

SECTION '2' – Applications meriting special consideration

Application No : 16/04259/FULL1

Ward:
Bickley

Address : 2 The Avenue, Bickley, Bromley
BR1 2BT

OS Grid Ref: E: 541959 N: 168605

Applicant : Mr Adam Jude Grant Esq

Objections : YES

Description of Development:

Proposed erection of a two storey two bedroom dwelling

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 13
Smoke Control SCA 12

Proposal

The proposed dwelling will be sited to the rear of No. 2, on an area of already subdivided land, creating a new residential curtilage. The dwelling will have a height of 5.7m and a maximum width of 6.1m. The dwelling is of modern design with a flat roof profile.

The dwelling will provide side space of 1.09m to the front of the dwelling increasing to 1.4m to the rear along the eastern boundary and 2.3m to the rear along the western flank boundary. The proposed dwelling provides a separation of 9.8m to the rear boundary and 3.4m from the highway.

The proposal will provide one car parking space and will utilise the existing access onto Beaconsfield Road.

Consultations

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

- The house is completely out of keeping with other properties
- It is sited extremely close to the properties either side
- Only one parking space has been allocated which is sufficient
- The access onto the driveway is narrow which may result in people not using the parking space
- The rear garden of number 2 is small
- Overdevelopment
- There is a large window on the front elevation which will look over the back garden and inside the internal windows of number 3a Beaconsfield Roa
- The size and bulk of the unit will appear to be less than one metre from the boundaries of either 3 or 3a

- The site is currently a garden and the development will destroy the green resource
- The property is on a corner in the road where parking is at a premium
- The building is ugly
- The building has been shoe-horned in

Amended plans were received which altered the roof profile from a pitched design to a flat roof as well as minor alterations to the flank elevations to incorporate a break line in the brick work. Comments received as a result of this re-consultation are summarised as follows:

- The proposal for a flat roof house in a row of very nice and pitched roof attractive houses is inappropriate and inconsistent with the existing houses in Beaconsfield Road.
- The design is ugly and obtrusive
- The windows along the flank elevation cause overlooking. The suggestion that the single storey garage would prevent overlooking is entirely incorrect as the garage is a single ground floor building and therefore does little to obscure the view into our garden.
- Overdevelopment of the site
- Contrary to H9 - side space policy
- Does not provide adequate off street parking
- The building could quite easily be converted into a dwelling with more bedrooms than existing
- The roof design does not fit

Internal Consultees

No technical drainage objections are raised subject to standard conditions.

No Thames Water objections are raised.

Environmental Health (Housing) make comments with regards to the open plan nature of the dwelling, outlook and ventilation.

Technical highways comments have been received raising no objection to the scheme subject to conditions.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan

BE1 Design of New Development
 H7 Housing Density and Design
 H9 Side Space
 NE7 Development and trees
 T3 Parking
 T18 Road Safety

SPG No.1 - General Design Principles
SPG No.2 - Residential Design Guidance

London Plan (2015)

Policy 3.3 Increasing Housing Supply.
Policy 3.4 Optimising Housing Potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.10 Urban greening
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.18 Construction, excavation and demolition waste
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.6 Architecture
Policy 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

Housing: Supplementary Planning Guidance. (2016)

The National Planning Policy Framework (2012) is also a material consideration.

Planning History

In 1971, under planning application ref. 19/71/1860 an outline proposal was submitted for the erection of a detached dwelling and garage on a severed area of the garden land at the rear of 2, The Avenue. Planning permission was refused on the grounds that the erection of a dwelling house on this restricted site would constitute a cramped form of development with inadequate space around the dwelling, and would be out of character in the area and that the development would be prejudicial to the amenities of neighbouring residents by reason of loss of privacy.

A further outline planning application, ref. 19/77/2895, for the erection of a detached two-storey house with attached garage on land severed from the rear garden area at 2, The Avenue, fronting Beaconsfield Road, Bickley, was refused on four grounds. The first reason for refusal concerned the unsatisfactory subdivision of the existing plot resulting in cramped overdevelopment of the site and retrograde lowering of the spatial standards to which the area is at present developed, especially due to the lack of space surrounding the proposed dwelling and the minimal rear garden for a house capable of being occupied as family accommodation.

The proposal was also refused on the loss of garaging facilities for 2, The Avenue, the insufficient space in front of the proposed garage to accommodate off-street car parking to the Council's standards and the proposed development would be prejudicial to the amenities of adjoining residents by reason of loss of prospect and privacy.

Under planning application ref. 13/00552 it was proposed to erect a two storey five bedroom detached house, with the fifth bedroom and a store comprising the accommodation in the roof, and associated car parking on the land severed from the rear garden of 2, The Avenue and situated between 3 and 3a, Beaconsfield Road. A rear garden depth of 7.5m would be provided and parking for two cars on the frontage was shown. The height to the main roof pitch was 8.8m and side space would be restricted to the side boundaries to a minimum of under 1m to part of the western boundary.

