

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

**Application No :** 16/02605/FULL1

**Ward:**  
**West Wickham**

**Address :** 60 The Alders, West Wickham BR4 9PG

**OS Grid Ref:** E: 537579 N: 165897

**Applicant :** .

**Objections :** YES

**Description of Development:**

Demolition of existing dwelling and construction of a pair of two storey five bedroom semi-detached dwellings with roofspace accommodation, together with front rooflights and rear dormers, associated parking, additional vehicular access and amenity space.

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
River Centre Line  
Smoke Control SCA 51

**Proposal**

Planning permission is sought for the demolition of the existing dwelling and construction of a pair of two storey five bedroom semi-detached dwellings with roofspace accommodation, together with front rooflights and rear dormers, associated parking, additional vehicular access and amenity space.

The dwellings would each have a maximum width of approximately 7.4m and a maximum depth of 11m. The dwellings would be two storey with a hipped roof with a maximum height of approximately 8.1m, incorporating flat roofed rear dormers and front rooflights to facilitate the provision of habitable accommodation at second floor level. The dwellings would incorporate two storey hipped roof front bay projections. A separation gap of 1.46m and 2.23m is indicated to the front elevation from the side boundaries to No 62 and Aldersbrook Court respectively.

Materials are indicated as tiled roof with brick wall and separate plinth brickwork, conservation style roof lights and a tiled bay window.

**Location**

The site comprises a small detached chalet bungalow, situated on the western side of The Alders. To the north is a block of flats known as Alderbrook Court. To the south is No 62, which is another, somewhat larger, detached chalet bungalow. In common with nearby properties on this side of the road, No 60 has a very deep

plot, through the middle of which runs a watercourse known as The Beck. The site is also situated lower by approximately 1.5m in ground level difference sloping down from the level of the highway.

The site as a whole falls within Flood Zones 2 and 3. The site is not in 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:

- Plans appear to be same. Houses are too large with limited parking.
- No 62 will be heavily overshadowed with changing aesthetic for properties opposite.
- Increased parking congestion and indiscriminate parking.
- Two properties are overdevelopment.
- Flooding has occurred on the site.

Note: A petition has been received with signatories from 12 addresses objecting to the proposal on the grounds of the previous reasons for refusal.

Internal Consultations

Highways:

The site is located to the west of The Alders. The development would be using the existing and proposed vehicular crossovers to gain access to the car parking area for each proposed dwelling. This is acceptable in principle. Two iron bollards may need to be removed or relocated. The applicant shall fund all the expense associated with the creation of the new crossover.

Two car parking spaces for each property are indicated on the submitted plan which is satisfactory. Two cycle parking spaces per unit are required.

Environmental Health - Pollution

No objections within the grounds of consideration.

Drainage:

The proposed mitigation included in the submitted FRA carried out by Herrington Consulting Ltd dated May 2016 is acceptable.

Environmental Health - Housing

General concerns raised regard minor deficiencies in single bedroom sizes and outlook from second floor study area.

## External Consultations

### Environment Agency:

Having reviewed the documents submitted for this updated planning application, the EA has no objection to the proposed development subject to conditions. Without these conditions the proposed development on this site poses an unacceptable risk to the environment. We note that an updated Flood Risk Assessment (Issue 5, Revision 3, Herrington Consulting Ltd., 31 May 2016) has been submitted, which was based upon amended site plans in line with a number of the recommendations previously made by the EA within a former response dated 14 October 2015.

The proposed development area is situated within Flood Zone 2 and is considered to be at medium flood risk. The proposed development is considered 'more vulnerable' and would be considered acceptable under certain conditions.

While the EA accept that the proposed development area is fully within Flood Zone 2, there are portions of area within the site boundary that fall within Flood Zone 3 which borders the watercourse within the site.

Reviewing the submitted FRA the EA note that the proposal has identified flood levels for the site as well as identifying the finished floor levels of the ground floor. These have been set at more than 300mm above the flood level and all sleeping accommodation is set on the first floor. The EA are pleased with the flood resilience proposed and fully support its inclusion.

As recommended within the FRA, residents should register with the Environment Agency's flood warning service, 'FloodLine'

The EA draw attention to the watercourse situated to the rear of the property. The submitted FRA indicates the watercourse is approximately 10m from the edge of the building. The EA are pleased to note this is further away than the initial proposals; the patio remains within 8m of the watercourse though again is located further away in the amended drawings. During construction the EA would need to ensure that appropriate pollution prevention is applied during the works to ensure no pollution to the watercourse. Please be aware that the river The Beck, is a designated 'main river' and under the jurisdiction of the Environment Agency for its land drainage functions as stated within Water Resources Act 1991 and associated byelaws. Any works in, over, under or within 8m of the top of bank will require consent from the EA. The EA would encourage the applicant to ensure that their works are outside the 8 metre byelaw and if they do encroach that they contact the Partnerships and Strategic Overview team at [PSO.SELondon&NKent@environment-agency.gov.uk](mailto:PSO.SELondon&NKent@environment-agency.gov.uk) to apply for consent.

### Thames Water:

On the basis of information provided, Thames Water would advise that with regard to water infrastructure capacity there is no objection to the above planning application.

