

SECTION '2' – Applications meriting special consideration

Application No : 16/00218/OUT

Ward:
Copers Cope

Address : 28 Park Hill Road Shortlands Bromley
BR2 0LF

OS Grid Ref: E: 539154 N: 169229

Applicant : Jemcrest Limited

Objections : YES

Description of Development:

Erection of part 3 storey, part 4 storey building comprising 6 three bedroom and 3 two bedroom apartments, basement/lower ground floor vehicle and cycle parking, provision of bin store, access and associated landscaping. (Outline application for access layout and scale) on land adjacent to No.28 Park Hill Road.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 21
Smoke Control SCA 9

Proposal

Outline planning permission is sought for the erection of part 3 storey, part 4 storey building comprising 6 x 3 bedroom and 3 x 2 bedroom apartments, basement/lower ground floor for vehicle and cycle parking, provision of bin store, access and associated landscaping. The application seeks outline permission for the provision of access, layout and scale.

The appearance and landscaping are reserved matters. Drawings have been submitted as part of the application which shows how the proposed property will be accommodated adjacent to No.28 Park Hill Road. Although the detail of the appearance is a reserved matter, the siting and scale of the building fall to be considered for this application.

A Planning Statement, Design & Access Statement and Arboricultural Survey also accompany the application.

An amended drawing was received on 10th March 2016 showing changes to the windows on the northern elevation and on the 16th May showing revisions to the access and parking arrangements.

Location

The application site comprises a parcel of land located adjacent to No. 28 Park Hill Road, Bromley. The accompanying Design & Access statement states that the application site appears to have previously contained tennis courts or a level playing area and was at one time linked to No.28 when it was in use as a single dwellinghouse.

The site comprises of differing levels and is quite steep, particularly towards the rear. A number of trees are located at the site, some of which are protected by a blanket Tree Preservation Order (TPO). The site is predominantly covered with mature shrubs, vegetation and landscaping, much of which is overgrown.

The site is not designated nor does it lie within a Flood Risk Area.

Consultations

Nearby owners/occupiers were notified of the application and several letters of representations were received which are outlined below:-

- The new building will block sunlight on the opposite side of the road therefore I object to the height of the building
- Concerned about the impact of the development on the foundation of my wall
- There is a serious problem with parking in Park Hill Road as it is one of the only roads which does not have restricted parking
- Whilst the development will have underground parking more parking spaces will be lost on the road making congestion worse.
- The road is long and narrow so lorries will not be able to access the site causing gridlock
- The property will dominant the skyline and change the feel of the whole road
- Building a block of flats adjacent to No.28 will impact upon light levels and privacy
- The development requires a number of trees to be felled but the site has a blanket TPO. Taking down trees will seriously impact upon the feel of the road
- Concerned that building on a hill could cause serious subsidence or landslides. We have had problem with retaining walls on the site due to land movement. If a new property is built with an underground car park, this is going to cause a lot of land disturbance.
- Concerned that the pedestrian walkway will cause more movement of the land.

Any further comments received will be reported verbally at the meeting.

Comments from Consultees

Environmental Health (Housing)

A copy of the Environmental Health (Housing) comments are available on the file and relate to the Housing Act 2004.

Environmental Health (Pollution)

The application site is located within an Air Quality Management Area declared for NOx: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NOx emission rate of <40mg/kWh. In addition an electric car charging point should be provided to a minimum of 20% of car parking spaces with passive provision of electric charging capacity provided to an additional 20% of spaces.

The Council's Principal Arboricultural Officer has confirmed that no publically owned trees will be affected by the development.

The Council's Tree Officer considers that the majority of significant trees can be retained as part of the scheme. The arboricultural submissions address the tree constraints in detail and justify the loss of the trees as well. Existing trees on the site have not been managed for some time with many growing with defects or poor form. This said, trees fronting the site are highly visible from the street scene and trees surrounding the site will have screening benefit. The specialised construction measures illustrated in the Tree Protection Plan (TPP) reduce the risk of damage to retained trees. Protection measures appear adequate for the needs of the site.

The Council's Highways Officer has commented regards the application and outlined that the site lies in an area with a medium PTAL rating of 3 (on a scale of 1-6, where 6 is the most accessible) just outside Bromley Town Centre Controlled Parking Zone (CPZ).

