

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

Application No : 16/02179/FULL1

Ward:
Copers Cope

Address : Conifer House 44 Southend Road
Beckenham BR3 1SL

OS Grid Ref: E: 537567 N: 170617

Applicant : Aggarwal

Objections : YES

Description of Development:

Construction of four storey rear extensions, four storey front extensions and roof alterations to add an additional storey to the existing building forming an additional 9 flats (18 flats total) comprising one 1 bedroom, four 2 bedroom and three 3 bedroom flats within the extended sections of the building in connection with revised flat layouts in the existing building forming two 1 bedroom, six 2 bedroom and two 3 bedroom flats. Provision of front, rear and flank parking with in/out access driveway, amenity space, balconies, refuse and cycle storage and associated landscaping

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 12

Proposal

Planning permission is sought for the construction of four storey rear extensions, four storey front extensions and roof alterations to add an additional storey to the existing building forming an additional 9 flats (18 flats total) comprising one 1 bedroom, four 2 bedroom and three 3 bedroom flats within the extended sections of the building in connection with revised flat layouts in the existing building forming two 1 bedroom, six 2 bedroom and two 3 bedroom flats.

Externally planning permission is sought for the provision of front, rear and flank parking with an in/out access driveway, amenity space, balconies, refuse and cycle storage and associated landscaping.

The rear extension will have a footprint of approximately 10.3m depth by 18.2m width at its maximum extents and will be contained within the width of the existing building. Substantial recessed areas at a minimum 4.5m recess on each side of the building are incorporated in to the resultant building footprint. Separation distances of approximately 10.2m and 9m are maintained to the south and north flank property boundaries respectively.

The front extensions are 1.3m depth and 2.5m depth respectively. The rear extensions to the original building are 1.3m and 3.2m depth respectively. An additional upper storey will be situated across the existing and extended sections of the building set back from the extended front elevation by 1.8m. The resultant height of the building will be approximately 12m.

An in and out circular parking system is shown utilising the existing highway crossover points to provide vehicle access to parking areas for 25 vehicles distributed to the rear, front and side of the building.

In terms of materials the front extensions have been designed as red brick elements contrasting with the existing walls formed from yellow stock brick. To the rear and flank walls is a mixture of red facing brick and yellow facing brick to match existing with banding and rendered feature detailing.

All new flats have balconies or access to the private amenity area.

Location

The site is located on the east side of Southend Road and currently comprises a three story purpose built residential block of nine flats dating from the 1960's constructed of yellow stock bricks with a tiled pitch roof.

Southend Road is varied in character with single dwelling houses and larger flatted developments, mostly on the eastern side of the road. The road rises gently from south to north such that the building to the north, Lloyd House, is sited at a slightly higher land level than the application building. Shannon Way, to the south, features four storey blocks of flats with front balconies and a flat roof design. The buildings along Southend Road are generally set a significant distance from the road, and there are mature trees and dense vegetation along the front and side boundaries giving the area a spacious and pleasant appearance.

The site is not located within a conservation area nor is the building Listed.

Consultations

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

Objections:

- A serious overdevelopment of the site.
- Out of character. Does not reflect modest scale of development in surrounding area.
- Loss of privacy and amenity to residents in Shannon Way from proposed windows and balconies.
- Concerns regarding the effect to trees.
- Concerns regarding effects to neighbouring building foundations.
- Concerns regarding noise and disturbance from construction works.

- Fourth storey and front extensions will result in loss of natural light and privacy to adjacent property in Shannon Way.
- Location of bin store will be unsightly.
- Will neighbours be compensated for inconvenience?

Support:

- Redevelopment will improve the security in the area.

Internal Consultations

Technical highways (summary):

The site is located to the north of Southend Road Beckenham; Southend Road (A2015) is a London Distributor Road. The development is in PTAL area of 2 (on a scale of 1 - 6, where 6b is the most accessible). The applicant is utilising the existing accesses leading to the proposed car parking area. This is satisfactory. The applicant is also showing a one way working in operation. This is welcomed. Twenty five car parking spaces would be provided which is acceptable. Eighteen cycle spaces are shown, however 33 cycle parking spaces are required. This can be achieved by condition. Location of refuse store is acceptable.

Environmental Health - Pollution (summary):

No objections in principle however the site is located on a fairly busy road and as such it is recommended that an acoustic assessment is required to determine whether any noise mitigations are necessary to achieve a good standard of amenity internally.

The Council's Environmental Health complaint history for the site highlights a recent history of significant fly-tipping and reports relating to burning of hazardous materials. This was confirmed by a visit from Environmental Health Officers. It is therefore recommended that a standard land contamination condition would need to be attached to cover an initial contaminated land assessment.

