

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 16/04145/FULL1

**Ward:**  
**Clock House**

**Address :** 3 Beckenham Road, Beckenham  
BR3 4ES

**OS Grid Ref:** E: 536929 N: 169392

**Applicant:** Joseph Samuel Corporation

**Objections : YES**

### **Description of Development:**

Construction of a part one and two storey upper level extension to provide an additional two storeys comprising 6 two bedroom and 2 one bedroom flats with associated parking, refuse and recycling.

### **Key designations:**

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 15

### **Proposal**

Planning permission is sought for the construction of a part one and two storey upper level extension to provide an additional two storeys comprising 6 two bedroom and 2 one bedroom flats with associated parking, refuse and recycling.

The additional floors will be situated in a canted format stepping back from the front elevation. The proposed second and third floor will take a similar design format to the existing ground and first floor facing the streetscene. To the rear the building will increase by a single level. The overall height of the building will increase from approximately 7.4m to 12.4m as viewed from the front elevation.

### **Location**

The application site is located on the south-eastern side of Beckenham Road, close to the junction of Beckenham High Street with Croydon Road, Rectory Road and the High Street.

The site at present comprises an existing part two and three storey flat roofed building which is in use as a Barclays Bank with public areas on the ground floor and ancillary office accommodation above. There is an existing car park containing 12 spaces to the rear of the building which is accessed via Westfield Road. Recently installed air conditioning plant occupies two of the original car parking spaces limiting this now to 10 spaces.

The boundary of the Beckenham Town Centre Conservation Area (2015) adjoins the south east and north east boundaries of the site.

To the south-east of the site is a single storey Class A1 retail unit and further to the south is a three storey terrace at 408-436 Croydon Road both now within the

conservation area boundary. Similarly within the conservation boundary, opposite the site is a Locally Listed part one/two storey post office building also occupied by Citygate Church. To the eastern corner of the roundabout is the Odeon cinema which is Grade II Listed. The War Memorial is also Grade II Listed located within the centre of the roundabout.

To the west No5 Beckenham Road is a large three storey Victorian building converted to four flats.

### **Consultations**

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

- o Concerns regarding an increase in air pollution and traffic gridlock.
- o Concerns regarding overlooking from flank windows.
- o The height of the redevelopment will restrict the height of redevelopment at No5, an alternative room layout could overcome this.
- o Objection to existing a/c units on flank wall of building in terms of visual amenity and noise.
- o Concerns regarding the level of parking provision.
- o Assertions that Japanese Knotweed is located in the car park.
- o Proposed structure is out of keeping with local properties and destroys Art Deco heritage.
- o Site should be preserved and developed for sensitive use.
- o The building will be taller than surrounding buildings setting a precedent.
- o Balconies will overlook properties in Westfield Road.
- o Greater level of noise nuisance from rented out flats.

### **Internal Consultations**

**Highways (summary):** The site is located on the corner of Beckenham Road and Croydon Road. Beckenham Road (A234) is a London Distributor Road (LDR). There are waiting restrictions (No Waiting at any Time) immediately outside the site. The development is located within an area with a high PTAL rate of 5.

The car parking would be accessed from the rear of the site via a private service road from Westfield Road leading to 12 car parking spaces. However it appears that two parking spaces are currently occupied by A/C equipment and two are allocated to the bank customers. Therefore only eight spaces are available for the proposed development.

No cycle parking is provided. The applicant is required to provide 16 secured and covered cycle parking spaces. Refuse storage is indicated on the submitted plans but the applicant should be made aware that where bin storage is located further than 18m from the highway boundary.

**Environmental Health - Pollution (summary):** The site borders a fairly busy road close to a roundabout within Beckenham town centre. An acoustic assessment is recommended to determine the ambient noise level at this location and to assess whether any noise mitigations are necessary, such as specialist glazing, in order to

achieve a reasonable internal sound level in the proposed flats necessary to meet BS8233 noise standards. The application site is within an Air Quality Management Area declared for NOx. Standard planning conditions are recommended for further information.

**Drainage:** The incorporation of green roofs on the top of the proposed flat roof should be encouraged as it will help reduce surface water run-off entering public sewer. A standard condition for drainage is recommended.