Having assessed the drawings the following initial concerns were raised:

- The slope shown on the vehicular access is 1:8 ramp. This is very steep. We accept minimum of 1:10 slope and also first 5m of the road should be flat to avoid grounding /rolling.
- The parking layout in general is very tight.
- Parking space 1 is close to the entrance. I am not sure how it will be used for parking.
- Parking bays 4 and 5 are very close to each. It looks like No. 5 would reverse into and hit the car parked in space No. 4.
- Parking bay number 7 is flushed to the wall. There should be some gap between the wall and parking bay as in case of No. 4 and 8.
- Cars parked in bays 5, 6 and 7 will end up reversing all the way to the entrance to turn around and exit in forward gear.
- Also we would like to see the details of highway drainage.

The Council's Drainage Officer raised no objections subject to conditions.

Thames Water raised no objections subject to conditions.

Planning Considerations

The application falls to be determined in accordance with the following policies:

Unitary Development Plan

- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- BE1 Design of New Development
- NE7 Development and trees
- T1 Transport Demand
- T7 Access
- T3 Parking
- T7 Cyclists
- T18 Road Safety

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

The London Plan

- Policy 3.3 Increasing Housing Supply.
- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and design of housing developments
- Policy 5.3 Sustainable design and construction
- Policy 5.13 Sustainable drainage
- Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.6 Architecture

Mayor's Housing Supplementary Planning Guidance (2012)

The National Planning Policy Framework (NPPF) is also a consideration.

Planning History

Under ref: 73/01157, outline planning permission was refused for a detached two bedroom bungalow with garage for the following reasons;

"(i) the proposal is an unsatisfactory sub-division of an existing site which should be redeveloped on a comprehensive basis to ensure the most satisfactory and beneficial use of the land;

(ii) the proposal is an unsatisfactory form of backland development in that it establishes an undesirably deep building line which would prejudice the satisfactory redevelopment of this and adjacent sites;

(iii) the proposed bungalow would have an unsatisfactory relationship to the existing properties fronting Mays Hill Road by reason of the loss of amenities and privacy to existing residents and the lack of privacy for the future occupants if the bungalow."

Under ref: 73/03742, planning permission was granted for the erection of a detached two bedroom bungalow with 1 block of 4 garages at rear.

Under ref: 76/00120, planning permission was granted for a detached 2 bedroom bungalow with integral garage and 1 garage attached.

Under ref: 80/02558, outline planning permission was refused for a detached bungalow and detached block of 3 garages for the following reasons;

"(i) on account of its siting on steeply sloping land adjacent to the rear boundary of the site the proposed dwelling would be detrimental to the amenities of the occupants of the adjoining dwellings to the east by reason of visual impact, overlooking and consequent loss of privacy.

(ii) in the absence of details to the contrary the proposed development would increase the flow of surface water drainage to the River Ravensbourne and thereby aggravate flooding and drainage problems in the locality."

Under ref: 90/02358, planning permission was refused for a three storey block comprising 8 town houses with access road and 6 garages for the following reasons;

"1 The proposal would be both poorly related to the contours and would be an overdevelopment of the site out of character with the locality and contrary to Policy H.2 of the Bromley Borough Plan.

2 The development would prejudice the retention and wellbeing of a number of trees which are of public amenity value and area the subject of a Tree Preservation Order and would result in the removal of trees contrary to Policies H.2 and E.13 of the Bromley Borough Plan.

3 The proposal means of access to the site would be inadequate to meet the needs of the development in respect of provision of adequate visibility from the access road along Park Hill Road and as such the proposal would be prejudicial to the free flow of traffic and conditions of general safety on the latter road."

This application was subsequently dismissed at appeal with the Appeal Inspector concluding that the siting of the dwellings would be harmful to the appearance and residential character of Park Hill Road and lead to overlooking and unsatisfactory loss of trees.

Under ref: 91/00747, outline planning permission was refused for 8 two storey terraced houses including roof accommodation with integral garages, 6 garages to serve adjacent property and access road for the following reasons;

"1 The proposal would be both poorly related to the contours and would be an overdevelopment of the site out of character with the locality and contrary to Policy H.2 of the Bromley Borough Plan.

2 The development would prejudice the retention and wellbeing of a number of trees which are of public amenity value and area the subject of a Tree Preservation Order and would result in the removal of trees contrary to Policies H.2 and E.13 of the Bromley Borough Plan.

3 The proposal means of access to the site would be inadequate to meet the needs of the development in respect of provision of adequate visibility from the access road along Park Hill Road and as such the proposal would be prejudicial to the free flow of traffic and conditions of general safety on the latter road.