The application site is within an Air Quality Management Area declared for NO_x and may lead to significant traffic generation. There is concern that the living area and/or bedroom for five of the flats (flats 4, 7, 10, 11 and 12) have only front facing windows without any alternate means of ventilation. It is recommended that a request an air quality assessment is required to determine whether the current design will lead to unacceptable exposure to poor air quality as detailed in 7.14 of the London Plan.

Drainage:

Contrary to the applicants answer to the question on the form, there is no public surface water sewer near to this site. Surface water will therefore have to be drained to soakaways. This site is within the area in which the Environment Agency - Thames region require restrictions on the rate of discharge of surface water from new developments into the River Ravensbourne or its tributaries. This site appears

to be suitable for an assessment to be made of its potential for a SUDS scheme to be developed for the disposal of surface water.

Arboriculture:

The proposed development will sit largely within the existing building footprint. The addition proposed to the rear will not have an adverse impact upon retained trees, limited to the periphery of the application site. I am satisfied with the methods statement referred to within the arboricultural report.

Environmental Health - Housing (summary):

Combined living and kitchen space is not desirable due to risk of accidents. Concerns regarding lack of adequate natural ventilation due to limited sizes of window and incomplete access to terraces.

Officer response: Amended plans have now been received to address the concerns of the Housing Officer and are now considered acceptable.

External consultations

Thames Water:

No objections with regard to sewerage infrastructure capacity or water infrastructure capacity.

Crime prevention:

The application should be able to achieve the security requirements of Secured by Design with the guidance of Secured by Design New Homes 2014, and the adoption of these standards will help to reduce the opportunity for crime, creating a safer, more secure and sustainable environment.

Planning Considerations

London Plan 2015:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage

- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

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

Unitary Development Plan:

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- ER7 Contaminated Land
- H1 Housing Supply
- H7 Housing Density and Design
- H8 Residential Extensions
- H9 Side Space
- NE7 Development and Trees
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles

Supplementary Planning Guidance 2: Residential Design Guidance

Emerging Bromley Local Plan:

A consultation on the Draft Local Plan policies was undertaken early in 2014 in a document entitled Draft Policies and Designations Policies. In addition a consultation was undertaken in October 2015 in a document entitled Draft

Allocation, further policies and designation document. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy - Housing supply
Draft Policy - Housing design
Draft Policy - Side Space
Draft Policy - Parking
Draft Policy - General design of development
Draft Policy - Landscape Quality and Character
Draft Policy - Sustainable waste management
Draft Policy - New Waste Management Facilities and Extensions and Alterations to
Draft Policy - Existing Sites
Draft Policy - Reducing flood risk
Draft Policy - Sustainable Urban Drainage Systems
Draft Policy - Water and Wastewater Infrastructure Capacity
Draft Policy - Contaminated Land
Draft Policy - Noise pollution
Draft Policy - Air Quality
Draft Policy - Sustainable Design and Construction
Draft Policy - Development and Trees
Draft Policy - Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

Planning History

There is no relevant planning history relating to the site.

Conclusions

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

- o Principle of development
- o The design and appearance of the scheme and the impact of these alterations on the character and appearance of the area and locality
- o The quality of living conditions for future occupiers
- o Access, highways and traffic Issues
- o Impact on adjoining properties

Principle of development

Housing is a priority use for all London Boroughs. Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing choice in the London Plan (2015) generally encourage the provision of redevelopment in previously developed residential areas provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space.

The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

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

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

Policy H7 of the UDP advises that new housing developments will be expected to meet all of the following criteria in respect of; density; a mix of housing types and sizes, or provides house types to address a local shortage; the site layout, buildings and space about buildings are designed to a high quality and recognise as well as complement the qualities of the surrounding areas; off street parking is provided; the layout is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles; and security and crime prevention measures are included in the design and layout of buildings and public areas.

Residential dwellings surround the site on all sides. The site is currently developed for a less dense residential use. Therefore, in this location the Council will consider a higher density 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 an extended residential block on the land is acceptable in principle subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

Density

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 2 and is within an urban setting. In accordance with Table 3.2, the recommended density range for the site would be 55-145 dwellings

per hectare. The proposed development would have a density of 60 dwellings 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. 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, Siting and Layout.

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.

Policies 3.4 and 3.5 of the London Plan reflect the same principles. Policy 3.4 specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range. This reflects paragraph 58 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.

Policy H7 of the UDP set out a number of criteria for the design of new development. With regard to local character and appearance development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping and relationships with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

Policy H8 in its justification details that proposals for an additional storey on a block of flats should comply with the Council's requirements for new development, including car parking.

Policy BE1 of the UDP requires new extensions to complement the scale, form, layout and materials of adjacent buildings and areas, and seeks to protect the amenities of neighbouring properties.

