

Decision Maker: DEVELOPMENT CONTROL COMMITTEE

Date: Thursday 2nd June 2016

Decision Type: Non-Urgent Non-Executive Non-Key

Title: DC/15/04941/FULL3 - BASSETTS DAY CARE CENTRE, ACORN WAY, ORPINGTON, BR6 7WF

Contact Officer: Jake Hamilton, Acting Deputy Development Control Manager
(Strategic Majors)
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Chief Officer: Chief Planner

Ward: Farnborough and Crofton

OS Grid Ref: E: 543814 N: 164728

Applicant: London Square Developments Ltd.

Objections: YES

Description of Development:

Demolition of existing buildings except Bassetts House. Redevelopment of site comprising alterations to and change of use of Bassetts House to residential (Class C3) and conversion to form 13 flats (7 x 1 bed, 4 x 2 bed and 2 x 3 bed), erection of 102 dwellings (16 x 1 bed flats, 26 x 2 bed flats, 5 x 3 bed houses, 52 x 4 bed houses and 3 x 5 bed houses); and associated car parking (175 spaces), cycle parking and landscaping (including new boundary treatment) and other associated works

Key Designations

Partially designated Site of Interest for Nature Conservation (SINC)
Smoke Control
Locally Listed Building (Bassetts House)

Proposal

The application seeks full planning permission for the comprehensive redevelopment of this former NHS site which has been vacant since 2013. All buildings on site, save for the locally listed Bassetts House, are proposed to be demolished, and a total of 115 new dwellings provided through conversion and new build in a mix of terraced, semi-detached and detached dwellings and purpose built flatted blocks. A total of 175 car parking spaces and 212 cycle parking spaces are proposed.

All dwellings within the development are proposed to be accessed via a single vehicular and pedestrian entrance from Starts Hill Road, utilising the same position as the existing Acorn Way access. A spine road with separate footways provides the primary route into

the site, which serves a number of dwellings located alongside it and leads to several 'mews style' cul-de-sacs (which are proposed as shared surfaces), each giving access to a number of houses and flats and terminating within a courtyard formed by the clusters of buildings. Limited car parking is proposed alongside the spine road, with the majority located in gated secure parking areas in-between and behind the main clusters of buildings, generally accessed through undercroft areas which also house the communal cycle and bin storage areas for the flats.

Bassetts House is proposed to be retained and converted to form 13 self-contained flats, with external alterations and repair works also proposed. It is also proposed to replace all of the windows with PPC aluminium double glazed units. In addition, the existing boundary treatment around Bassetts House, fronting Starts Hill Road, is proposed to be modified to a low brick wall with railings above.

The proposed new-build residential will comprise a mix of 2, 2.5 and 3 storey buildings providing a range of 2, 3, 4 and 5 bedroom dwellings, within terraced, semi-detached and detached properties. The purpose built flatted blocks, of which there are 9 in total, generally terminate a terrace of houses and are distributed across the site.

The development proposes a consistent architectural language across the site, and is contemporary but with traditional features including pitched roofs, gables and dormer windows. The palette of materials proposed includes red multi-stock bricks, tile hanging, white render, clay tiles, and reconstituted stone copings and window surrounds. Internal boundary treatments are proposed to comprise brick walls to public spaces and parking courts, and close boarded fencing between private gardens. Photovoltaic panels (PV) are proposed on a significant number of properties (excluding Bassetts House) in accordance with the recommendations of the Energy Report.

All of the proposed dwellings would have access to private amenity space in the form of balconies, terraces and gardens, except for some of the units within Bassetts House.

A comprehensive landscaping scheme is proposed. The Bassetts Pond area, which is a designated SINC, will be restored and retained as part of the development. A total of 14 individual trees and 4 groups are proposed to be removed.

Amended plans were received on 8th March 2016 which detailed the following changes to the proposal:

- Plot 1 and its associated parking have been omitted. Car parking in this area has been amended to move the spaces away from the pond
- Number of residential units proposed is now 115 units
- Number of car parking spaces proposed is now 175 spaces
- The entrance road width has been widened to 6 metres and Spine road to the south of the site widened to 5.5 metres
- The footpath north of Block G has been widened to 1.8 metres and bollard lighting added next to parking bay 99
- The car parking under the Oak tree (T22) has been amended to reduce the level of hard standing in the root protection zone. Plots 35 to 37 have been pushed together as terraced housing
- Car parking has been reallocated
- Road narrowing has been omitted
- Gates have been added to secure alleyways

- Plots 53 and 54 have been amended to show Velux windows in the roof instead of Dormers following a concern of overlooking from the residents of No. 5 Broadwater Gardens

A detailed materials schedule was received on 9th May 2016.

The applicant has submitted the following reports to support the application:

Planning Statement (Montagu Evans, November 2015)

Summarises the proposed development, the planning history, relevant development plan policies and assesses the merits of the proposal in this context. The statement sets out the following benefits of the scheme:

- restoration and repair of a locally listed building and significant improvements to its setting
- preservation and enhancement of Bassetts Pond, a designated SINC
- delivery of 116 high quality new homes including 63 family sized dwellings on previously developed land
- provision of on-site affordable housing units
- provision of S106 contributions towards education and healthcare infrastructure
- making best use of a constrained site in a way that gives rise to no demonstrable adverse impacts on the amenity of existing or future residents.

Design and Access Statement (Stanford Eatwell Architecture, March 2015)

Describes and illustrates the site and the proposed development and its development leading towards this planning application. Includes details of inclusive design, and confirms that all new build wheelchair flats have been designed to accord with the South East London Housing Partnership (SELHP) standard, and that all of the proposed new build flats and houses will accord with the Lifetime Homes standards.

Landscape Statement (Fabrik, October 2015)

Describes the site location and context, sets out the landscaping masterplan and its approach regarding trees, and breaks the site down into several character areas including Bassetts House and Frontage, Mews (the residential cul-de-sacs), Parking Courts and the Bassetts Pond area, providing a landscaping strategy for each. Provides details of the hard materials, street furniture boundary treatment, lighting and soft landscaping. Includes an open space and play strategy and identifies a requirement for 689 sq m of on-site play space (based on the Mayor's Play Space SPG) which will be provided for through rear gardens and communal areas which will include interactive play elements such as boulders and logs.

Heritage Appraisal (KM Heritage, October 2015)

Assesses the heritage significance of the site (with particular regard to Bassetts House) and the impact of the proposed development upon it. Concludes that the proposal offers the opportunity to repair and restore the house and convert it back to its original use whilst retaining and celebrating some of its key features. The surrounding new development has been specifically designed to ensure that the setting of the house is improved from its existing situation by setting back the proposed housing and providing enhanced landscaping around the main house. The report concludes that overall, this will ensure that the character, appearance and special local interest of the building and its setting will be respected and enhanced.

Daylight and Sunlight Assessment (Point 2 Surveyors, October 2015)

Confirms that in the majority of cases, the proposed development subtends to an angle of less than 25° and therefore high levels of skylight will continue to reach the neighbouring

properties such that there should be no adverse daylight effects. The only instance where this is not achieved is at 14 Arden Grove, where the 25⁰ line is exceeded. However, the windows in the rear of this property would view the narrow gable end of the proposed dwelling immediately to the north and only a small proportion of the sky dome will be obstructed. As such large quantities of light will continue to pass around the proposed dwelling ensuring that the rooms maintain excellent natural light amenity.

Structural Survey and Demolition Method Statement (B&A Ltd, October 2015)

Assesses the current condition of Bassetts House (based on a non-intrusive visual survey) and concludes that the building is robust and in good order. Recommends a further detailed building fabric condition survey with any defects recorded to be remedied as part of the structural work to the building,

Transport Assessment (WSP, October 2015)

The site has a low PTAL (1a and 1b) and therefore the proposed development seeks to maximise the level of car parking on site whilst still providing facilities to encourage the use of non-car modes (such as cycle parking, electric vehicle charging and the measures outlined in the Travel Plan).

The net vehicular trip generation expected to be generated by the site can be accommodated by the site access as demonstrated by the capacity modelling described within this report. Improvements to the visibility of the access will be facilitated by the trimming of existing vegetation, the position of the boundary treatment and by the introduction parking restrictions. A Stage 1 Road Safety Audit identified no issues of concern relating to road safety based on the proposed access arrangements.

Car ownership amongst residents of the site is not expected to exceed the proposed car parking supply and this is evidenced by data from the 2011 Census for the surrounding area. The layout of the car parking and the site in general has been tested for operability using swept path analysis. Cycle parking will be provided in accordance with the London Plan (March 2015). The cycle parking facilities will be secure and sheltered and it is expected that cycling has the potential to form a significant number of shorter trips to and from the site, and in particular, as part of longer journeys by rail.

The proposed development is not expected to have any material impact on either the local transport network or the wider highway network. In respect of the above and the information presented within this report the proposed development is considered to be acceptable in transport terms and compliant with prevailing policy.

Construction Logistics Plan (WSP, October 2015)

Seeks to demonstrate the potential construction vehicle routing and frequencies and assesses the anticipated impacts of construction traffic. Sets out that loading and unloading of materials would occur within the site boundary, minimising the likelihood of congestion on highways surrounding the site. A number of further mitigation measures are proposed including setting of delivery times and consolidating deliveries where feasible, limiting the size of vehicles to be used and providing on-site wheel washing facilities.

Statement of Community Involvement (Cascade, October 2015)

Sets out a summary of the consultation that has taken place during the pre-planning stage, including meetings with officers of Bromley Council, a site visit with the ward members for Farnborough and Crofton, a community newsletter delivered to 6,000 households, a dedicated project website and on-line questionnaire, and a two-day public exhibition at local venues.