## 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
- 6.12 Road Network Capacity
- 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.
- 7.19 Biodiversity and Access to Nature
- 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
- 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

#### Relevant Planning History

89/03257/FUL: Single storey rear extension

14/04972/FULL1: Demolition of existing dwelling and erection of a pair of semi-detached 5 bedroom dwellings, with new vehicular access. Refused 03.03.2015. Dismissed At appeal on 6/2/2016.

## **Conclusions**

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

### 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.

Paragraph 53 of the NPPF details that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

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 within Annex 2 of the NPPF

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.

The site is located in a residential location where the Council will consider a greater density of 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 additional dwelling unit on the land in the form of pair of semi-detached houses as opposed to a single detached house 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.

## Housing Supply

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.

At the time of writing the Council does not have an adequate five year Housing Land Supply. The absence of a five year housing land supply means in brief that under the NPPF paragraph 49 the Council should regard relevant development plan policies affecting the supply of housing as 'out of date'. This does not mean that 'out of date' policies should be given no weight or any specific amount of weight. In this case the following sections of the assessment of this application will be given appropriate weight in the consideration of the scheme.

## Flood Zone

The application site is located within Flood Zone 2, with part of the site falling within Flood Zone 3.

The National Planning Policy Framework states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk but where development is necessary, making it safe without increasing flood risk elsewhere. The Technical Guidance published alongside the Framework states that for these purposes "areas at risk of flooding" constitutes land within Flood Zones 2 and 3. The National Planning Policy Guidance also classifies the erection of a new dwelling as a more vulnerable use which requires the application of the Sequential Test, and if required the Exception Test.

The previous scheme on the site was refused on the basis that the submitted information was insufficient in relation to its proximity to The Beck. The current revised scheme has relocated the footprint of the proposed semi-detached building forward on site by 1.4m and removed a rear projection resulting in no part of the main building being within 8m of The Beck. The submitted FRA has been updated to reflect this. The EA has not raised objection to the revisions subject to suitable compliance conditions. On this basis the implications to flood risk are considered 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 BE1 of the UDP requires development to be imaginative and attractive to look at and to 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 the relationship with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

Policy H9 requires that new residential development for a proposal of two or more storeys in height a minimum of 1m side space from the side boundary is maintained and where higher standards of separation already exist within residential areas. Proposals will be expected to provide a more generous side space.

The existing dwelling is a bungalow, set at a lower land level than the road at The Alders and of simple pitched roof design. The existing bungalow is sited closer to the road than the buildings on the adjacent sites and given its low height and level in relation to the road, it is relatively inconspicuous within the street scene. The siting of the bungalow is such that generous space is retained to both side boundaries, particularly to the south.



In the previous scheme the Council raised concerns with respect to the design, bulk and proximity of the proposal to the side boundaries of the site, appearing as an overly cramped form of development which would fail to respect the established character of the area and being detrimental to the appearance of the area. At the subsequent Appeal the Inspector opined that the houses would be set further forward on the plot and would, therefore, appear as a little higher and the ridge would be nearly 1 metre higher than that of No 62. The proximity to No62 was also seen to emphasise the top heavy effect of the crown roof on the proposed dwellings, and in combination with the side dormers the houses were seen to have an overbearing impact on No 62 within the street scene. In conclusion the combination of the width and height, together with the apparent bulkiness caused by the side dormers and chimneys, the houses were considered detrimental to the street scene.

The current revised scheme has been submitted to address these concerns. The proposed pair of semi-detached dwellings would remain sited further back within the site than the existing dwelling and are now sited approximately 1.5m behind the front building line of No62. Officers are of the view that the proposed building remains considered more in line with the surrounding properties. The ground floor level of the building is also sited approximately 1.5m below the highway which helps to reduce the prominence of the building in street scene vistas. The flank walls of the dwellings would be located approximately 1.46m from the southern site boundary and 2.1m from the northern site boundary tapering to 1.05m at the rear elevation. The height of the building at the ridge point has been reduced by 500mm, the original side dormers and chimney stacks are now omitted and the single storey rear projections have been removed. The rear dormer is also more subservient with a flat roof. The front mock Tudor elevation has been altered to brick materials to blend in the front elevations with the surrounding properties.

The dwellings in the locality are generally semi-detached in form, with the majority benefitting from single storey garages to the side which allow for a good distance to be retained from the flank walls of the dwellings to the side boundaries of the sites. The proposed pair of semi-detached dwellings would have two storey flank walls sited in closer proximity to the side boundaries of their sites than is generally characteristic of the area. However, it shall be noted that the separation is however greater than 1m as required by Policy. On balance, given the revisions to the scheme in terms of the substantially reduced bulk and height and altered elevational design it is considered that the revised scheme has overcome the objections to the previous scheme and now represents a scheme acceptable to 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).

Policy BE1 in the Adopted UDP states that the development should respect the amenity of occupiers of future occupants.

The floor space size of each house is 185.2m<sup>2</sup>. The nationally described space standard requires a Gross Internal Area of 121m<sup>2</sup> for a 4 bedroom 7 person dwelling house on three levels. On this basis the floorspace provision is considered acceptable.