Policy H9 requires that new residential development for a proposal of two or more storeys in height a minimum of 1m side space from the side boundary is maintained and where higher standards of separation already exist within

residential areas. Proposals will be expected to provide a more generous side space.

With respect to the impact of the proposed extensions on the character and appearance of the building, policy as detailed above requires new extensions to complement the scale, form, layout and materials of adjacent buildings and areas.

The proposed extension to the rear of the building would increase the maximum depth of the building, however, the extension itself would not represent a disproportionate addition to the existing building. The surrounding plots include blocks of flats sited further to the rear of plots of equal depth, with a number of cul-de-sacs also extending eastwards from Southend Road. Taking this established pattern of development into account and the relative increase in the depth of the building, it is considered that the increased depth of the building would not result in the building appearing overly deep or prominent in the locality. With regard to the formation of an additional storey, the blocks of flats to the east along Shannon Way are partly three, partly four storey in height with a flat roof design. Lloyd House, to the north, is sited on a higher land level and therefore appears taller than the application site. The resultant building would not exceed the height of Lloyd House and therefore would not appear overly tall when viewed from the street. Furthermore, there are numerous examples of other blocks of flats in the locality which incorporate flat roofs, most notably the blocks along Shannon Way and therefore the flat roof design would not appear out of character with the area.

In terms of the spatial relationship to adjoining property, adequate separation is considered to be demonstrated to maintain the current standards within the area. Accordingly Members may consider that Policy H9 is satisfied in relation to this proposal.

In terms of the design, the proposed elevations encompass a varied and complimentary palette of materials. It is considered that the external appearance of the resultant building would not be detrimental to the character of the area. The design would feature red brick projections, a central inset rendered element and slate grey cladding to the upper storey, in addition to the retention of some of the existing walls formed of yellow stock brick. The neighbouring buildings in the locality feature a variety of finishes and it is therefore considered that the proposed materials would not appear prominent in the street scene. In addition, the use of different materials, along with the addition of subordinate front projections, breaks up the front elevation and ensures that a suitable solid to void ratio is achieved and that the streetscene elevation does not appear overly blocky. As such it is considered that the proposal would respect the established pattern of development of the locality and would not detract from the character and appearance of the area.

Standard of Residential Accommodation

Policy 3.5 of the London Plan and the Housing SPG (2016) states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit should comply with Nationally Described Housing Standards (2015).

The floor space size of each of the proposed units in the existing and proposed sections of the building ranges between 50m² and up to 86m² respectively. The nationally described space standard requires various sizes of internal areas in relation to the number of persons and bedrooms provided in each unit. On this basis, the floorspace provision for all of the units is compliant with the required standards and is considered acceptable.

The shape and room size in the proposed section and converted sections of the resultant building is considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specific use. Separate lifts are also incorporated within the new and existing sections of the building to provide level access to all levels.

The applicant has stated that all units meet Lifetime Home Standards and has provided layout plans that demonstrate compliance in this respect. However, this is no longer a relevant standard and in accordance with Standard 11 of Housing: Supplementary Planning Guidance. (March 2016) of the London Plan 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.

Amenity Space

In terms of amenity space, provision is provided communally by way of a large garden area that is indicated to the rear to be landscaped, with mature trees retained. This will be for use by all residents and is accessed from the main pedestrian entrances to the building. Balconies have also been provided to all flats to create private areas of amenity space. The size of these areas is generally in compliance with the requirements of the London Plan guidelines. Therefore the total provision is considered acceptable at this location given the additional large communal area provided.

Impact on Adjoining Properties

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 blocks of flats to the north and south of Conifer House both incorporate a large number of windows facing into the site on all storeys. The proposed extension to the rear of the building would extend beyond the rear of both neighbouring buildings. However, the windows in the neighbouring buildings face onto the existing built form, with the extension facing onto the gap between blocks. To the south a gap of 11.5m is maintained as existing to 1-12 Shannon Way from the existing section of the building. The new rear section will face the gap between 1-12 and 13-27 Shannon Way. To the north the existing flank windows will remain to face Lloyd House at a minimal distance of 16m with the new rear section facing

between Lloyd House and Thurston House. Taking into account the siting of the extension to the rear in relation to the surrounding blocks, and considering the distance of the extension from the side boundaries of the site, it is considered that a reason for refusal based on the impact on outlook from these windows of the neighbouring flats could not be sustained.

In terms of outlook from the resultant building, the fenestration arrangement will provide generally front, rear and flank outlook for the units in the front original section of the building and flank outlook for the central and rear sections of the extended building overlooking amenity space or overlooking the street for both bedrooms and living and dining spaces. As detailed above with respect to the outlook from neighbouring properties the siting of the building and generous separation gaps maintained on site to neighbouring buildings reduces the impact in terms of any direct overlooking of neighbouring property or loss of privacy to within acceptable limits.