Flood Risk Assessment (Covering Foul Sewage and Surface Water Drainage Assessment) (B&A Ltd, October 2015)

Identifies a small increase in the impermeable areas on site following the proposed development. Concludes that fluvial floodwater will not enter the development site (noting that the site is in Flood Zone 1), and that having regard to residual risks the proposed development is acceptable. Below ground drainage proposals will significantly reduce storm water run-off and reduce flood risk elsewhere. Permeable paving is considered appropriate for parking courts and parking areas where the underlying soil is permeable. Soakaways will be considered for all residential units underlain by silty sand to maximise the amount of infiltration from rainwater into the ground. Infiltration will be greater than the existing levels as currently all roads and roofs drain to the sewers. Occupants of the development will not be vulnerable and can safely access and egress the development via a dry route surrounding the site. The site is not vulnerable to flooding from sheet flow or sewer surcharging and flooding.

Phase 1 Environmental Assessment and Phase 2 Geoenvironmental Report (AP Geotechnics, October 2015)

Phase 1 report concludes that there is a low risk of significant or widespread contamination on the site, and recommends that several potential contaminants are considered as part of an intrusive site investigation. Phase 2 report, based on an intrusive investigation, recommends additional investigation to confirm ground conditions at each block location to ensure a consistent bearing strata can be used for each structural unit.

Arboricultural Impact Assessment and Method Statement (Ian Keen Limited, October 2015)

Identifies trees to be removed as part of the proposed development, comprising a total of 14 individual trees and 4 groups, all of which are within BS5837 category B to U. No Category A trees are proposed to be removed. Sets out proposals for replacement planting and a method for the protection of retained trees during demolition and construction.

Updated Extended Phase 1 Survey and Assessment (Richard Graves Associates, October 2015)

Part of the site, a pond and its surrounding area is designated as a Site of Importance for Nature Conservation (SINC) and is of high ecological value. The majority of the site comprises: buildings, hard standing and amenity grassland which are of low intrinsic ecological value and one large mature tree and a small area of un-improved acid grassland which are also of high ecological value.

The SINC and the buildings have features which indicate the potential to support European Protected Species (EPS), in particular bats and great crested newts. Further surveys have been undertaken to determine the population and status of any EPS present. The appropriate methodologies for and seasonal constraints to surveys are also noted.

The report concludes that it would be possible to re-develop the majority of the site successfully if the SINC is retained and EPS are addressed using the appropriate method statement and / or mitigation licence.

The report also notes that the SINC and an area of acid grassland have significant potential for enhancement which would lead to benefits in accordance with national and London Biodiversity Action Plans and potentially the improvement in the favourable nature conservation status of any EPS present.

The site survey also recorded Japanese knotweed, which is an invasive species as present on site.

Updated Bat and Great Crested Newt Surveys and Assessment (Richard Graves Associates, October 2015)

As a result of the recommendations of an Extended Phase 1 Survey Richard Graves Associates undertook bat scoping and great newt (Phase 2) surveys of the Bassetts House site in May and June 2014 on behalf of NHS Property Services Ltd. In 2015 Richard Graves Associates were appointed by the new owners of the site, London Square Development Ltd, to update and extend ecological surveys and recommendations in support of a new full planning application for redevelopment of the site.

Three bat roosting locations for common pipistrelles were recorded in 2014 in the buildings of Ashtree and Tugmutton Closes with a good level of activity of up to five species using the site. In 2015 two additional roost locations were located in Ashtree Close and two roosts in Tugmutton Close, all for common pipistrelle, were recorded. No roosting was recorded in Bassetts House.

The presence of great crested newt and a low population was recorded within the Bassetts pond which also contains populations of both other native newt species, frogs and toads.

The reports recommends that the pond and surrounding area are retained and enhanced and that suitable methodologies are used to ensure no harm comes to any protected species, and addresses the appropriate mitigation. There are no reasons with respect to protected species why the site may not be successfully developed with appropriate scheme design.

Response to LBB Ecology Comments (Richard Graves Associates, March 2016)

Following feedback from the Council's ecological consultant, Richard Graves Associates provided a detailed response to a number of the points and queries raised. A copy of the response is available to view on file.

2016 Bat Surveys and Assessment (Richard Graves Associates, May 2016)

Bat surveys were undertaken by Richard Graves Associates Ltd at Bassetts, Orpington in April and May 2016 to provide additional information requested by the London Borough of Bromley following submission of ecological reports in 2015.

This report has been prepared to be used in conjunction with two other reports: an updated building and tree inspection (Wicks, 2016) and the bat and great crested newt (*Triturus cristatus*) (GCN) report submitted in 2015 (Graves, Bassetts House Updated Bat and GCN Survey Report Oct 15, 2015), to which it also refers.

The survey methodology used fully complies with the protocol agreed with the London Borough of Bromley's retained ecological advisor. A team of highly experienced surveyors, using advanced equipment undertook exit and re-entry surveys of the buildings of Ashtree Close and Tugmutton Close during conditions of suitable weather and temperature. Survey effort was also deployed to collect additional information on lighting conditions within and adjacent to the site and record bat use.

The 2016 activity surveys recorded no likely new roost locations in addition to those identified in 2015 (Graves, Bassetts House Updated Bat and GCN Survey Report Oct 15, 2015) and inspection surveys in 2014 and 2016 (Wicks, 2016). Probable off-site roosts along Pinecrest Gardens were detected during the May 2016 survey.

Recommendations for protecting bats and compensating for the loss of between six and eleven roosts are provided and include the need for an European Protected Species (EPS) mitigation licence which has been applied for.

The report concludes that the impact of redevelopment on bats after mitigation will not be significant or affect the favourable nature conservation status of any of the resident species and that there are no concerns with respect to bats that should prevent the London Borough of Bromley from determining the application.

Exterior Lighting Assessment (Desco, October 2015)

Outlines a preliminary external lighting design based on the landscape proposals and demonstrates compliance with Secured by design. Confirms compliance with BS4489. The proposed lighting scheme includes low-level bollards within side roads and entrance ways to houses, with 6m high columns using a LED lighting source for the main road lighting. High level floodlighting is proposed to the car park areas.

Energy Strategy (Desco, October 2015)

Sets out how the development will achieve a 33.4% reduction in carbon dioxide emissions compared to Building Regulations Part L. All U values are maximised and PV potential is fully utilised. The scheme therefore represents a reasonable limitation of the ability of the site to maximise carbon emission savings. In isolation all new build elements of the scheme represent a 37% reduction in carbon dioxide emissions.

Location

This 2.56 ha site is located off Starts Hill Road and to the north of Farnborough Common (A21). The site lies to within a predominantly residential area to the south-east of Locks Bottom and the Princess Royal University Hospital (PRUH). The site is surrounded by roads on three sides, with parts of the eastern site boundary being common with residential properties in Arden Grove and State Farm Road. Darrick Wood School is located to the north-east of the site.

The site is currently occupied by an extensive campus of one and two storey buildings including the locally listed Bassetts House which rises to three storeys in height. The site is characterised by the extensive footprints of the existing buildings and associated access roads, hardstanding and soft landscaped areas including a number of mature trees, many of which are prominently sited alongside the site boundaries. Bassetts Pond, located in the south-eastern corner of the site, is a designated SINC and is known to host Great Crested Newts which are a European Protected Species (EPS). The site is subject to a blanket Tree Preservation Order (TPO).

The site has been vacant since November 2013 and was formerly occupied by the Bromley Primary Care Trust (PCT) operating as a campus for people with learning disabilities including supported residential accommodation, a day care centre and administrative office accommodation (Use Class C2). Bassetts House has subsequently gained prior approval for use as residential although these permitted development rights have not been exercised to date.

The site is generally level, but rises gently towards the southern end.

Comments from Local Residents and Amenity Societies

Nearby owners/occupiers were notified of the application by letter. Site notices were displayed and an advertisement was placed in the local press.

At the time of writing this report a total of 24 representations from local residents and groups had been received, including 16 objections, 9 representations and 1 letter of support. The full comments can be viewed on the file but are summarised as follows:

- concerns regarding car parking provision, particularly the allocation of visitor parking spaces
- road safety concerns from additional traffic given existing on-street parking problem in vicinity of site
- impact on demand for local services including medical care and education
- major loss of terrestrial habitat to the south of the site where a new dwelling is proposed (Plot 1) adjacent to the pond and alongside the western edge where a new road and parking spaces are proposed
- impact on Great Crested Newts through loss of habitat
- more space should be allocated around the pond for habitat protection
- overdevelopment of the site
- number of dwellings should be reduced (to circa 90-95) to lessen impact on local area
- fewer 4 and 5 bedroom homes should be provided
- loss of light
- concern regarding loss of trees
- overlooking, particularly given increased height of properties within the site compared to Arden Grove
- daylight and sunlight assessment inaccurate
- a minimum of 2 cars per household is required
- details of boundary treatment not specified
- concern regarding extent and positioning of lighting
- Japanese knotweed should be removed
- pleased that plans have taken account of local views
- stopped-up accesses should have new kerbs built to increase kerb-side parking to help relieve congestion on-street
- 1.8m high wall should be provided around the development with no access to surrounding roads except Acorn Way
- site operations should be restricted to 8am-6pm and no allowance at weekends
- concern regarding flooding from pond
- has development made additional provision for power and water infrastructure
- does parking provision include garages
- there should be no access onto Pinecrest Gardens
- parking provision does not account for likely level of car ownership
- affordable housing should be evenly distributed
- properties are soulless and devoid of character, not in keeping with Bassetts House
- an estate management company should be set up to ensure future maintenance of the site

The following further comments were received following re-consultation after the receipt of the amended plans:

- estimated loss of around 700 square metres of SINC area
- main threat to GCN colony is the proposed access road
- concern regarding knotweed removal undertaken to date
- impact on local surgery remains a concern
- insufficient parking
- question as to why only a single access proposed

The Orpington Field Club (OFC) has made representations on the application and confirmed that whilst the Club do not object to the majority of the development of the Bassett's Campus provided the recommendations in the ecological surveys are followed and appropriate conditions imposed, they strongly object to any reduction in area of Bassett's Pond SINC as this will make the population of Great Crested Newts unviable and will damage the nature conservation area for other priority and protected species. OFC do not believe that the benefit of 9 car parking spaces, extension of roadway into the SINC, a driveway and car port for 2 cars will outweigh any loss of the SINC. The OFC also stipulate that the SINC boundary is retained and continues to be impermeable, to prevent Great Crested Newts from dispersing onto roadways, driveways and protecting the SINC both from short term and long term damage and for child safety.