4 The proposal would result in a cramped form of development lacking in adequate amenity area for the occupiers of the proposed houses which would be out of character with the surrounding area contrary to Policy E.1 of the draft Unitary Development Plan."

Conclusions

The main issues relating to the application are the principle of the development and the effect in principle that a residential development would have on the character and appearance of the locality, the effect of the design layout on the locality and visual amenity of the area, access arrangements and the impact the scheme would have on the living conditions and amenities of nearby properties.

Housing is a priority use for all London Boroughs and the Development Plan welcomes the provision of small scale infill development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

The NPPF sets out in paragraph 14 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and

demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

The document also encourages the effective use of land by reusing land that has been previously developed (brownfield land) and excludes gardens from the definition of previously developed land.

Policy 3.4 Optimising housing potential of the London Plan seeks to optimise housing potential, taking into account local context and character, the design principles and public transport capacity.

Policy H7 of the UDP sets out criteria to assess whether new housing developments are appropriate subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, community safety and refuse arrangements.

The site currently forms part of a wooded area to the eastern side of No.28 Park Hill Road, Shortlands. The site is surrounded by residential land on all four sides. In this location the Council will consider residential infill development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed. Therefore the provision of the new dwelling units on the land is acceptable in principle subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

Previously refused applications

As can be seen from the planning history section above in this report several planning applications were submitted in the 1980's and 1990's for residential development, all of which was refused and one application (90/02358) dismissed on appeal. This particular development involved a three storey block comprising 8 town houses with an access road and 6 garages. In dismissing this development the Inspector found that the development would be likely to have an impact on the appearance and residential character of Park Hill Road stemming from the layout and the effect of this on the trees located on the site. Furthermore the Inspector found the standard of the intended access to be inadequate. The development had been designed to accommodate a row of 8 town houses at right angle to the road. A cul de sac would serve the houses and a block of 6 garages would be built behind No.28 Park Hill Road. The Inspector considered that the terrace would look out of place within the existing pattern of development with the design being poorly laid out. It was also considered that neighbouring gardens would be overlooked to a greater degree than might reasonably be expected in the area. Concern was also raised by the Inspector that trees could be affected by post development pressure and dismissed the appeal.

A further application was submitted to the Council in the following year under reference: 91/0747 which sought to reduce the height of the proposed development from three storeys to two storeys and placing the bedroom accommodation in the roof void.

It is difficult to compare the previously refused scheme with that of the current application because the site area is different, it does not utilise the rear garden area of No.28 just the side and the development is different in terms of design having the appearance to that of No.28 and occupying a more central footprint of the site. The current scheme is higher and contains a basement level which the previously refused schemes did not have. The main issues however that do remain the same are the access, the design and the trees on site which are all addressed in the sections below.

Density

The proposed development consists of 9 flats comprising a mix of 5 x 3 bedroom flats and 4 x 2 bedroom flats. The breakdown of flats is set out below:-

- Flat 1 - 84sqm - 2 bedroom
- Flat 2 - 135sqm - 3 bedroom
- Flat 3 - 114.5sqm - 3 bedroom
- Flat 4 - 84sqm - 2 bedroom
- Flat 5 - 101sqm - 3 bedroom
- Flat 6 - 103.5sqm - 3 bedroom
- Flat 7 - 139sqm - 3 bedroom
- Flat 8 - 102sqm - 3 bedroom
- Flat 9 - 110.5sqm - 2 bedroom

The density of the proposal would be 35 units per hectare. Table 3.2 of the London Plan sets out appropriate density ranges for the site with a PTAL of 3 in a suburban area as 35-65. The density is therefore considered acceptable.

Design, Siting and Layout

Policy 3.4 of the London Plan 2015 specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range.

Policy BE1 states that development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping and relationships with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

The proposed building would be divided into 9 apartments. The general vernacular of the street is blocks of flats mixed in with some detached properties. The

introduction of a new block of flats would not be considered out of keeping with the style of properties in the road. The design of the property appears similar to that of the property at No.28 which also lies in the applicant's ownership. The building is made up of a part three/part four storey block with dormer window in the roof space.

The predominant part of this part of Park Hill Road is of large blocks of flats and large detached houses. No.28 (Glencoe) is a large detached house set within a substantial plot, in a mature landscape setting. No.28 Park Hill Road comprises a three storey detached building which has been separated into flats. To the north of the site the land shares a boundary with No.'s 38-42 Park Hill Road, to the west a four storey block of flats comprising Mont Arlington and to the south is the gardens of Nos 2-The Glen and 2-12 Shortlands Road.