### **External consultations**

**Thames Water:** No objections with regard to sewerage infrastructure capacity or water infrastructure capacity.

### **Planning Considerations**

National Planning Policy Framework (NPPF)

14: Achieving sustainable development

17: Principles of planning

29 to 32, 35 to 37: Promoting sustainable transport

49 to 50: Delivering a wide choice of high quality homes

56 to 66: Design of development

128 to 129: Heritage assets

London Plan 2015:

2.6 Outer London: Vision and Strategy

2.7 Outer London Economy

2.8 Outer London: Transport

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
- 7.8 Heritage Assets and Archaeology
- 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
- BE13 Development Adjacent to a Conservation Area
- ER7 Contaminated Land
- ER10 Light pollution
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- H12 Conversion of Non-Residential Buildings to Residential Use.
- NE7 Development and Trees
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T15 Traffic Management
- T16 Traffic Management and Sensitive Environments
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles

Supplementary Planning Guidance 2: Residential Design Guidance

Beckenham Town Centre Conservation Area (2015). No SPG has been adopted at the time of writing.

Emerging Bromley Local Plan:

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closes on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that an updated Local Development Scheme will be submitted to Development Control

Committee on November 24th 2016 and Executive Committee on November 30th 2016, indicating the submission of the draft Local Plan to the Secretary of State in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 1 - Housing Supply  
Draft Policy 4 - Housing Design  
Draft Policy 8 - Side Space  
Draft policy 10 - Conversion of Non-Residential Buildings to Residential  
Draft Policy 30 - Parking  
Draft Policy 31 - Relieving Congestion  
Draft Policy 32 - Road Safety  
Draft Policy 33 - Access for All  
Draft Policy 34 - Highway Infrastructure Provision  
Draft Policy 37 - General Design of Development  
Draft Policy 42 - Development Adjacent to a Conservation Area  
Draft Policy 73 - Development and Trees  
Draft Policy 77 - Landscape Quality and Character  
Draft Policy 86 - Office Uses Outside Town Centres and Office Clusters  
Draft Policy 112 - Planning for Sustainable waste management  
Draft Policy 113 - Waste Management in New Development  
Draft Policy 115 - Reducing flood risk  
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)  
Draft Policy 117- Water and Wastewater Infrastructure Capacity  
Draft Policy 118 - Contaminated Land  
Draft Policy 119 - Noise Pollution  
Draft Policy 120 - Air Quality  
Draft Policy 122 - Light Pollution  
Draft Policy 123 - Sustainable Design and Construction  
Draft Policy 124 - Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

### **Relevant Planning History**

82/02175: Three storey office block including caretakers flat and car parking. Approved 16/12/1982.

85/00557/FUL: Change of use to bank and elevational alterations. Approved 18.04.1985

11/00875/FULL1: Construction of part 2/3 storey extension to form a 5 storey building, providing 8 two bedroom and 1 three bedroom apartments with balcony / roof terrace areas and parking. Refused 09.05.2011

Refusal reasons:

- o The proposed development by reason of its height, scale and bulk would be unduly obtrusive in the street scene and out of scale and character with adjoining development, detrimental to the visual amenities of the street scene and the

locality in general thereby contrary to Policies BE1 and H7 of the Unitary Development Plan; and

o The proposed extension with its considerable height, bulk, siting and provision of flank windows and balcony/roof terrace areas would be overdominant and would be detrimental to the amenities that the occupiers of adjoining properties might reasonably expect to be able continue to enjoy by reason of visual impact, overlooking and loss of privacy contrary to Policies BE1 and H7 of the Unitary Development Plan.

12/00330/FULL1: Part change of use to residential including part one/two storey extension to form 4 storey building, providing 8 two bedroom apartments with balcony/roof terrace areas and parking. Refused 30.03.2012.

Refusal reasons:

o The proposed development by reason of its height, scale and bulk would be unduly obtrusive in the street scene and out of scale and character with adjoining development, detrimental to the visual amenities of the street scene and the locality in general thereby contrary to Policies BE1 and H7 of the Unitary Development Plan.

o The proposed extension with its considerable height, bulk, siting and provision of flank windows and balcony/roof terrace areas would be overdominant and would be detrimental to the amenities that the occupiers of adjoining properties might reasonably expect to be able continue to enjoy by reason of visual impact, overlooking and loss of privacy contrary to Policies BE1 and H7 of the Unitary Development Plan.

An Appeal was subsequently submitted and dismissed.

However, the Inspector accepted that the height and bulk of the building would not be at odds with its surroundings and he concluded that the proposal would not lead to unacceptable effects on the living conditions of neighbours.