Any additional representations received after the publication of this report will be reported at the committee meeting.

Comments from Consultees

Historic England (Archaeology) (summary)

Confirmed that no archaeological work needs to be undertaken prior to the determination of the application, and recommended two conditions to secure the on-going interest on site.

Natural England (summary)

Natural England does not consider that this application poses any likely or significant risk to those features of the natural environment for which we would otherwise provide a more detailed consultation response and so does not wish to make specific comment on the details of this consultation.

Drainage

Reviewing the submitted FRA carried out by BARNARD & ASSOCIATES Ltd with Job No. 15041 Rev p3 dated October 2015. I note that the applicant is committed to use soakaways in part of the site where the infiltration is permissible, water butts will also be used. The rest of the storage volume required to restrict surface water run-off to 5l/s for all events including the 1 in 100 plus 30% climate change will be in tanks. The submitted strategy is acceptable subject to detailed design.

Condition recommended to secure details of a surface water drainage system.

Thames Water

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application.

Waste Comments

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Environmental Health (pollution) (summary)

Raised no objections in principle but recommended informatives with particular regard to contamination. Confirmed that the Construction Logistics Plan is insufficient in detail and a revised plan should be secured by condition.

Environmental Health (housing) (summary)

Raised a number of matters/areas of concern relating to levels of occupation, the layout of the flats (that open plan layouts would be preferable for wheelchair dwellings, whilst separate living/kitchen areas would be more suitable for units to be occupied by families), lighting and ventilation, means of escape, in relation to statutory housing standards and housing hazard risk assessments which are found in the 1985 and 2004 Housing Acts. The full comments are available to view on the application file.

Highways

The site is in a low (mostly 1b some 1a) PTAL area and very remote from many facilities.

The proposed development includes the provision of 177 car parking spaces for 116 units. The parking provision is equivalent of 1.5 spaces per dwelling. The larger dwellings have been provided with 2 parking spaces each. This is satisfactory.

A total of 212 cycle parking spaces have been proposed across the development. This is in accordance with London Plan standards i.e. 1 space for every 1 bedroom dwelling and 2 spaces for 2 plus dwellings plus 1 visitor space for every 40 dwellings, so the level of parking provision is acceptable and will not impact to on-street parking in the vicinity of the site. Also 10% of the proposed properties are wheel chair units. The applicant has now moved disabled bays adjacent to disabled properties which is better.

The TA submitted demonstrates that the local transport network can adequately accommodate trips from the development. I have seen the capacity modelling which demonstrates that the net vehicular trip generated by the site can be accommodated by the site access. The developer plans to trim the existing vegetation to improve visibility of the access and introducing parking restrictions. A stage 1 Road safety Audit was carried out and identifies no issues of concerns relating to road safety based on the proposed access arrangement however LBB traffic team would like to be present on site at the time of stage 2 audit. I have asked for these to be conditioned.

The internal road within the proposed development will not be offered up for adoption and will instead be managed privately with expenses recouped through an annual service charge paid by residents. A management company will be responsible for enforcement of car parking controls and keep the roads free of parking other than in marked bays. I have asked for this to be conditioned.

I had concerns about the width of the access road to the development. The applicant has increased the width to 6m i.e. as per LBB manual for design. This will allow two cars to pass easily and also not cause issues for larger vehicles particularly if parking takes place on the access road.

I have now seen the details of refuse vehicle swept path analysis, turning area and dwell time sent by the applicant (Ref. email from Stephen Foxcroft dated 7 March 2016) and am satisfied.

Please include the following with any permission:

Condition

H03 (Satisfactory Parking)

H09 (Restriction on height to front and flank boundary enclosures)

H10 Sight lines of 43m x 2.4m x 43m

H12 Pedestrian Visibility...3.3 x 2.4 x 3.3m visibility splays and no obstruction to visibility in access of 1m in height...

H16 (Hardstanding for wash-down facilities)

H18 (Refuse storage)
H22 (Cycle parking)
H23 (Lighting scheme for access/parking)
H24 (Stopping up of access)
H28 (Car Park Management)
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

In the line with London Plan, 20% of the car parking spaces to be equipped with electric vehicle charging outlets from the outset and another 20% to be made passive so that the necessary ducting can be installed such that a charging outlet can be easily be fitted in future. The developer has already agreed this but I would like this to be conditioned, please.

Before any work is commenced on the access/highway works a Stage 1 and where appropriate a Stage 2 Road Safety Audit (these may be combined with the prior agreement of the local Planning Authority) shall be submitted to and approved in writing by the local Planning Authority. The works shall be implemented strictly in accordance with the approved details to the satisfaction of the local Planning Authority before any part of the development hereby permitted is first occupied. A Stage 3 Audit shall be submitted to and approved in writing by the local Planning Authority following satisfactory completion of the works and before they are opened to road users. The road safety auditor should also request for a member of LBB traffic team (Lisa Allen) to be present on site at the time of stage 2 audit.

Section 106 contribution secured by section 106 agreement:

- £5000 towards future CPZ extension
- Pay £2500 for car club bay which covers for TMO, preparation, installation, lining and signing.

An additional comment provided by e-mail dated 17th March 2016 confirmed that on the basis of the amended plans showing 175 spaces for the 115 new dwellings proposed, an overall parking ratio of 1.5 parking per dwelling would still be achieved.

Transport for London

With regards to the above application, TfL has the following comments:

1. The site of the proposed development is located approximately 270m from the A21 Farnborough Way, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.

2. TfL welcomes the provision of 212 cycle parking spaces and the commitment to providing secure and sheltered storage, in line with London Plan standards.

3. TfL understands that 177 car parking spaces are proposed, equating to just over 1.5 spaces per unit, which is considered contrary to London Plan policy. As stated in the maximum residential parking standards, less than 1 space per 1-2 bed unit should be provided. Considering 53 of the proposed units are 1-2 bedroom, TfL requests the applicant reduces this provision consistent with the objective to meet London Plan standards.

4. TfL welcomes the commitment to providing Blue Badge parking, and requests one space per accessible unit is provided in line with London Plan standards.

5. TfL welcomes the commitment to providing 20% active and 20% passive Electric Vehicle Charging Points (EVCPs). TfL requests the final number of EVCPs is confirmed once the number of car parking spaces has been agreed, and that this is secured by condition.

6. TfL welcomes the submission of a Construction Logistics Plan, and requests this is secured by condition. TfL requests the document is updated to include a commitment to avoiding scheduling deliveries during peak hours (08:00 - 09:00 and 16:30 - 18:00), and the use of a vehicle booking system to avoid vehicles waiting on surrounding streets.

It is imperative that road safety measures are considered and preventative measures delivered through the construction and operational phases of the development. TfL encourages the use of contractors who are registered on the FORS system and would welcome a commitment by the applicant to this scheme outlined in the CLP. Please see: <http://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/managing-risks-wrrr>.

Contractor vehicles should include side-bars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the capital's roads.

7. The footway and carriageway on the A21 Farnborough Way must not be blocked during the construction works. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A21 Farnborough Way.

8. All vehicles associated with the works must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

9. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

10. The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3 toward the funding of Crossrail. The rate for Bromley is £35 per square metre of floor space.

TfL requests the car parking provision is significantly reduced to meet London Plan standards, before being supportive of the application. Should this request not be met, TfL would recommend refusal of the application.

Tree Officer

I have taken a look at the revised site plans and note the amendments to the parking arrangement beneath tree T22. The proposals are now considered acceptable and the risk of harm is now low enough to justify conditional permission. The two parking bays proposed within the Root Protection Area (RPA) will need to adopt a non-dig construction technique. The Tree Protection Plan (TPP) does not appear to have been amended to reflect the changes in tree protection, which should also illustrate areas of non-dig construction.

I would recommend that a revised TPP is requested under condition to reflect the changes in tree protection. I would recommend the following conditions are applied in the event that planning permission is granted:

1. The development shall be implemented in accordance with the Arboricultural Method Statement (AMS) and Landscape Design Statement 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.

2. B10 Trees – Revised Tree Protection Plan

Before the development hereby permitted is commenced, details of the specification and position of fencing (and any other measures to be taken) for the protection of any retained tree shall be submitted to and approved in writing by the Local Planning Authority. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be retained during the course of building work.

REASON: In order to comply with Policies NE7 and NE8 of the Unitary Development Plan to ensure works are carried out according to good arboricultural practice and in the interest of the health and visual amenity value of trees to be retained.

Waste Advisers (summary)

No objections raised.

Planning Considerations

The proposal falls to be considered primarily with regard to the following policies:

Relevant UDP policies include:

H1 Housing Supply
H2 Affordable Housing
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
T9 and T10 Public Transport
T15 Traffic Management
T18 Road Safety
C1 Community Facilities
BE1 Design of New Development
BE4 Public Realm
BE10 Locally Listed Buildings
NE2 and NE3 Development and Nature Conservation Sites
NE7 Development and Trees
NE12 Landscape Quality and Character
ER7 Contaminated Land
IMP1 Planning Obligations

The following Supplementary Planning Documents (SPD) produced by the Council are relevant:

- Affordable Housing SPD
- Planning Obligations SPD
- SPG1 Good Design Principles
- SPG2 Residential Design Guidance

Bromley's Draft Local Plan: Policies and Designations Document has been subject to public consultation and is a material consideration (albeit it of limited weight at this stage). Policies relevant to this application include:

- 5.1 Housing supply
- 5.3 Housing design
- 5.4 Provision of affordable housing
- 6.3 Social infrastructure in new developments
- 6.4 Health and wellbeing
- 7.1 Parking
- 7.3 Access to services for all
- 8.1 General design of development
- 8.11 Landscape quality and character
- 10.1 Sustainable waste management
- 10.3 Reducing flood risk
- 10.4 Sustainable urban drainage systems
- 10.6 Noise pollution
- 10.7 Air quality
- 10.10 Sustainable design and construction
- 10.11 Carbon reduction, decentralise energy networks and renewable energy

A consultation on the Draft Allocations, further policies and designations document was carried out in September 2015.

