration Report and 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.

19 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. A landmark tree will need to be incorporated into the scheme.

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

20 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.

21 Details of the means of privacy screening for the balcony(ies) 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 and permanently retained as such.

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.

22 Sample elevations and sections at 1:20 scale of windows and doors, balconies, parapets and eaves 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.

23 (a) The development shall be constructed with a biodiversity living roof laid out in accordance with plan no 5462-PD-002 hereby approved and maintained thereafter.

(b) The living roofs and flat 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.

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)

24 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.

You are further informed that :

- 1** 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

- 2** Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

- 3** Given the status of Hillbrow Road as an unadopted street, the applicant should be advised via an informative attached to any permission that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant should, therefore, also be advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Hillbrow Road is laid out.