The proposed apartment block proposes a traditional design which would appear to sit comfortably in the street scene between No.28 and No's 38-42 Park Hill Avenue. The building would sit in the centre of the plot and be located 6.45m to the boundary with No.28 and 6m to the boundary with No's 38-42 Park Hill Road. The surrounding area has no predominant character or uniformity other than being predominantly residential. The building is to be built of brick but materials do not form part of the application.

The scale of the building is 3/4 storeys with the building designed to step up from No's 38-42 Park Hill Road, before increasing to a maximum height of 11m but not exceeding the ridge height of No.28 Park Hill Road which measures 11.8m. The street scene drawing shows the context of the building heights compared with that of the neighbouring properties located either side of the site.

The proposed lower ground floor comprises the undercroft parking area for 13 car parking spaces and 15 cycle storage spaces, a lift and communal entrance. The ground floor comprises Flats 1-3; the first floor Flats 4-6; the second floor Flats 7-8 and the third floor and roof area comprising of Flat 9.

Amenity Space & Privacy

All nine apartments are afforded their own balcony or terrace area. The rear garden area extends to 20-33m deep and offers further amenity space. Flat 1 & 2 will have private balconies whilst Flat 3 will have its own private patio. Flat 4 a private balcony; Flat 5 & 6 will have a private terrace area. Flat 7 & 8 have a private balcony and Flat 9 a private terrace. The balconies to Flats 7 & 8 will have 1.8m high privacy screen panel. The majority of the balconies are situated towards the rear. Whilst a degree of overlooking may occur it is considered that the distances to the nearest houses on The Glen and Shortlands Road are sufficiently located far enough away to not cause direct overlooking into neighbouring gardens. Trees in the rear garden will also act to maintain a degree of privacy.

Flats 1-4 will benefit from their own private gardens and Flats 5, 7, 8, 9 & 10 will have balconies with glass balustrading. Flat 6 will have no amenity space except for that which is communal. In terms of detailed design the proposed building has

been designed to ensure that there are no principle windows in the flank elevation to prevent overlooking.

Impact on Adjoining Properties

In terms of outlook, the fenestration arrangement will provide front, rear and flank outlook for each unit overlooking amenity space to the rear, Park Hill Road to the front, No.28 to south-west and No.38-44 Park Hill Road to the north-east.

In terms of privacy, concerns were raised by a number of adjacent properties on Park Hill Road in terms of overlooking and loss of privacy. Officers have visited the site on several occasions and whilst the development does contain windows in every elevation the remaining trees will offer a degree of screening to neighbouring amenity and are considered to be no different to the views afforded to neighbours all along the street which have been built to 2, 3 and 4 storeys in height.

The outlook from windows from the proposed properties is considered to maintain a suitable level of privacy, with the bay windows set at an angle to reduce the level of overlooking to No's 38-42 Park Hill Rd.

The distance between the properties as detailed above exceeds the minimum distance referred to within the Mayor's guidance. On this basis while the concerns are noted and taken account of, and it is acknowledged that there will be some interruption to currently unobstructed views from adjoining properties, it is not considered that this is sufficient to warrant withholding planning permission.

Trees

Mature trees are located along the northern and western borders. The application is accompanied by an Arboricultural Assessment carried out by Quaife Woodlands. Several trees are protected by a Tree Preservation Order.

There are 52 subject trees of which three are off site, 27 are to be removed and although this is over 50%, the peripheral screening is retained and the majority of trees removed are minor specimens. The retained trees are protected.

The existing landscaping will be retained along the sites existing frontage and will seek to soften the appearance of the built form behind.

The Tree Officer has raised no objections to the proposed development subject to suitable conditions.

Access

The proposed drive will enter the site at the north-eastern end of Park Hill Road and will gradually slope downwards for cars to access the underground car parking area to provide parking for 13 cars. Two elevated pedestrian entrance points are also to be built to accommodate residents on foot from the property.