Relevant London Plan Policies include:

- Policy 1.1 Delivering the strategic vision and objectives for London
- Policy 2.6 Outer London: vision and strategy
- Policy 2.7 Outer London: economy
- Policy 2.8 Outer London: transport
- Policy 3.1 Ensuring equal life chances for all
- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.6 Children and young people's play and informal recreation facilities
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.10 Definition of affordable housing
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 Affordable housing thresholds
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.5 Decentralised energy networks
- Policy 5.6 Decentralised energy in development proposals
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- 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 6.3 Assessing effects of development on transport capacity
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.13 Parking
Policy 7.1 Building London's neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.19 Biodiversity and access to nature
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

The London Plan SPG's relevant to this application are:

Accessible London: Achieving an Inclusive Environment (2014)
Housing (2016)
Sustainable Design and Construction (2014)
Shaping Neighbourhoods: Play and Informal Recreation (2012)

National Planning Policy Framework 2012 (NPPF)

The NPPF contains a wide range of guidance relevant to the application specifically sections covering sustainable development, delivering a wide choice of quality homes, requiring good design, conserving and enhancing the natural environment, decision-taking and implementation. The NPPF makes it clear that weight should be given to emerging policies that are consistent with the NPPF.

Paragraph 7 states: 'There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure

A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being

An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.'

Paragraph 14 makes it clear that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as the golden thread running through both plan-making and decision taking. In terms of decision taking it states that, 'where a development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted (specific policies in the NPPF cover issues such as land designated a Green Belt).

Paragraph 49 states that, 'Housing applications should be considered in the context of the presumption in favour of sustainable development.'

Paragraph 56 that, 'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.'

Paragraph 60 states that, 'Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.'

Paragraph 61 states that, 'Although, visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment. '

Paragraph 63 states that, 'In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area.'

Paragraph 64 states that, 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Paragraph 65 states that. 'Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits).

Paragraph 96 states that, 'In determining planning applications, local planning authorities should expect new development to: 'take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.'

Planning History

There is extensive planning history in relation to this site. The following recent applications are of particular relevance:

14/04760/OUT: Demolition of existing buildings and redevelopment to provide 9 new residential dwellings (use class C3) including the retention of and residential conversion of Bassetts House, together with associated car parking and landscaping. Details of access with all other matters reserved. OUTLINE APPLICATION.
Application withdrawn.

14/03236/RESPA: Change of use of ground, first and second floors of Bassetts House from Class B1(a) office to Class C3 dwellinghouses to form 3 studio/one bedroom, 8 two bedroom and 1 four bedroom flats (56 day application for prior approval in respect of transport and highways, contamination and flooding risks under Class J Part 3 of the GPDO)

Prior Approval Granted. Not implemented to date.

Consideration

The main issues to be considered are:

- Principle of development (including the loss of the existing community facilities)
- Density
- Design
- Impact on the locally listed building
- Trees and Ecology
- Housing Issues
- Highways and Traffic Issues
- Impact on Adjoining Properties
- Sustainability and Energy
- Planning Obligations

Principle

This site was formerly occupied by the Bromley Primary Care Trust (PCT) and incorporated a range of different uses for people with learning disabilities, including supported residential accommodation, a day care centre and administrative offices. Consequently, the site is considered to constitute a community facility in accordance with Policy C1 of the Unitary Development Plan. Policy C1 seeks to prevent the loss of community facilities unless it can be demonstrated that there is no longer a need for them or alternative provision is to be made in an equally accessible location.

Within the submitted planning statement, the applicant has set out the background to the closure of the site by the NHS and comments that the upgrading and re-use of the existing buildings would require significant investment and accordingly it was considered more appropriate to relocate the existing operations to an alternative site, including the Princess Royal University Hospital (PRUH). The campus was vacated by the NHS in November 2013. Since then the NHS has not located any new operations on the site. The applicant submits that this demonstrates there is no longer a need for a healthcare facility at this site.

As further relevant background, it should also be noted that the site is subject to a draft site allocation in the emerging Local Plan, where it is proposed to allocate for residential development (approximately 100 units).

Within the context of Policy C1, it is considered that the decision of the NHS to vacate the site in 2013 demonstrates that there is no longer a need for the provision of healthcare facilities at this site. The NHS has subsequently disposed of the site and no longer retains a material interest in the land. Furthermore, the redevelopment of the site for residential use would make a significant contribution towards the meeting local housing need, including an appropriate proportion of affordable housing (discussed in more detail below). Significant weight should be afforded to the delivery of housing on this site, in the context of broad policy support for new residential development at all levels.

On balance, the loss of the existing community facility is considered to be acceptable in this case.

Density

Policy 3.4 in the London Plan seeks to ensure that development proposals achieve the optimum housing density compatible with local context, the design principles in Chapter 7 of the plan, and with public transport capacity. Table 3.2 (Sustainable residential quality) identifies appropriate residential density ranges related to a site's setting (assessed in terms of its location, existing building form and massing) and public transport accessibility (PTAL).

The site has a PTAL rating of 1b and is within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be between 150-200 habitable rooms per hectare or 35-55 dwellings per hectare. The proposed development (including the new build residential and the converted dwellings in Bassetts House) would have a density of 45 dwellings or 196 habitable rooms per hectare.

Whilst the proposed development would sit within these ranges, a numerical calculation of density is only one aspect in assessing the acceptability of a residential development, and Policy 3.4 is clear that in optimising housing potential, developments should take account of local context and character, design principles and public transport capacity. Subject to more detailed consideration of the design and layout of the scheme and the quality of residential accommodation proposed, the proposed residential density is acceptable.

Design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. UDP Policy BE1 sets out a list of criteria which proposals will be expected to meet, the criteria is clearly aligned with the principles of the NPPF as set out above. Policy H7 requires, inter alia, the site layout, buildings and space about buildings to be designed to a high quality and recognise as well as complement the qualities of the surrounding areas.

London Plan Policy 7.4 states that, 'A Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of

surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future. Buildings, streets and open spaces should provide a high quality design response that:

- Has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass
- Contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area
- Is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings
- Allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area
- Is informed by the surrounding historic environment.'

Policy 7.5 states that, 'Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space. Opportunities for the integration of high quality public art should be considered, and opportunities for greening (such as through planting of trees and other soft landscaping wherever possible) should be maximised. Treatment of the public realm should be informed by the heritage values of the place, where appropriate.'

Form, appearance, layout and scale of development

The proposed development includes a mix of two storey, two storey with roofspace accommodation and three storey buildings in terraced, semi-detached and detached forms, as well as flatted blocks. The area surrounding the site is largely characterised by two storey detached and semi-detached dwellings, whilst the existing buildings on the site are between one and two storeys in height, with the exception of Bassetts House which rises to a maximum of three storeys.

Whilst the form and scale of the proposed development would differ from the existing surrounding residential development, the proposal responds appropriately to local character through the use of traditional building materials including facing brickwork, and takes design cues from the retained Bassetts House including the use of gabled roofs and low slung eaves. The proposed buildings are generally set back within the site (with private rear gardens providing a buffer to the site boundaries) and would not appear unduly dominant in the street scene when viewed from outside the site.

The proposed buildings are of a contemporary style, but with traditional features including pitched roofs, bay windows and gables, which seek to respect (but not replicate) the distinctive character of the locally listed Bassetts House. It is considered that the proposed dwellings would be imaginative and attractive and, subject to the use of high quality materials, the design approach is supported. A detailed materials schedule has been submitted for consideration with the application, which indicates that the site (excluding Bassetts House) would be divided into two areas which would be constructed from a similar but differing palette of materials. The use of varied materials will add visual interest throughout the development whilst ensuring a common language across the site. In general, the majority of the proposed materials, which include high quality bricks (multi and red multi-stock), tiles and reconstituted stone detailing, the use of UPVC windows and a GRP finish for the dormers will require more careful consideration to ensure that a

high quality and durable finish is achieved. It is therefore recommended that the final details, including the submission of samples, should be agreed by condition.

With particular regard to the site layout, the proposal seeks to create a village character, with a variety of building types following the road pattern. Access into the site is from a single location in Starts Hill Road, with a central spine road leading to a number of smaller cul-de-sacs (referred to as mews areas by the applicant) with a clear hierarchy of streets within the site, which is proposed to be reflected in differing materials for hard surfaces to delineate the functions of spaces. The buildings are well-separated from one another within the site with a minimum separation of at least 1.5m flank-to-flank (and significantly more where back-to-flank), and all of the proposed dwelling houses would benefit from a private rear garden area of adequate size. Car parking is to be largely contained within dedicated parking areas tucked at the rear of buildings and would not dominate the residential setting of the development.

Landscaping and public realm

The proposal includes an extensive scheme of landscaping and seeks to retain existing trees of significance on the site where possible. A detailed landscaping design statement has been submitted with the application, which divides the site into character areas, including 'Bassetts House and frontage', 'Mews', 'Parking Courts' and 'Bassetts Pond'. This demonstrates that the landscape design has been well considered throughout the design of the scheme. Ecological features including Bassetts Pond and the existing acid grassland will be retained and enhanced.

The layout of the site allows for a legible pedestrian environment through the use of differing surface treatments to reflect the hierarchy of routes and function of spaces. Dedicated pedestrian footways are proposed alongside the spine road and within the cul-de-sacs, together with shared surfaces will provide an appropriate pedestrian environment. Access throughout the site will be step-free. As described above the use of rear car parking areas will reduce the potential dominance of cars throughout the development. A communal amenity area is proposed to the south of Bassetts House and includes play equipment, which is welcomed. Full details of the proposed landscaping scheme is recommended to be secured by condition.

Impact on the locally listed building

UDP Policy BE10 states that proposals to alter, extend or for the change of use of a locally listed building will be permitted provided that it will be sympathetic to the character, appearance and special local interest of the building, and will respect its setting.