Planning permission was refused on 22nd April 2013 on the following grounds;

1. The proposal constitutes an unacceptable sub-division of the existing plot that is out of character with the surrounding area, resulting in a cramped overdevelopment of the site and a retrograde lowering of the spatial standards to which the area is at present developed, and if permitted would set an undesirable precedent for similar sub-divisions in the locality, thereby contrary to Policies BE1, H7 and H9 of the Unitary Development Plan.

2. The proposed dwelling, by reason of its design and siting in close proximity to Nos. 3 and 3A Beaconsfield Road, would result in a harmful impact on the amenities of the occupiers of these neighbouring dwellings by reason of a harmful visual impact, loss of privacy and loss of outlook, thereby contrary to Policies BE1 and H7 of the Unitary Development Plan."

An appeal, PINS ref. APP/G5180/A/13/2199796, was dismissed in October 2013. The Inspector found that the restrictions of the plot and the size of the house proposed, together with the limited separations to the side boundaries of the proposed site, would result in a cramped form of development with little alleviating space in contrast with the street's more general arrangements of dwellings better spaced and set within their plots (paragraph 5). The proposed parking spaces for two cars on the frontage would be of visual detriment to the street scene.

In 2014, under planning application ref. 14/00784, it was again proposed that the appeal site would be created from the severance of part of the rear garden plot of the five bedroom detached house 2, The Avenue. The proposal concerned the erection of a detached two-storey 4 bedroom house with accommodation in the roof space and an associated parking space on the frontage to Beaconsfield Road using the access onto Beaconsfield Road.

Planning permission was refused by decision notice dated 22nd May 2014, on the following grounds:

1. The proposal represents a cramped overdevelopment of the site by reason of the restrictive size of the plot available and would be detrimental to the character and appearance of the area, contrary to Policies BE1, H7 and H9 of the Unitary Development Plan.

2. The proposal would result in insufficient car parking spaces to meet the needs of the development and would therefore be prejudicial to the free flow of traffic and conditions of general safety along the adjoining highways, contrary to Policy T18 of the Unitary Development Plan.

3. The proposed roof lights to the bedroom would not provide a reasonable outlook or view of the surroundings, resulting in an unsatisfactory standard of living accommodation, contrary to Policy H7 of the Unitary Development Plan.

The Inspector concluded that the design of the dwelling featured verticality which would be further emphasised by the high eaves height on part of the front elevation, the overall depth of the roof and the split frontage. The adjacent buildings by contrast are not as tall as the proposed dwelling and are significantly wider. The north western corner of the proposed dwelling would sit just under one metre to the rear of the garage at No.3a and less than six metres to the south east of the dwelling at No.3a.

The Inspector found that due to the height and elevated position of the proposed dwelling that it would be visually overbearing and would result in the two gardens being cramped and in relation to No.2, overlooked. The dwelling would appear "shoe-horned" in to the site and would be totally out of keeping with the identity, character and appearance of its surroundings. The cramped nature of the scheme would be exacerbated by the presence of two tall evergreen trees located at a very short distance to the west of the proposed dwelling, within the rear garden of 4, The Avenue.

The four double bedrooms proposed would result in a material level of displaced parking on street due to the proposed provision of only one parking space on the frontage. The reliance on on-street parking highlighted the cramped and over-developed nature of the scheme.

The scheme would result in the direct overlooking of the shortened rear garden at No.2, The Avenue and its sitting out area. It would also result in inter-looking at the rear between the appeal dwelling and No.2. The proposed second floor bedroom would be served by three south facing high level roof lights and there would be an absence of open outlook from the bedroom resulting in an enclosed and unsatisfactory environment however the Inspector thought that this could be redesigned.

Under planning application ref. 15/02992, a full planning application, a 2 storey, two bedroom (4 person) dwelling was proposed on the sub-divided land at the rear of 2, The Avenue with 2 car parking spaces and 4 cycle spaces.

Planning permission was refused for 15/02992, on 17th September 2015, on four grounds:

1. The proposal, by reason of its flat roof design would be overtly prominent and considered detrimental to the character and visual amenities of the locality contrary to Policies BE1 and H7 of the Unitary Development Plan, chapter 7 of the London Plan and the aims and objectives of the NPPF.

2. The proposed development, due to the size and scale of outdoor amenity space and inadequate outlook and provision of natural light would fail to provide a satisfactory standard of living accommodation for its future occupants. The proposals are therefore contrary to Policy 3.5 Quality and Design of Housing Developments of the London Plan (2011), The London Plan Supplementary Planning Guidance: Housing (November 2012) and Policies BE1 and H7 of the Unitary Development Plan.