The appeal was dismissed in relation to the form of the two storey element of the extension which didn't replicate the form of the building below, the style and form of the front façade being rectangular rather than canted and the fact that habitable room windows on the flank may be affected if redevelopment took place at No. 5 Beckenham Road.

13/00407/FULL1: Erection of part one/two storey extension to provide 8 self-contained flats (6 x 2 bedroom and 2 x 1 bedroom). Approved at Planning Committee on 10.04.2013

This revised scheme proposed that the two storey additional floors extension would be set back in progressive and equal steps with regular spacing in order to mirror the existing frontage element and that the form of the building would be canted to replicate the window form and shape of the lower two floors.

This permission has now recently expired.

14/02976/FULL1: Installations of 5 x air conditioning condenser units to the rear elevation. Approved 01.12.2014.

16/02218/FULL1: Construction of a part one/two/three storey upper level extension to provide an additional three storeys comprising 1 three bedroom, 6 two bedroom and 2 one bedroom flats with associated parking, landscaping, refuse and recycling. Refused 26.07.2016

Refusal reason:

o The proposed development by reason of its design, siting, scale, bulk and height and its relationship to adjacent and nearby buildings in this prominent location would be unduly obtrusive in the streetscene and detract from views into and out of the area detrimental to the character and appearance and setting of the adjacent Beckenham Town Centre Conservation Area. It would therefore represent an inappropriate and visually obtrusive development contrary to Policies BE1 and BE13 of the Unitary Development Plan and Policies 7.6 and 7.8 of the London Plan and the National Planning Policy Framework (2012).

### **Other locally relevant planning history**

404-436 Croydon Road

04/01448/RENEW: Part development/redevelopment scheme comprising 1 four storey, 1 part one/four storey and first/second/third floor extensions; including retail unit/4 level underground car park for 56 vehicles with automatic parking/retrieval mechanism; change of use of first and second floors from residential to offices and formation of 14 two bedroom flats with revised vehicular access arrangements and 7 surface car parking spaces at rear and refuse storage (Renewal of permission 99/01372). Approved 7/6/2004.

The development has not been implemented.

03/03753/FULL1 (single storey unit adjacent to the site at 436 Croydon Road): The demolition of existing building and erection of three storey building comprising restaurant (Class A3) on ground and first floors and offices on second floor, with basement level for use ancillary to the restaurant. Approved 16/12/2003

The development has not been implemented.

No.7 Beckenham Road

90/01009/FUL: Following refusal by London Borough of Bromley, permission was allowed at Appeal for rear dormer and part one/three storey rear extension and conversion into 2 two bedroom and 8 one bedroom flats, with 11 car parking spaces.

The development has been implemented.

No.5 Beckenham Road

12/01853/FULL1: Three storey side and rear extension and alterations to existing building to accommodate 4 two bedroom flats and 5 one bedroom flats with 6 car parking spaces to the rear and 3 car parking spaces to the front. Refused 10/8/2012.

Refusal reason:

- o The proposed extension by reason of its size, height, bulk and incongruous design is detrimental to the character and appearance of the host building and the area in general contrary to Policies H8 and BE1 of the Unitary Development Plan.

### **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.

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.

Policy H12 - Conversion of non-residential buildings to residential use states that the Council will permit the conversion of genuinely redundant office and other non-residential buildings to residential use, particularly above shops, subject to achieving a satisfactory quality of accommodation and amenity.

Where the above criteria are met any change of use must be sympathetic to the design, character and heritage value of the original building if it is considered to be a positive contribution to local character.

In this case the proposed scheme does not greatly affect the ground floor and basement uses except for minor intervention to provide an access route to the proposed upper floor flats via the existing doorway to the left as viewed from the street. The functioning floor area of the ground floor commercial use will be reduced slightly to facilitate this and there will be no change to the ground floor front elevation in this regard with the residential entrance remaining as per its existing design installation.

Therefore given the acceptability of the use of the upper floors for residential use with regard to Policy H12 the principle of the additional residential units through the conversion of the upper floors and construction of additional floors is appears acceptable subject to the scheme's compliance with all other relevant development plan documents and policies.

### **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 5 and is within an urban setting. In accordance with Table 3.2, the recommended density range for the site would be 55-225 dwellings per hectare. The proposed development would have a density of 84 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. Therefore, subject to more detailed consideration of local context and character, the design and layout of the scheme and the quality of residential accommodation proposed, the proposed residential density is acceptable in principle.