Bassetts House is a locally listed building which occupies a prominent position in the north-western corner of the site, and is attributed to Sir Aston and Maurice Webb. The applicant states that the aesthetic value of Bassetts House lies in its Olde English Style, being well executed and detailed. The building features a large and symmetrical south front with seven irregular bays which is dominated by brick and half-timber gables, with a tiled roof and low eaves to the west front. A number of original features are retained internally within the building, although alterations by previous users have resulted in the loss of some of these, including a double-height hall inside the southern wing of the building.

The proposed development involves the retention and conversion of Bassetts House to form a total of 13 flats, together with external alterations as follows:

- replacement of lead covered dormers
- roof tiles generally retained but replaced where necessary with matching type
- existing brickwork to be locally repointed and repaired as necessary
- existing timber retained and where necessary to be replaced or spliced-in with new timber elements of matching grain and moisture content
- existing render panels replaced with new through-coloured render
- steel balustrades replaced with frameless glass panels
- rainwater goods replaced with new black UPVC
- escape stairs to be removed
- all windows to be replaced with aluminium PPC double glazed units

The principle of Bassetts House being in residential use could be established through permitted development rights following a grant of prior approval for an office to residential conversion in 2014. In any event, it is considered that the residential use as proposed would be closer to the original use of the building as a dwelling, and in principle no objections are raised to the conversion works.

With regard to the external alterations proposed, these are generally limited to repair and restoration works. The proposals would also involve the removal of external metal fire escapes which is welcomed. Existing metal balustrades are proposed to be removed at first floor level to the southern elevation, and replaced with frameless laminated glass panel balustrades to provide a secure edge to the proposed balconies/terraces. The detailing of these balustrades will be crucial to their success, and provided that fixings are not highly visible it is considered that the glass would read as a minimal alteration to the building. It is therefore recommended that precise details are secured by condition. Furthermore, it is considered that there is the potential for a higher quality of rainwater goods to be used, and again details are recommended to be secured by condition.

With regard to the impact of the wider development proposals on the setting of Bassetts House, it is not considered that the new dwellings would be significantly more harmful than the existing buildings on site, whilst more generally the landscaping proposals would enhance the wider setting of the building and site as a whole. The proposals also include revisions to the existing boundary treatment adjacent to Bassetts House (currently a 2m high brick wall), which will be lowered to open up views into the site and of the heritage asset. This will be secured by condition.

Trees and Ecology

Planning Authorities are required to assess the impact of a development proposal upon ecology, biodiversity and protected species. The presence of protected species is a material planning consideration. English Nature has issued Standing Advice to local planning authorities to assist with the determination of planning applications in this respect as they have scaled back their ability to comment on individual applications. English Nature also act as the Licensing Authority in the event that following the issue of planning permission a license is required to undertake works which will affect protected species.

Policy NE7 requires proposals for new development to take particular account of existing trees on the site and on adjoining land. Policies NE2 and NE3 seek to protect sites and features which are of ecological interest and value. Policy NE2 relates to development and nature conservation sites, including Sites of Importance for Nature Conservation (SINCs), and states that a development proposal that may significantly affect the nature conservation interest or value of such sites will be permitted only:

- I. if it can be shown that the reasons for the development or benefits to the local community from the development outweigh the interest or value of the site, or
- II. any harm can be overcome by mitigating measures, secured by planning conditions or planning obligations.

Part of the site, a pond and its surrounding area is designated a SINC and is of high ecological value. The majority of the site comprises buildings, hard standing and amenity grassland which are of low intrinsic ecological value and one large mature tree and a small area of un-improved acid grassland which are also of high ecological value. The applicant's phase 1 survey concluded that the SINC and the buildings have features which indicate the potential to support European Protected Species (EPS), in particular bats and great crested newts (GCN). Survey work has been undertaken to confirm the presence of these species on site and submitted to accompany the application.

The proposal involves the retention of trees and landscape features of significance within the site, including the area of acid grassland alongside the western edge of the site. Whilst the proposed plans have been amended to remove the dwelling previously proposed within the SINC, some elements of hard surfacing, including parts of parking bays and the southern section of the spine road, would still be located within the SINC area. This development will clearly impact on the available area of habitat available for GCN and other wildlife, and in accordance with Policy NE2 it is necessary to consider whether there are benefits that would outweigh this partial loss of SINC, or that any harm can be overcome by mitigating measures.

In this case, the applicant's ecologist has submitted that the greatest threat to the long term survival of GCN here is the reduction in suitability of breeding habitat, which is proposed to be addressed by canopy reduction and de-silting, etc. included as part of an ecological management plan. As now proposed, the applicant's ecologist submits that the development (including an ecological management plan) should benefit the long term future of the pond and GCN population, whereas leaving it to its own devices would not.

In this instance it is not considered that there are significant benefits to the scheme that would outweigh the interest or value of the SINC, however it should also be recognised that only a partial loss of habitat is proposed. The application sets out details of proposed mitigation measures which include the improvement of the pond itself to improve the breeding habitat for newts, which in this case is considered to overcome the degree of harm caused through the limited development proposed within the SINC, in accordance with Policy NE2 (ii). These mitigation measures are proposed to be secured as part of a wider package of ecological measures by condition.

The comments from the Orpington Field Club on this matter are noted, including the submission that the SINC area should be kept fenced off with an impenetrable barrier, to contain the newts and prevent them from harm in the wider development. Whilst it is certainly appropriate to ensure that appropriate measures are in place to prevent the GCN dispersing across the site during construction works, it is not considered that restricting the movement of the GCN in the longer term would represent best ecological practice.

With regard to bats, the applicant's initial survey work identified the potential for bat roosts to be present on site, both in trees and buildings, and identified suitable foraging habitat for bats. The submitted reports recommended mitigation in the form of a number of precautionary measures before and during construction. However, this information was not based on up to date survey information, and it could not be concluded that the impact on bats is sufficiently understood or mitigated, with further survey work required to provide such confidence. Additional bat surveys were undertaken during April and May

2016 and have been reviewed. As a result it is considered that the level of survey effort employed, cumulatively, is sufficient to provide confidence that the conclusions reached are robust and the level of mitigation proposed is appropriate, and this will be delivered subject to a NE EPS Licence. It will be important that as works progress and mitigation is employed, should additional roost locations be identified during the precautionary approach that the level of mitigation proposed is adjusted accordingly (as would be standard).

Conditions are recommended to secure the details of mitigation during demolition and construction work, and habitat enhancement works and the long term ecological management of the site, including the on-going treatment of invasive species (Japanese Knotweed) on the site.

With particular regard to trees, the arboricultural impact assessment states that a total of 14 individual trees and 4 groups are proposed to be removed. Of these trees, three individual trees and one group are identified as moderate quality (Category B), with the remainder being Category C or U, being either low quality or unsuited to retention. No Category A (high quality) trees are proposed to be removed. The development proposals therefore seek to retain the trees of significance on the site and propose 26 new trees as part of the wider landscaping proposals. Revisions made during the lifetime of the application have resulted in an improvement to the car parking layout in relation to tree T22 which is a significant oak. No arboricultural objections have been raised to the development in light of these revisions. Full details of a landscaping scheme, including details of new tree planting proposed, is recommended to be secured by condition.

Housing Issues

At regional level, the 2015 London Plan seeks mixed and balanced communities (Policy 3.9). Communities should be mixed and balanced by tenure, supported by effective and attractive design, adequate infrastructure and an enhanced environment. Policies 3.11 and 3.12 of the plan confirm that Boroughs should maximise affordable housing provision, where 60% of provision should be for social housing (comprising social and affordable rent) and 40% should be for intermediate provision and priority should be accorded to the provision of affordable family housing.

UDP Policy H7 outlines the Council's criteria for all new housing developments. The policy seeks the provision of a mix of housing types and sizes.

Size and Tenure of Residential Accommodation

The proposal would provide the following residential development:

	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	TOTAL
Private	19	24	7	50	3	103
Affordable rented	2	3	0	2	0	7
Intermediate	2	3	0	0	0	5
TOTAL	23	30	7	52	3	115
%	20	26	6	45	3	100

In respect of housing need within the Borough, the greatest area of demand is currently in respect of 1 and 2 bedroom units. Whilst a good proportion of these smaller sized units are proposed, the mix is generally dominated by larger 4 bedroom family-sized units. In this case, the site has a low PTAL rating and the surrounding area is typically characterised by family-sized dwellings. It is therefore considered that the proposed unit

mix represents the optimum balance between addressing local need and responding to local character, whilst still ensuring the delivery of mixed and balanced communities.

Policy 3.8 of the London Plan requires 10% of new housing to meet building regulation M4 (3) 'wheelchair user dwellings'. Bromley's Affordable Housing SPD confirms that 10% of all housing including affordable housing should be wheelchair accessible in developments of 20 or more units. The application documents confirm that a total of 12 wheelchair units are proposed across the site (including 2 affordable units – one for affordable rent and one intermediate), which have been designed to accord with the South East London Housing Partnership (SELHP) guidelines, which comply with and generally exceed Part M of the Building regulations. The proposals would therefore meet the required standards in respect of wheelchair housing. All of the wheelchair dwellings would benefit from an allocated disabled parking bay, within an adjacent parking area. A condition is recommended to secure compliance with building regulation M4 (3) 'wheelchair user dwellings' in accordance with Policy 3.8 of the London Plan.

Policy H2 of the UDP requires sites capable of providing 10 or more dwellings to make provision for 35% affordable housing (by habitable room). A lower provision of affordable housing can only be accepted where it is demonstrated that the viability of the scheme cannot support policy compliant provision. In such instances the maximum level of affordable provision must be sought.

In this instance the development comprises 115 residential units and therefore triggers the need to address Policy H2. The application includes a level of affordable housing which falls below the requirement for 35% set out in Policy H2, and a financial viability assessment has been submitted to seek to demonstrate that this is the maximum level of affordable housing that the development can deliver.