Generally the shape, room size and layout of the rooms in the proposed building is considered satisfactory. None of the rooms would have a particularly convoluted layout which would limit their use.

Concern has been raised in respect of a minor shortfall of 1m<sup>2</sup> of floorspace in respect of the single bedroom in each property and outlook only being achieved by a roof light from the study room. Given the generous floor space of the dwelling overall and compliance generally these minor shortfalls are not considered sufficient to warrant refusal of the application. All other habitable rooms would have satisfactory levels of light and outlook.

In terms of amenity space the depth of the rear garden is comparative with similarly sized properties in the vicinity and of sufficient proportion to provide a usable space for the purposes of a four bedroom dwellinghouse.

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'. No information has been supplied in this regard. It is recommended that compliance with this standard can be secured by condition.

#### 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.

In terms of outlook, the fenestration arrangement will provide front and rear outlook to habitable rooms. Windows indicated to the flank elevations are to non-habitable rooms with upper level windows indicated to be obscure glazed on plan. Overall, Officers consider the outlook from windows to maintain a suitable level of privacy to existing neighbouring property.

#### Car Parking and Access

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

The Council's Highway Officer has reviewed the current application and not raised objection due to adequate on site provision and suitable access and manoeuvring arrangements.

### Cycle parking

Cycle parking is required to be two spaces for the dwellings proposed. The applicant has not provided details of a location for lockable cycle storage for two cycles. Further details regarding this can be conditioned as necessary.

### Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has not provided details of refuse storage for the unit. Further details can be conditioned regarding a location and a containment structure.

### Landscaping

An indicative landscaping layout has been submitted as shown on the proposed ground floor site plan drawing that details the areas given over to garden for external amenity for future occupiers. No objections are raised in this regard.

### Community Infrastructure Levy

The Mayor of London's CIL is a material consideration. CIL is liable on this application.

### Summary

The development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers, subject to suitable conditions nor impact detrimentally on the character of the area. It is considered that 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.

On balance the positive impacts of the development are considered of sufficient weight to approve the application with regard to the presumption in favour of sustainable development to increase housing supply.

## **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 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.

- 5** 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.

- 6** 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.

- 7** Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be

submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

**Reason:** To 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.

- 8** 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.

- 9** 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.

- 10** The development hereby permitted 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 comply with Policy 5.13 of the London Plan.

- 11** 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.

**12** 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.

**13** The development permitted by this planning permission shall only be carried out in accordance with the updated and approved Flood Risk Assessment (FRA) by Herrington Consulting Limited dated May 2016 and the following mitigation measures detailed within the FRA:

- o Flood resilient construction measures detailed in Section 7.3 on page 29.
- o Finished floor levels for the lower ground floor are set no lower than 68.75m AOD.

The approved works shall be carried out in strict accordance with the approved plan and document and shall be permanently retained in operational order thereafter.

**Reason:** To reduce the impact and risk of flooding to the proposed development and future occupants and to comply with Policy 5.12 of the London Plan.

**14** 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.

**15** No extensions or alterations to the building hereby approved, whether or not permitted under Article 3 to Schedule 2 of the Town and Country Planning (General Permitted Development) 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:** In order that, in view of the nature of the development hereby permitted, the local planning authority may have the opportunity of assessing the impact of any further development and to comply with Policy BE1 of the Unitary Development Plan and Policy 5.12 of the London Plan.

**You are further informed that :**

- 1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.**
- 2 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](mailto: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](http://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](http://www.bromley.gov.uk/CIL)**
- 4 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.**
- 5 Before demolition commences, the Applicant is advised to have a full pre-demolition survey carried out to identify any asbestos containing products which may be in the building, and then contact the Health & Safety Executive to ensure compliance with all relevant legislation. The Applicant should ensure compliance with the Control of Asbestos Regulations 2012 and the Health and Safety at Work Act 1974 in relation to the safe removal of any asbestos on site prior to demolition.**
- 6 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.**

- 7 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the forming of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.**
- 8 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.**
- 9 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.**
- 10 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.**
- 11 Residents are advised to register with the Environment Agency's flood warning service, 'FloodLine', so that they may prepare themselves in case of a flood event. This can be done by calling 0345 988 1188 to register. We note the proposed flood evacuation plans and support safe dry access and egress to the site in a flood event. Any plans should be submitted to the LPA's Emergency Planning Department (EPD) for their suitability.**
- 12 During construction the applicant is required to ensure that appropriate pollution prevention is applied during the works to ensure no pollution to the watercourse.**
- 13 The applicant is advised that the river 'The Beck', is a designated 'main river' and under the jurisdiction of the Environment Agency for its land drainage functions as stated within Water Resources Act 1991 and associated byelaws. Any works in, over, under or within 8m of the top of bank will require consent from the Environment Agency. The applicant is encouraged to ensure that their works are outside the 8m byelaw and if they do encroach that they contact the Partnerships and Strategic Overview team at [PSO.SELondon&NKent@environment-agency.gov.uk](mailto:PSO.SELondon&NKent@environment-agency.gov.uk) to apply for consent.**
- 14 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.**