3. The development, by virtue of its siting, would unduly compromise the residential amenity afforded to the owner occupiers of 3a Beaconsfield Road and would allow for an unacceptable overbearing impact and overshadowing contrary to Policy BE1 and H7 of the Unitary Development Plan.

4. The proposal does not comply with the Council's requirement for a minimum 1 metre side space to be maintained to the flank boundary in respect of two storey development in the absence of which the new dwelling would constitute a cramped form of development, out of character with the street scene, conducive to a retrograde lowering of the spatial standards to which the area is at present developed and contrary to Policy H9 of the Unitary Development Plan.

This application was not appealed.

Under planning application ref. 15/04351/FULL1, a full planning application for a proposed two bedroom detached dwelling was proposed on the sub-divided land to the rear of 2 The Avenue.

Planning permission was refused for 15/04351/FULL1 for the following reasons:

1. The development, by virtue of its siting, would unduly compromise the residential amenity afforded to the owner occupiers of 3a Beaconsfield Road and would allow for an unacceptable overbearing impact and overshadowing contrary to Policy BE1 and H7 of the Unitary Development Plan.

2. The proposal, by reason of its design would be overtly prominent and considered detrimental to the character and visual amenities of the locality contrary to Policies BE1 and H7 of the Unitary Development Plan, chapter 7 of the London Plan and the aims and objectives of the NPPF.

The Inspector in dismissing the appeal (Ref: APP/G5180/W/16/3145973) did not find that the development would unduly compromise on residential amenity however did not consider that the dwelling was of an appropriate design with specific reference to the roof profile and the prominence of the side elevation.

Conclusions

The most recently refused application ref: 15/04351/FULL1 concerned a proposed two bedroom dwelling of similar size, design and appearance to that as submitted as part of this scheme. Following a refused application and a dismissed appeal, this application seeks to respond to the previous reasons for refusal and the scheme has been amended in the following ways:

- Removal of white render and replacement with brick
- Reduction in height of building
- Alterations to the roof profile to a full flat roof
- A break line is incorporated in the flank wall elevation

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

- o Principle of Development
- o Design
- o Standard of Residential Accommodation
- o Highways and Traffic Issues
- o Impact on Adjoining Properties

Principle of Development

Housing is a priority use for all London boroughs and the provision of small scale infill development is welcomed 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 sets out criteria to assess whether new housing development is appropriate subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, community safety and refuse arrangements.

The site is located in a residential location where the Council will consider infill development provided that it is designed to complement the character of surrounding area, 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 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.

It is noted that the principle of the sub division of the site has been agreed in principle by the Inspector within Appeal reference APP/G5180/A/13/2199796 . Plot sub-division in the immediate area appears to have already occurred over the years in several instances. The issue is therefore not the sub-division itself but, instead, the ability of the plot to satisfactorily accommodate the dwelling proposed and the design of the dwelling house inclusive of the impact on neighbouring residential amenity.

Design, Siting and Layout.

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

Policy BE1 and the Council's Supplementary design guidance seek to ensure that new development, are of a high quality design that respects the scale and form of the host dwelling and are compatible with surrounding development. This includes consideration of gaps between dwellings, when they contribute to the character of the area.

The site faces Beaconsfield Road with vehicular access also from this location. The land previously hosted single storey garaging forming the boundary with the adjacent amenity space however now comprises an area of concrete with a single garage. The land forms a buffer between numbers 3a and 3 along the south of Beaconsfield Road. The site is tapered so that it narrows significantly towards the north and the road frontage.

The siting of the dwelling is led by the constraints of the plot, with the design of the dwelling narrowing at the front to fit the tapered nature of the site, similar to the previous refused application. The dwelling is sited in a centralised position, with the front elevation 3.4m ahead of the front elevation of number 3 and 5.6m behind the front elevation of number 3a, similar to the siting of the previous application which the Inspector found acceptable.

Saved Policy H9 requires proposals of two or more storeys in height to be a minimum of 1m from the side boundary. H9(ii) states that 'where higher standards of separation already exist in residential areas, proposals will be expected to provide a more generous side space. Para 4.48 explains that the Council considers that it is important to 'prevent a cramped appearance and is necessary to protect the high spatial standards and visual amenity which characterise many of the Borough's residential areas'. A minimum side space of 1.09m to the common side

boundary with number 3A to the front and 1.25m with the common side boundary of number 3 is proposed in compliance with policy H9.

It is noted that there are a variety of plot shapes and curtilage areas in Beaconsfield Road, within which modern dwellings have been erected. Beaconsfield Road also hosts a plethora of differing architectural styles inclusive of single and two storey dwellinghouses of both detached and semi-detached nature. It is not considered that there is a regimental form of development within the surrounding locality therefore a modern and contemporary style of architecture may be considered acceptable.