Negotiations with the applicant have been on-going and an initial offer of 18 affordable dwellings on site (equating to 16% by unit or 15% by habitable rooms) was rejected by officers on the basis that it included a significant proportion of Discounted Market Sale units (set at a sale price of no more than 80% of market value), which was deemed not to be an affordable housing product in accordance with the Council's current policy, guidance and affordable housing definitions. A further offer was made by the applicant, of 16 affordable dwellings on site (14% by unit or 15% by habitable room) comprising a mix of intermediate dwellings and dwellings for affordable rent with a tenure split of 69% affordable rent and 31% intermediate (shared ownership). However, having reviewed this offer the Council's Housing Needs team expressed further concerns that the affordable rented accommodation included a significant number of units which were to be set at a rental rate not exceeding 80% of market rents, which in this location would be likely to exceed the Local Housing Allowance level and would not be genuinely affordable for local residents.

Taking the feedback of the Council's Housing Needs team into account, the applicant has further revised the affordable housing offer, which is for 7 dwellings for affordable rent set at the LHA level (comprising 2 x 4 bedroom houses and 2 x 1 bedroom and 3 x 2 bedroom flats – including one wheelchair dwelling), and 5 intermediate dwellings (comprising 2 x 1 bedroom and 3 x 2 bedroom flats – including one wheelchair dwelling). This equates to 10% of the overall scheme on a 'by unit' basis or 8% by habitable rooms, with a tenure split of approximately 58:42 in favour of affordable rent.

Whilst it is acknowledged that the overall quantum of affordable housing has reduced, the proposal now represents the best fit in terms of local need and includes a range of products that will be genuinely affordable for local residents. The quantum has been further reduced as a result of CIL charges that are now higher than originally anticipated

by the applicant, as a result of the term of vacancy for existing buildings on site which can now no longer be deducted from the CIL amount due.

The Council's independent consultant has reviewed the applicant's submitted financial information and confirmed that this is the maximum level that the development can support, in fact resulting in a small loss equating to around 0.1% of the developer profit, which it is understood that the applicant would be prepared to accept in this case. Accordingly, and based on the proposed tenure split, it is considered that the affordable housing to be achieved as part of this development is acceptable.

Standard of Residential Accommodation

Policy H7 of the UDP and the Residential Standards SPD sets out the requirements for new residential development. The Mayor's Housing SPG, which was updated in March 2016 sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out baseline and good practice standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including cycle storage facilities) as well as core and access arrangements.

Table 3.3 of the London Plan and Standard 24 of the SPG sets out minimum internal space standards for new development. All of the units meet or exceed the minimum unit sizes and make adequate provision for amenity space by virtue of private gardens and balconies as well as the communal landscaped areas retained on site. The applicant has stated that all units met Lifetime Home Standards and has provided layout plans to demonstrate compliance in this respect. However, this is no longer a relevant standard and in accordance with the Transition Statement 90% of all new dwellings should meet building regulation M4(2) 'accessible and adaptable dwellings'. It is recommended that compliance with this standard is secured by condition.

Playspace

Based on the Mayor's play space SPG, the applicant has identified a requirement for 689sqm of playspace on site. An area of playspace has been identified in the landscape plans and site layout, with an indicative play equipment layout shown. It is not clear how much provision is proposed but it should be noted that the needs for doorstep play will largely be met through the provision of private gardens for each of the proposed houses. This is acceptable. It is recommended that full details of the proposed play equipment be secured by condition.

Highways and Traffic Issues

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the UDP and London Plan should be used as a basis for assessment.

The site is in a low (mostly 1b some 1a) PTAL area and is therefore considered to have poor access to public transport links.

A significant number of the representations received from local residents have raised concerns regarding current on-street parking conditions in the vicinity of the site, where surrounding streets (including Starts Hill Road) are heavily parked during the daytime, which has been attributed in part to the nearby Princess Royal University Hospital. Accordingly, residents are concerned that the proposed development must have adequate parking to avoid any additional pressure to on-street parking in the vicinity of the site which could give rise to road safety concerns. In addition, there is a potential concern that the visitor parking spaces within the site could be used by vehicles which are currently parking on-street, which could in turn displace resident parking from the development back out onto surrounding roads unless there is a means of controlling the use of spaces within the site.

The proposed development includes the provision of 175 car parking spaces for 115 units, which equates to approximately 1.5 spaces per dwelling. Of this total capacity, a total of 130 will be allocated to dwellings, with the remaining 45 spaces unallocated to provide visitor parking or informal parking by residents. 14 of the 4 and 5 bedroom dwellings would have 2 allocated parking spaces each. 12 wheelchair spaces are proposed which equates to 10% of the overall provision. These spaces are conveniently located for occupiers of the proposed wheelchair adaptable/accessible dwellings. This is satisfactory and no technical objections have been raised to this aspect of the development from a highways perspective.

It is noted that Transport for London have requested that the overall parking provision be reduced to accord with the London Plan, however in this instance the low PTAL and limited site accessibility and local conditions justify a greater proportion of parking.

The applicant is proposing to operate a permit system for parking on site, with parking only permitted within marked bays, and residents and their visitors will be required to display valid parking permits at all times. No parking will be permitted outside of marked bays. Double yellow lines will be introduced on all of the internal site roads. This could be secured by condition through the Car Park Management Plan, discussed below, and should prevent unauthorised parking within the site.

The applicant has stated that a private parking enforcement company will be employed by the estate management team from the outset, which will make regular visits to site (typically twice a week) and issue parking penalties to any vehicles which do not comply with the parking rules. Acceptance of the parking rules would be a condition of the issue of permits and will form part of the lease agreements for parking facilities.

Furthermore, the development does not have direct pedestrian access from any of the surrounding streets which should discourage future residents from parking outside the site. It is recommended that this is secured by condition.

A total of 212 cycle parking spaces have been proposed across the development. This is in accordance with London Plan standards i.e. 1 space for every 1 bedroom dwelling and 2 spaces for 2 plus dwellings plus 1 visitor space for every 40 dwellings and is acceptable in principle. Details of secure cycle storage arrangements can be secured by condition.

The Transport Assessment submitted with the application demonstrates that the local transport network can adequately accommodate trips from the development. The capacity modelling demonstrates that the net vehicular trip generated by the site can be accommodated by the site access. The developer plans to trim the existing vegetation to improve visibility of the access and introducing parking restrictions. A stage 1 Road Safety Audit was carried out and identifies no issues of concerns relating to road safety based on the proposed access arrangement however LBB traffic team would like to be present on site at the time of stage 2 audit. This can be secured by condition.

The internal road within the proposed development will not be offered up for adoption and will instead be managed privately with expenses recouped through an annual service charge paid by residents. A management company will be responsible for enforcement of car parking controls and keep the roads free of parking other than in marked bays. The applicant has increased the width to 6m i.e. as per LBB manual for design. This will allow two cars to pass easily and also not cause issues for larger vehicles particularly if parking takes place on the access road. Tracking drawings have been submitted to show that a refuse vehicle can safely access the bin storage areas.

Subject to the imposition of conditions, and a financial contribution towards a future CPZ extension and towards the provision of a car club bay, no objections are raised to the development with regard to highways and traffic impacts.

Impact on neighbouring amenity

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The application site is well contained and largely separated from neighbouring dwellings by virtue of the existing boundary treatments and highways surrounding the site, and in general it is not anticipated that a significant loss of amenity would be experienced by local residents living near to the site as a result of the development proposed. There are however two areas where new dwellings are proposed close to the eastern boundary with adjacent properties in Arden Grove and Paddock Close, specifically the dwellings proposed at Plots 49 and 53.

In the case of Plot 49, the rear boundary of the property would directly abut the flank boundary to No. 16 Arden Grove, with the proposed dwelling facing rearwards towards the back garden area to No. 16. However, the dwelling itself would be positioned 13.5m from the rear site boundary which is considered a suitable distance to mitigate any potential loss of privacy, particularly noting the back-to-flank relationship where direct views of the dwelling itself would be avoided.

With regard to Plot 53, this is an end-of-terrace, two storey dwelling (with roofspace accommodation – maximum height of 11m to the roof ridge) that flanks the shared boundary with No. 14 Arden Grove, and is positioned around 1m from the flank site boundary. Plot 53 also adjoins part of the rear boundary with No. 5 Paddock Close.

There is approximately 10.5m separation between the proposed dwelling at Plot 53 and the rear elevation of No. 14 Arden Grove. The dwelling presents a blank flank elevation towards No. 14 Arden Grove and would not give rise to any direct overlooking. Whilst the proposed dwelling would result in a degree of obstruction to the easternmost rear-facing windows of No. 14, the resultant impact would be limited given the alignment of the proposed dwelling which is to be positioned largely to the north-east of No. 14, and the

slightly lower height of the building where it would overlap its neighbour, owing to the pitched roof form proposed. Indeed, the line of sight directly rearwards from No. 14 would remain largely unobstructed as a result of the proposed development. Accordingly it is not anticipated that an undue loss of light or prospect, or an unacceptable degree of overshadowing will arise, that would justify the refusal of planning permission. A suitable privacy screen for the proposed first floor rear balcony can be secured by condition.

Whilst there is the potential for a degree of overlooking to arise from Plot 53 towards Paddock Gardens, the separation distance (of around 15m) and the alignment of the properties (which do not directly face one another) are such that an undue loss of privacy is not expected to arise. Furthermore, the plans indicate that the houses at Plots 53 and 54 would be slightly modified from the standard 'House Type C' with the rear dormer window replaced with 2 'velux' type windows, which will further reduce the potential for overlooking to arise from the top floor of these dwellings.

Concerns raised locally regarding traffic impact and parking issues in nearby streets that benefit from uncontrolled parking have been considered and discussed above.

Sustainability and Energy

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. For major development proposals there are a number of London Plan requirements in respect of energy assessments, reduction of carbon emissions, sustainable design and construction, decentralised and renewable energy. Major developments are expected to prepare an energy strategy based upon the Mayors energy hierarchy adopting lean, clean, green principles.

The application proposes to achieve a 33% reduction of carbon on the site as a whole (the target is 35% on 2013 Building Regulations), using a combination of energy efficiency measures and PV panels. This is acceptable despite the slight shortfall anticipated as the proposal includes Bassetts House which is for a residential conversion and a heritage asset. The new build elements are designed to exceed the 35% which represents a reasonable compromise in this case. It is recommended that the implementation of the proposed energy efficiency measures and PV are secured by condition.