Following the Highways Officers comments a revised plan to the access and parking arrangements was received on the 16th May. The following changes have been made to address the Highways Officers previous concerns. The first 5m is now flat at 1:20 with 2m long transitions at the top and bottom of the ramp which is 17.1m long set at 1:9; parking bays are 2.4m wide x 5m long; vehicle turning is now shown on bay 1 which clearly shows how easily it will be used for parking following steps 1 to 4. Vehicle turning is now shown on bay 4 which clearly shows how easily it will be used for parking. Bay 5 has been rotated to improve how the bay will be accessed. A sufficient gap now exists between the wall and parking bay 7 as in the case No 4 and 8. As highlighted, there is a 7.5m turning space for cars in this location which is well above the 6m minimum to enable vehicles to turn. Therefore, the parking bays should be considered against this fact. A drainage channel is now indicated at the entrance and it will be foreseeable that run-off points will be combined in the ramping sections.

The access road is sufficiently wide to allow passing of two vehicles and the Highways Officer has indicated that the sight lines are sufficient. The lower basement level will allow for sufficient off-street parking and cycle storage. The raised pedestrian walkway is considered acceptable owing to changes in the ground levels. Any further comments received from the Highways Officer in respect of the revised plan will be reported verbally at the meeting.

Drainage, Ecology and landscaping

An indicative landscaping layout has been submitted as shown on the proposed site layout plan drawing that details the areas given over to garden for external amenity for future occupiers. Notwithstanding, the details shown on this plan, should permission be forthcoming, full details of hard and soft landscaping and boundary treatment could be sought by condition.

Sustainability and Energy

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

The applicant has submitted a number of criteria to achieve a sustainable development listed in the Design and Access Statement which outlines that it will be possible for the development to meet these objectives.

Community Infrastructure Levy

The Mayor of London's CIL is a material consideration. CIL contributions will be sought in connection with any subsequent reserved matters applications.

Summary

It is considered that the proposal would bring forward additional much needed dwellings by intensifying the use of a currently underutilised site. The development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers, subject to suitable conditions. It is considered that the density and tenure of the proposed housing is acceptable and that the indicated standard of the accommodation that will be created will be good. The proposal would not have an adverse impact on the local road network or local parking conditions. The proposal would be constructed in a sustainable manner and would achieve good levels of energy efficiency. It is therefore recommended that planning permission is granted subject to the imposition of suitable conditions.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

as amended by documents received on 10.03.2016 16.05.2016

RECOMMENDATION: OUTLINE PERMISSION BE GRANTED

Subject to the following conditions:

1 (i) Details relating to the appearance and landscaping

shall be submitted to and approved by the Local Planning Authority before any development is commenced.

(ii) Application for approval of the details referred to in paragraph (i) above must be made not later than the expiration of three years beginning with the date of this decision notice.

(iii) The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the details referred to in paragraph (i) above, or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: No such details have been submitted and to comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

2 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial

completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.

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

- 3** Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

- 4** No trees on the site shall be felled, lopped, topped or pruned before or during building operations except with the prior agreement in writing by the Local Planning Authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed with the Authority.

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that as many trees as possible are preserved at this stage, in the interest of amenity.

- 5** No demolition, site clearance or building works (including trenches, pipelines for services or drains) shall be undertaken until Chestnut Pale fencing not less than 1.2 metres in height has been erected around every tree or tree group on the site shown to be retained on the submitted drawings at the furthest extent of the spread of the canopy of any tree or tree group except where development is hereby permitted within this area. The fence shall be placed so as to exclude the site of the said development but otherwise as far as possible from the trees. 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 the building work hereby permitted

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained are adequately protected.

6 No bonfires shall take place within 6 metres of the furthest extent of the spread of the canopy of any tree or tree group shown to be retained on the submitted drawings.

Reason In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

7 No trenches, pipelines for services or drains shall be sited under the spread of the canopy of any tree or tree group shown to be retained on the submitted plans without the prior agreement in writing by the Local Planning Authority.

Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

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

The statement shall include details of:

Type and siting of protective fencing, and maintenance of protective fencing for the duration of project;

Type and siting of scaffolding (if required);

Details of the method and timing of demolition, site clearance and building works

Depth, extent and means of excavation of foundations and details of method of construction of new foundations

Location of site facilities (if required), and location of storage areas for materials, structures, machinery, equipment or spoil, and mixing of cement or concrete;

Location of bonfire site (if required);

Details of the location of underground services avoiding locating them within the protected zone

Details of the method to be used for the removal of existing hard surfacing within the protected zone

Details of the nature and installation of any new surfacing within the protected zone

Methods proposed for the watering of the trees during the course of the project

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

Reason:To ensure that all existing trees to be retained are adequately protected and to comply with Policy NE7 of the Unitary Development Plan.