The Inspector when considering application ref:15/04351/FULL1 within his comments stated that white render would suit the modern design of the building, however it would be unrelieved by fenestration or other features such that it would stand out from the treed background and would be prominent when viewed from Clarence Road. The Inspector then goes on to state that the prominence would be exacerbated by the height of the roof above the proposed building. As well as concerns about the height of the roof profile, the Inspector also notes that the proposed materials and layout of the pitched roof appear at odds with the modern design of the proposed building, such that it would appear awkward and incongruous on the proposed house. Amendments have been forthcoming to utilise brick as the primary facing material, with the provision of shadow gap (approx. 100mm) along the eastern elevation facing Clarence Road which Members may consider to mitigate the prominence of the dwelling. The roof profile has been amended, now proposing a fully flat roof profile of similar eaves height to the dwelling at number 3 which also addresses the Inspector's concerns in terms of the design, and would be a far more appropriate addition for the modern design of the dwelling house.

With regard to the elevations, it is noted that the dwelling is now proposed to be constructed from brick with horizontal aluminium louvres and black aluminium window frames. Limited information is provided as to the materials proposed, and should permission be forthcoming, a condition would be required for the submission of details prior to the construction of the development.

In contrast to previous schemes, a 1.5m close boarded timber fence is proposed along the front boundary of the site. The dwellings along Beaconsfield Road have open, low level frontages which is a characteristic of the wider area. The close boarded timber fence is considered incongruent and would appear dominant within the street scene. Should permission be forthcoming details of a revised boundary treatment can be conditioned to be submitted which should take design queues from the wider area. A landscaping plan will also be required to be submitted.

Members may consider that the design of the scheme has been amended sufficiently to overcome the Inspectors concerns. The dwelling will not appear unduly dominant within the street scene and may be considered to complement the wider plethora of architectural designs within Beaconsfield Road. Subject to the submission of further details of materials, planting and boundary treatments, on balance, Members may consider the design of the scheme appropriate.

Standard of Residential Accommodation

Policy 3.5 of the London Plan (2011) Quality and Design of Housing Developments 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.

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

The floor space size of the dwelling is approximately 87.2 square metres. Table 3.3 of the London Plan requires a Gross Internal Area of 79m² for a 2 storey, 2 bedroom 4 person dwelling house. On this basis the floor space provision is considered acceptable.

The room shapes, size and layout in the proposed dwelling are considered satisfactory. The rear amenity space is considered of a size and scale commensurate with a family dwelling house.

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.

Impact on Adjoining Properties

London Plan policy 7.6 and 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 Inspector stated that the proposed dwelling would be in close proximity to the boundary with the rear garden of no.3a and would extend alongside that rear garden and beyond. However, the Inspector then noted that the garage to number 3a and planting to the rear of that garden would separate the proposed dwelling from the garden to that property. The separation by the garage combined with the gap to the proposed building would ensure that it would not be overbearing on that neighbouring dwelling. The Inspector concluded that the proposed development would not materially affect the amount of sunlight and daylight to the rear garden of number 3a.

With regard to number 3, given the siting of the dwelling away from the neighbouring boundary and the staggered building line, it is not considered that the development would cause any undue impact upon residential amenity.

With regard to this application, the proposed dwelling is sited in a similar location to that as considered by the Inspector and Members may consider that the development does not adversely impact upon residential amenity.

Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Para.32).

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

The proposed dwelling would provide one car parking space. UDP policy states that in an area of PTAL 2, one space per unit is sufficient. No highways objections are raised subject to conditions. Members may find that there is no detrimental parking or highways safety impact as a result of this development.

Summary

Having had regard to the above Members may consider that the proposed development is acceptable in that it would not result in a significantly detrimental impact on the character of the area or neighbouring residential amenity in compliance with policy BE1 and H7 of the Unitary Development Plan, policy 3.4 and 7.4 of the London Plan and the National Planning Policy Framework (2012).

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.

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

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

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 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.

8 Details of a surface water drainage system (including storage facilities 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 system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan

9 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

- 10 Details and samples 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 above ground works are 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

- 11 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.

- 12 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.

- 13 No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:**

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan

14 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no building, structure or alteration permitted by Class A, B, C, or E of Part 1 of Schedule 2 of the 2015 Order (as amended), 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.

In order to prevent an overdevelopment of the site and to allow the local authority to assess any new development to ensure the protection of neighbouring amenity in compliance with Policy BE1 of the Unitary Development Plan.

You are further informed that :

1 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an

appropriate remediation scheme submitted to the Local Authority for approval in writing.

- 2 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**

- 3 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.**