Sustainable Urban Drainage Systems

Policy 5.13 of the London Plan requires development to utilise SUDS, unless there are practical reasons for not doing so though supporting text to the policy also recognises the contribution 'green' roofs can make to SUDS. The hierarchy within that policy is for a preference for developments to store water for later use.

The application includes proposals to use soakaways in parts of the site where the infiltration is permissible, and in addition water butts will also be used. The rest of the storage volume required to restrict surface water run-off to 5l/s for all events including the 1 in 100 plus 30% climate change will be in tanks. The submitted strategy is acceptable subject to detailed design. Full details and implementation of the drainage strategy will be secured by condition.

Other Considerations

Archaeology and land contamination have been addressed by way of submission of technical reports which have been scrutinised by relevant consultees. No objections are raised in this respect and appropriate conditions could be attached to control these specific aspects of the proposal in detail.

Planning Obligations

The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:

- (a) Necessary to make the development acceptable
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development

Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis. From 5th April 2015, it is necessary to link Education, Health and similar proposals to specific projects in the Borough to ensure that pooling regulations are complied with.

In this instance it would be necessary for the development to mitigate its impact in terms of the following matters:-

- Education (£773,390.76)
- Health (£188,255.00)
- Affordable Housing
- Wheelchair housing
- Highways contributions towards future CPZ expansion and car club bay

Environmental Impact Assessment

The Council issued a Screening Opinion on 23rd September 2015 pursuant to Regulation 5 confirming that the development would not be likely to have significant effects on the environment generating a need for an Environmental Impact Assessment. It was considered that the application could be fully and properly assessed by way of technical reports without the need for a full EIA.

Summary

The proposal involves the redevelopment of a vacant former NHS site which is surplus to requirements and would result in the creation of 115 new dwellings, including the maximum level of affordable housing, which would make a significant contribution towards the delivery of housing in the borough.

The proposal is of a high quality design and layout, and will provide an acceptable quality of accommodation for future occupiers, including a policy compliant level of accessible dwellings.

The development includes the retention, restoration and re-use of the locally listed Bassetts House, which is a significant benefit of the scheme.

The impacts of the development on the amenities of local residents and the local highway network have been considered and no significant adverse impacts are anticipated, such that planning permission could reasonably be refused on this basis. A parking provision equating to 1.5 spaces per dwelling overall is proposed, which is acceptable from a technical highways perspective.

The scheme includes the retention of wildlife habitat on site including trees of significance, with the long term enhancement to be secured by condition. The protection of wildlife including protected species, and mitigation in the longer term will also be secured by condition.

Background papers referred to during the production of this report comprise all correspondence on file ref 15/04941 and other files referenced in this report, excluding exempt information.

RECOMMENDATION: PERMISSION (SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT)

As amended by documents received 8th March 2016

And 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 only be carried out in complete accordance with the details shown on the submitted plans and documents, as follows:

Existing plans

1447-P-001 P1- SITE LOCATION PLAN

1447-P-099 P2 - EXISTING SITE PLAN

BASSETTS HOUSE – EXISTING ELEVATIONS

BASSETTS HOUSE – EXISTING FLOOR PLANS

CM/151012/E1 - BASSETTS CAMPUS EXISTING ELEVATIONS SHEET 1 OF 4

CM/151012/E2 - BASSETTS CAMPUS EXISTING ELEVATIONS SHEET 2 OF 4

CM/151012/E3 - BASSETTS CAMPUS EXISTING ELEVATIONS SHEET 3 OF 4

CM/151012/E4 - BASSETTS CAMPUS EXISTING ELEVATIONS SHEET 4 OF 4

CMS/15339 - EXISTING FLOOR PLANS - BASSETTS CENTRE

CMS/15339 - EXISTING FLOOR PLANS – ASH TREE CLOSE

CMS/15339 - EXISTING FLOOR PLANS – ASH TREE CLOSE FIRST FLOOR

CMS/15339 - EXISTING FLOOR PLANS – ASH TREE CLOSE

CMS/15339 - EXISTING FLOOR PLANS – TUGMUTTON CLOSE

CMS/15339 - EXISTING FLOOR PLANS – TUGMUTTON CLOSE FIRST FLOOR

EXISTING TOPOGRAPHICAL SHEET 1 OF 8

EXISTING TOPOGRAPHICAL SHEET 2 OF 8

EXISTING TOPOGRAPHICAL SHEET 3 OF 8

EXISTING TOPOGRAPHICAL SHEET 4 OF 8

EXISTING TOPOGRAPHICAL SHEET 5 OF 8

EXISTING TOPOGRAPHICAL SHEET 6 OF 8

EXISTING TOPOGRAPHICAL SHEET 7 OF 8

EXISTING TOPOGRAPHICAL SHEET 8 OF 8

Proposed plans

1447-P-100 P14 PROPOSED SITE PLAN

1447-P-400 P4 PROPOSED SITE SECTIONS SHEET 1

1447-P-401 P5 PROPOSED SITE SECTIONS SHEET 2

1447-P-402 P4 PROPOSED SITE SECTIONS SHEET 3
1447-P-403 P4 PROPOSED SITE SECTIONS SHEET 4
1447-P-404 P4 PROPOSED SITE SECTIONS SHEET 5
1447-P-405 P4 PROPOSED SITE SECTIONS SHEET 6

1447-P-410 P3 PROPOSED STREET ELEVATIONS
1447-P-411 P1 PROPOSED STREET ELEVATIONS SHEET 2

1447-P-420 P2 - TYPICAL BAY STUDY – HOUSE TYPE A2
1447-P-421 P2 - TYPICAL BAY STUDY – HOUSE TYPE B1
1447-P-422 P2 - TYPICAL BAY STUDY – HOUSE TYPE C
1447-P-423 P2 - TYPICAL BAY STUDY – HOUSE TYPE D1
1447-P-424 P2 - TYPICAL BAY STUDY – HOUSE TYPE E
1447-P-425 P2 - TYPICAL BAY STUDY – APARTMENTS
1447-P-450 - P1 HOUSE TYPE A PROPOSED ELEVATIONS
1447-P-451 - P1 HOUSE TYPE B PROPOSED ELEVATIONS
1447-P-452 - P1 HOUSE TYPE C PROPOSED ELEVATIONS
1447-P-453 - P1 HOUSE TYPE D PROPOSED ELEVATIONS
1447-P-454 - P1 HOUSE TYPE E PROPOSED ELEVATIONS
1447-P-455 - P1 HOUSE TYPE A2 PROPOSED ELEVATIONS
1447-P-456 - P1 HOUSE TYPE B1 PROPOSED ELEVATIONS
1447-P-457 - P1 HOUSE TYPE D PROPOSED ELEVATIONS

1447-P-460 - P1 TYPICAL FLAT ELEVATIONS (BLOCKS A1, A2, D1, E1 & E2)
1447-P-461 - P1 TYPICAL FLAT ELEVATIONS (BLOCK C1 & D2)
1447-P-462 - P1 TYPICAL FLAT ELEVATIONS (BLOCK G1)

1447-P-600 P5 - HOUSE TYPE A FLOOR PLANS
1447-P-601 P4 - HOUSE TYPE B FLOOR PLANS
1447-P-602 P4 - HOUSE TYPE C FLOOR PLANS
1447-P-603 P4 - HOUSE TYPE D FLOOR PLANS
1447-P-604 P4 - HOUSE TYPE E FLOOR PLANS
1447-P-605 P5 - HOUSE TYPE A2 FLOOR PLANS
1447-P-607 P4 - HOUSE TYPE B1 FLOOR PLANS
1447-P-608 P4 - HOUSE TYPE D1 FLOOR PLANS
1447-P-610 P3 - FLAT BLOCK A1 FLOOR PLANS
1447-P-611 P3 - FLAT BLOCK A2 FLOOR PLANS
1447-P-612 P3 - FLAT BLOCK C1 FLOOR PLANS
1447-P-613 P3 - FLAT BLOCK D1 FLOOR PLANS
1447-P-614 P3 - FLAT BLOCK D2 FLOOR PLANS
1447-P-615 P3 - FLAT BLOCK E1 FLOOR PLANS
1447-P-616 P3 - FLAT BLOCK E2 FLOOR PLANS
1447-P-617 P3 - FLAT BLOCK F1 FLOOR PLANS
1447-P-618 P5 FLAT BLOCK G1 FLOOR PLANS

1447-P-620 P2 - WHEELCHAIR UNIT TYPE A
1447-P-621 P2 - WHEELCHAIR UNIT TYPE B
1447-P-622 P2 - WHEELCHAIR UNIT TYPE C
1447-P-623 P2 - WHEELCHAIR UNIT TYPE D
1447-P-624 P2 - WHEELCHAIR UNIT TYPE F
1447-P-625 P2 - WHEELCHAIR UNIT TYPE G

1447-P-630 P2 - HOUSE TYPE A LIFETIME HOMES
1447-P-631 P2 - HOUSE TYPE B LIFETIME HOMES
1447-P-632 P2 - HOUSE TYPE C LIFETIME HOMES
1447-P-633 P2 - HOUSE TYPE D LIFETIME HOMES
1447-P-634 P2 - HOUSE TYPE E LIFETIME HOMES
1447-P-635 P2 - HOUSE TYPE A2 LIFETIME HOMES
1447-P-636 P2 - HOUSE TYPE B1 LIFETIME HOMES
1447-P-637 P2 - HOUSE TYPE D1 LIFETIME HOMES

1447-P-640 P1 - FLAT TYPES A AND B FLOOR PLANS
1447-P-641 P1 - FLAT TYPE C FLOOR PLAN
1447-P-642 P1 - FLAT TYPE D FLOOR PLAN
1447-P-643 P1 - FLAT TYPE E FLOOR PLAN