- 9** The applicant shall at his own expense instruct an arboricultural consultant, approved by the Council in writing to liaise with the developer and/or his architect or engineer to approve details of construction methods, oversee the works and report to the Council throughout the period of the works in so far as the works may affect trees within the site. Works shall not commence on site until a consultant has been appointed. After commencement of the project, all persons employed or engaged on the project shall immediately comply with any reasonable instruction, advice or request given or made by the arboricultural consultant in respect of works in so far as they relate or affect trees within the site, including an instruction to cease work if the arboricultural consultant considers that works have deviated from the agreed working methods and in these circumstances works shall not recommence until or unless written authority has been given by the Council or the arboricultural consultant that such works may recommence.

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.

- 10** The development shall be implemented in accordance with the Arboricultural Survey and Planning Integration Report 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.

- 11** Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed in accordance with the approved details.

Reason:In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

12 Details of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area

13 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

15 Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

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

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

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

c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors, a proposed remediation strategy and a quality assurance scheme regarding implementation of remedial works, and no remediation works shall commence on site prior to

approval of these matters in writing by the Authority. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.

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

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

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

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

17 The development permitted by this outline planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the 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 in order to comply with Policies 5.12 and 5.13 of the London Plan

18 Details of the layout of the access road and turning area including its junction with and dimensions of visibility splays shall be submitted to and approved in writing by the Local Planning Authority and these access arrangements shall be substantially completed before any part of the development hereby permitted is first occupied. There shall be no obstruction to visibility in excess

of 0.6m in height within the approved splays except for trees selected by the Authority, and which shall be permanently retained.

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

- 19 Before any work is commenced details of parking spaces and/or garages and sufficient turning space shall be submitted to and approved in writing by the Local Planning Authority and such provision shall be completed before the commencement of the use of the land or building hereby permitted and shall thereafter be kept available for such use. No development whether permitted by the Town and Country Planning (General Permitted Development Order) 2015 (or any Order amending, revoking and re-enacting this Order) or not, shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason:In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 20 Parking bays shall measure 2.4m x 5m and there shall be a clear space of 6m in front of each space (or 7.5m if garages are provided) to allow for manoeuvring and these spaces shall be permanently retained as such thereafter.

Reason:In order to comply with Appendix II of the Unitary Development Plan and to the interest of pedestrian and vehicular safety.

- 21 Before commencement of the development hereby permitted details of (a) turning area(s) within the site shall be submitted to and approved in writing by the Local Planning Authority. The turning area(s) shall be provided before any part of the development is first occupied and shall be permanently retained thereafter.

Reason:In order to comply with Policies T3 and T18 of the Unitary Development Plan and to enable vehicles to enter and leave the site in a forward direction, in the interest of pedestrian and vehicular safety.

- 22 The gradient of the access from Park Hill Road shall not exceed 1:20 at any point.

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

23 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.

24 Details of the finished surfaces of the access road, garage drives and parking areas, which shall include coloured materials and block paving, and of the street lighting installations, shall be submitted to and approved in writing by the Local Planning Authority before the development commences and the access road, drives, parking areas and street lighting shall be completed in accordance with the approved details before any of the dwellings hereby permitted are first occupied.

Reason:In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual amenities of the area.

25 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.

26 Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

Reason:In order to comply with Policy T7 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

27 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.

28 Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

29 The development hereby permitted shall incorporate measures to minimise the risk of crime. No development shall take place until details of such measures, according to the principles and physical security requirements of Secured by Design, have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is occupied and thereafter retained.

Reason:In the interest of security and crime prevention and to accord with Policies H7 and BE1 of the Unitary Development Plan.

30 Each of the dwellings shall meet Lifetime Home Standards (in accordance with the 2010 (Revised) document). Details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted and implemented in accordance with the approved details.

Reason: In order to ensure an adequate supply of accessible housing in the Borough in accordance with Policy 3.8 of the London Plan.

I21

31 No extensions or alterations to the building(s) hereby approved, whether or not permitted under Article 3 to Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking, re-enacting or modifying that

Order) of that Order, shall be carried out without the prior written permission of the local planning authority.

Reason: To ensure that any proposals for extensions or outbuildings to the properties hereby approved, can be considered by the Council and that the potential for any impact on the amenities of the occupiers of surrounding properties can be properly assessed and to accord with Policy BE1 of the Unitary Development Plan.

32 The dwellings hereby permitted shall not be more than 11.0m in height

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

You are further informed that :

33 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk

34 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.

35 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