## **Design and Conservation**

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.

Policy BE13 states that a development proposal adjacent to a conservation area will be expected to preserve or enhance its setting and not detract from views into or out of the area.

This is expanded upon in the following justification paragraphs detailing that where new development takes place, within or adjoining conservation areas, a good and sympathetic design is vital to maintain existing standards. Such considerations as to the height, bulk, materials and landscaping of a building are especially important to the acceptability of schemes in or adjacent to conservation areas.

The application history for the site as detailed above, indicates that in 2013, a four storey building was approved on the site following various preceding applications and appeals. It is also highlighted that a scheme in 2011 (Ref 11/00875/FULL1) for 5 storeys was refused on the site. In 2016 (Ref 16/02218/FULL1) a scheme also involving a fifth storey laid out as a penthouse flat with an elaborate waved style roof structure was refused.

The key difference to previous schemes and the current application is the designation of the Beckenham Town Centre Conservation Area. The site adjoins the boundary of the conservation area which came into effect on 26th June 2015. With respect to the earlier 2016 scheme, concerns were raised as to the substantial extra height of the proposed building with a fifth storey which was considered excessive with regard to its relationship with the buildings within the adjacent conservation area.

It is pertinent to note that the current scheme now under consideration is the same as that approved in 2013 for eight flats and four storeys. However, this was before the designation of the conservation area and therefore the scheme now needs to be assessed against the conservation area heritage status of the adjoining area.

The adjacent buildings to the east within the conservation area are predominantly of three storey height. Immediately adjacent to the site at No's 408 to 436, a commercial terrace, is also now included within the conservation area at three storey height to preserve its character and appearance on going. Prominent views to and from the site are of importance to the approaches to and from the conservation area. The application site building itself is relatively modern however, and the intended design will replicate the original design approach. A good level of separation is also provided between adjacent buildings which will remain the same. The Council's Conservation Officer has reviewed the scheme and not raised objections.

Therefore, given the retention of the character and appearance of the building, the schemes replication of its design features and the retention of the spatial relationship of the building to the adjacent conservation area and properties to the west, the additional mass and scale of the proposed floors are considered to maintain views into and out of the conservation area retaining its character and appearance to the public realm at this location.

### **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 56.6m<sup>2</sup> and up to 76.8m<sup>2</sup> respectively for the upper level flats. 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. A lift is also incorporated within the resultant building to provide level access to all levels.

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 could have been secured by condition had permission been recommended otherwise.

### **Amenity Space**

In terms of amenity space 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 provision is considered acceptable at this location given the town centre proximity.

### **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 with angled flank outlook mitigated by design. Concerns have been raised regarding loss of privacy and overlooking to the gardens of properties on Westfield Road to the south and rear of the site. However, it is noted that a substantial distance of at least 45m will remain to these properties and also the intended

design mitigation to allow these windows to look rear and front will alleviate this issue. The Inspector in relation to the previous appeal also concluded that no unacceptable loss of privacy would result through the use of side balcony screens on the rear elevation balconies. On balance, given the similarity of the proposed scheme to that consented in 2013, it is considered that the building in this aspect of the scheme only will not result in loss of privacy or overlooking of adjacent property sufficient warrant refusal of the application in this regard.

### **Highways and Car parking**

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 any objection in this regard. 10 usable spaces are to be provided on site with 8 spaces available for the proposed development utilising the existing vehicular access point from Westfield Road which is considered satisfactory given the proximity to public transport links. 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 not provided details of a location for cycle storage for the units. 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 location for the units in the rear curtilage parking area accessed from Westfield Road. The location point is considered acceptable. 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.

No details have been supplied in this regard which is not required by policy for schemes of this size. However, further details are requested for a sustainable urban drainage system.

## **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 and the adjacent Beckenham Town Centre Conservation Area. 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 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.

- 7 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.

- 8** 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.

- 9** 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.

- 10** 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.

- 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** Before the development hereby permitted is occupied arrangements shall be agreed in writing with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the vicinity of the site at any time.

**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.

**14** 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.

**15** The application site is located within an Air Quality Management Area declared for NO<sub>x</sub>: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NO<sub>x</sub> 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.**

- 16 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.**

**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 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.
- 6 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.