Highways and Car parking

The Council's Highway Officer has reviewed the current application and not raised any objection in this regard. 25 spaces are to be provided on site utilising existing vehicular access points which is considered satisfactory. Therefore, the proposal is considered generally acceptable from a highways safety perspective subject to appropriate planning conditions.

Cycle parking

Cycle parking is required to be 1 space per studio and 1 bedroom flats and 2 spaces for all other dwellings. The applicant has provided details of a location for cycle storage for the units comprising of 18 spaces. Additional spaces have been requested by the Council's Highway Officer. Further details in this regard are recommended by condition.

Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage for the units in the front curtilage accessed from the existing crossover from Southend Road. The location point is considered acceptable within close proximity of the highway. Further details in this regard are recommended by condition in relation to capacity and a containment structure.

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 stated that the scheme includes the option for roof mounted photovoltaic panels which are located on the flat roof of the building. This approach is welcomed.

Trees and Landscaping

An indicative landscaping layout has been submitted as shown on the proposed site plan drawing that details the areas given over to garden for external amenity for future occupiers. The Council's Arboricultural Officer has reviewed the scheme and raised no objections to the impact to trees subject to standard planning conditions. Notwithstanding this full detail of hard and soft landscaping and boundary treatment is also recommended to be sought by condition as necessary.

Community Infrastructure Levy

The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

Summary

The development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers. It is considered that the density and tenure of the proposed housing is acceptable and that the development would not be detrimental to the character and appearance of the locality. The standard of the accommodation that will be created will be good. The proposal would not have an adverse impact on the local road network or local parking conditions. The proposal would be constructed in a sustainable manner and would achieve good levels of energy efficiency. It is therefore recommended that planning permission is granted subject to the imposition of suitable conditions.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

Reason: Section 91, Town and Country Planning Act 1990.

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

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

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

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

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

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

5 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.

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

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

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

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

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

desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.

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

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

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

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

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

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

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

Reason:To reduce the impact of flooding both to and from the proposed development and third parties and to accord with Policy 5.13 of the London Plan.

9 An acoustic assessment shall be submitted to the Local Planning Authority for approval in writing prior to commencement of the development. The assessment shall determine the worst case day time and night time ambient background noise levels affecting this location and predict the internal levels in the proposed residential dwelling. A scheme

of mitigation, as necessary in light of the results of the assessment, (covering façade, glazing and ventilation specifications to achieve suitable internal noise levels in line with guidance in BS8233:2014) shall be submitted to the Local Planning Authority for written approval prior to commencement of the development and once approved shall be installed fully in accordance with the approved scheme and permanently maintained thereafter.

Reason: In order to ensure a satisfactory standard of residential amenity in accordance with Policy 7.15 of the London Plan.

10 While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

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

11 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.

12 An Air Quality Assessment shall be submitted to the Local Planning Authority for approval in writing prior to commencement of the development in respect of all flats facing Southend Road. The Air Quality Assessment will need to utilise an appropriate air quality model and/or emissions assessment tool to predict air quality concentrations at appropriate receptor locations.

Reason: In order that the local planning authority may be satisfied that the development is not going to result in significant health impacts to existing and future residents from a deterioration in local air quality in accordance with Policy 7.14 of the London Plan.

13 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.

14 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.

15 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

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

16 Before any part of the development hereby permitted is first occupied, bicycle parking for 33 spaces (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.

17 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.

18 The development shall be implemented in accordance with the Arboricultural Appraisal and Implications and Tree Protection Methods 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.

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

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

20 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

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

21 An electric car charging point shall be provided to a minimum of 20% of car parking spaces with passive provision of electric charging capacity provided to an additional 20% of spaces.

Reason: To minimise the effect of the development on local air quality within an Air Quality Management Area in accordance with Policies 6.13 and 7.14 of the London Plan.

22 Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no plumbing or pipes, other than rainwater pipes, shall be fixed on the external elevations of the building.

Reason: It is considered that such plumbing or pipes would seriously detract from the appearance of the buildings and to comply with Policy BE1 and BE11 of the Unitary Development Plan.

23 The whole of the rear amenity space as shown on Drawing No 6422-PL101 hereby approved shall be retained permanently for the benefit of the occupiers of the residential units hereby permitted.

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

24 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be permanently retained 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.

25 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 buildings, structures, alterations, walls or fences of any kind 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: In order to prevent intensification of the site and to comply with Policy BE1 of the Unitary Development Plan and in the interest of amenity and public safety.

You are further informed that:

1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.

2 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

3 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

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

5 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work

which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.

- 6 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
- 7 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.
- 8 It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- 9 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.