1447-P-800 P10 - PROPOSED BASSETTS HOUSE GROUND FLOOR PLAN
1447-P-801 P8 - PROPOSED BASSETTS HOUSE FIRST FLOOR PLAN
1447-P-802 P8 - PROPOSED BASSETTS HOUSE SECOND FLOOR PLAN
1447-P-804 P2 - PROPOSED BASSETTS HOUSE BASEMENT FLOOR PLAN
1447-P-805 P2 - PROPOSED BASSETTS HOUSE SITE PLAN
1447-P-810 P2 - PROPOSED BASSETTS HOUSE ELEVATIONS

Supporting Documents

Design and Access Statement (Stanford Eatwell Architects) March 2016
Planning Statement (Montagu Evans) Nov 2015
Landscape Statement (Fabrik) Oct 2015
Heritage Appraisal (KM Heritage) Oct 2015
Daylight and Sunlight Assessment (Point 2 Surveyors) Oct 2015
Structural Survey and Demolition Method Statement (Barnard and Associates) Oct 2015
Transport Assessment (WSP) Oct 2015
Statement of Community Involvement (Cascade) Oct 2015
Flood Risk Assessment and Surface Water Drainage (Barnard and Associates) Oct 2015
Phase I Environmental Assessment (AP Geotechnics) Oct 2015
Phase II Geoenvironmental Report (AP Geotechnics) Oct 2015
Tree Survey (Tamla Trees) Dec 2014
Arboricultural Impact Assessment (Ian Keen Ltd) Oct 2015
Arboricultural Method Statement (Ian Keen Ltd) Oct 2015
Updated Extended Phase 1 Survey and Assessment (Richard Graves Associates) Oct 2015
Updated Bat and Great Crested Newt Surveys and Assessment (Richard Graves Associates)
Oct 2015
2016 Bat Surveys and Assessment (Richard Graves Associates) May 2016
Energy Strategy (Desco) Oct 2015

REASON: For the avoidance of doubt and to ensure the satisfactory implementation of the development in accordance with Policy BE1 of the Bromley Unitary Development Plan

3. Details and sample boards of all external materials (including those for Bassetts House and the new build dwellings), 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 above ground floor slab level. 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. Prior to commencement of development above ground floor slab level details of a scheme of landscaping shall be submitted to and approved by the Local Planning Authority. The scheme shall include details of:

- soft landscaping
- hard landscaping including the materials of paved areas and other hard surfaces
- any retaining walls
- street furniture
- play equipment
- a boundary treatment to the edge of Bassetts Pond

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 10 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.

5. Prior to the commencement of development above ground floor slab level, details of the height, type and appearance of the proposed boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- external boundary treatment around the site at a height not less than 1.8m
- the proposed treatment to the brick wall adjacent to Bassetts House
- all internal fencing, gates, walls or other means of enclosure

The boundary enclosures shall be erected in such positions along the boundaries of the site (both internally and externally) in accordance with the approved details prior to first occupation 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.

6. Prior to commencement of development above ground floor slab level details of the proposed car ports shall be submitted to and approved in writing by the Local Planning Authority. The car ports shall only be constructed in accordance with the approved details.

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 prior to the commencement of development 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. The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations 2010 M4(2) 'accessible and adaptable dwellings' for the

units identified in the application as non-wheelchair units and shall be retained permanently thereafter

REASON: To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants

9. The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations 2010 M4(3) 'wheelchair user dwellings' for the units identified in the application as wheelchair units and shall be retained permanently thereafter.

REASON: To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.

10. Before the development hereby permitted is first occupied, details of privacy screens to the balconies and roof terraces proposed shall be submitted to and approved in writing by the Local Planning Authority. The screens shall be installed in accordance with the approved details prior to first occupation of the dwellings and shall be permanently maintained thereafter.

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.

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

REASON: In the interest of security and crime prevention and to accord with Policy BE1 of the Unitary Development Plan

12. The development shall be implemented in accordance with the Arboricultural Method Statement (AMS) and Landscape Design Statement 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.

13. Before the development hereby permitted is commenced, details of the specification and position of fencing (and any other measures to be taken) for the protection of any retained tree shall be submitted to and approved in writing by the Local Planning Authority. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored

or positioned within these areas. Such fencing shall be retained during the course of building work.

REASON: In order to comply with Policies NE7 and NE8 of the Unitary Development Plan to ensure works are carried out according to good arboricultural practice and in the interest of the health and visual amenity value of trees to be retained.

14. 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 1995 (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.

15. No wall, fence or hedge on the front boundary or on the first 2.5 metres of the flank boundaries shall exceed 1m in height, and these means of enclosure shall be permanently retained as such.

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

Before any part of the development hereby permitted is first occupied that part of a sight line of Bassetts House/Acorn Way which can be accommodated within the site shall be provided in both directions at 2.4m x 43m and with the exception of trees selected by the Local Planning Authority no obstruction to visibility shall exceed 1m in height in advance of this sight line, which shall be permanently retained as such.

REASON: In order to comply with Policy T18 of the Unitary Development Plan and to ensure that the proposal does not prejudice the free flow of traffic and conditions of general safety along the adjoining highway.

16. 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.

17. 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.

18. 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.

19. 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 and Appendix II.7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

20. 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.

21. The existing accesses from Broadwater Gardens 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.

22. Details of a scheme for the management of the car parking areas shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is first occupied. The plan shall include the following:

- **details and location of parking spaces for people with disabilities;**
- **details and location of 20% electric vehicle charging points and details of a further 20% passive provision;**
- **details of parking layout and allocations (including details as to how the occupancy will be maximised through the lease of sales)**
- **details of measures proposed to restrict parking to designated bays only and prohibit parking on the access road**

The car parking areas shall thereafter be operated in accordance with the approved scheme at all times unless previously agreed in writing by the Authority.

REASON: In order to comply with Policies T3 and T18 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.

23. Prior to the commencement of the development hereby permitted (including demolition) a Construction Management/Logistics 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.

24. 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 ER13 of the Unitary Development Plan.

25. No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

REASON: To comply with Policy T18 of the Unitary Development Plan.

26. Before any work is commenced on the access/highway works a Stage 1 and where appropriate a Stage 2 Road Safety Audit (these may be combined with the prior agreement of the Local Planning Authority) shall be submitted to and approved in writing by the local Planning Authority. The works shall be implemented strictly in accordance with the approved details to the satisfaction of the local Planning Authority before any part of the development hereby permitted is first occupied. A Stage 3 Audit shall be submitted to and approved in writing by the local Planning Authority following satisfactory completion of the works and before they are opened to road users. The road safety auditor should also request for a member of LBB traffic team to be present on site at the time of stage 2 audit.

REASON: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan.

27. There shall be no pedestrian access provided from the development to Pinecrest Gardens, Broadwater Gardens or Arden Grove at any time.

REASON: In order to safeguard the amenities of neighbouring residents and prevent undue overspill parking on streets in the vicinity of the site, to comply with Policies BE1, T3 and T18 of the Unitary Development Plan.

28. No development (including demolition) shall commence on site until an Ecological Management and Mitigation Strategy has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include (but not be limited to) details of:

- the means by which protected species and other wildlife interest and habitats will be safeguarded during demolition and construction works
- a mitigation strategy for the loss of SINC habitat to detail firm proposals for the protection of Great Crested Newts and protection/enhancement of habitats for this species
- an ongoing habitat management strategy for the wider Bassetts site including proposals for the retention and on-going management the acid grassland
- bat mitigation measures
- ongoing measures for the removal and control of invasive species (Japanese Knotweed)

REASON: To safeguard the on-going ecological interest of the site, the SINC and protected and priority species, in accordance with Policy NE2 of the Unitary Development Plan and Policy 7.19 of the London Plan 2015.

29. Prior to the commencement of development above ground floor slab level details of a proposed lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include (but not be limited to):

- details of all street lighting and lighting to car parking areas
- details of external lighting to buildings (including security lighting)
- details of proposed measures to control light spillage as necessary
- details of bat friendly lighting

30. The lighting shall be installed and be operational prior to the first occupation of the development in accordance with the approved details and shall permanently be retained thereafter.

REASON: To ensure the submission of satisfactory lighting proposals in the interest of safeguarding the amenities of neighbouring residents and future occupiers of the development and the wildlife interest on the site, in accordance with Policies BE1 and NE2 of the Unitary Development Plan.

31. No development (excluding demolition) shall 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 comply with Policies 5.12 and 5.13 of the London Plan.

32. Before any work on site is commenced above ground floor slab level a site wide energy assessment and strategy for reducing carbon emissions shall be submitted to and approved by the Local Planning Authority. The assessment shall include details of measures to incorporate PV panels in the development. The results of the strategy shall be incorporated into the final design of the buildings prior to first occupation. The strategy shall include measures to allow the development to achieve an agreed reduction in carbon dioxide emissions of at least 33% above the TER level required by the Building Regulations 2013. The development shall aim to achieve a reduction in carbon emissions of at least 20% from on-site renewable energy generation. The final design, including the energy generation shall be retained thereafter in operational working order, and shall include details of schemes to provide noise insulation and silencing for and filtration and purification to control odour, fumes and soot emissions of any equipment as appropriate.

REASON: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 and 5.7 of the London Plan 2015.

33. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no building, structure or alteration permitted by Class A, B, C, D or E of Part 1 of Schedule 2 of the 2015 Order, shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

REASON: To prevent the unsatisfactory overdevelopment of the site and the amenities of surrounding residential properties, in accordance with Policies H7 and BE1 of the Unitary Development Plan.

- 34. A) No development related activity shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of building recording in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.**
- B) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.**
- C) If heritage assets of archaeological interest are identified by the evaluation under Part B, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.**
- D) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (C).**
- E) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (C), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.**

REASON: The site is of archaeological interest and detailed investigations should be undertaken to enable consideration to be given to preservation in situ and/or recording of items of interest in compliance with Policy BE16 of the Unitary Development Plan.

35. 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. Piling has the potential to impact on local underground sewerage utility infrastructure.

Informatives

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.

Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control of the requirements of these conditions prior to the commencement of development.

You should consult Street Naming and Numbering/Address Management at the Civic Centre on 020 8313 4742, email address.management@bromley.gov.uk regarding Street Naming and Numbering

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

The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

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.