

SECTION '2' – Applications meriting special consideration

Application No : 16/05875/FULL1

Ward:
Bickley

Address : Merrywood Bickley Park Road Bickley
Bromley BR1 2AY

OS Grid Ref: E: 542802 N: 168924

Applicant : Mr & Mrs K. Bhattessa

Objections : YES

Description of Development:

Demolition of existing detached dwelling and erection of a two storey building comprising 6 two bedroom and 3 one bedroom apartments with associated landscaping, parking, refuse and cycle storage

Key designations:

Area of Special Residential Character
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 13
Smoke Control SCA 12
Smoke Control SCA 10

Proposal

Planning permission is sought to demolish Merrywood and erect a two storey structure comprising 6 two bedroom flats and 3 one bedroom flats. Three flats will be provided on each floor with accommodation in the roof space for the second floor flats. The proposed building will have a width of 23m and a length of 20m. The overall height will be 9.5m. The existing house has a height of 9.6m.

Access will be provided utilising the existing vehicle access to the site, with access gates set back from the highway and provision for 13 car parking spaces to the front of the building. Cycle and refuse store buildings will also be provided to the front of the building. A communal amenity area to the rear of the building will be provided, with an overall length of 21m.

Location

The site is located on the southern side of Bickley Park Road and comprises a detached two storey residential dwelling. The wider area forms part of the Bickley Area of Special Residential Character and consists of large detached dwellings and blocks of flats to the east.

Comments from Local Residents

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

- Noise and disruption from increase in intensity of the use of the site
- Party wall should be retained
- Impact on the special interest and characteristics of the Bickley Area of Special Residential Character
- Vegetation and screening should be retained - trees should be protected during development
- Merrywood and Clarewood are worthy of local listing and the loss of one of these architecturally important buildings would be regrettable and detrimental to the character of the area
- Excessive development for the site
- Inadequate amenity provided for future occupants
- Overlooking and loss of privacy
- Loss of light and overshadowing
- Impact on the party wall and structure concerns associated with this
- Inadequate car parking provision will lead to further parking stress on Bickley Park Road and the local area.
- Excessive hardstanding will have a visual impact on the area.

Consultations

Environmental Health (Housing) - combined living/kitchen areas in all flats is undesirable in terms of fire risk and crowding. Concern is raised that some windows may not allow for sufficient natural light and ventilation across eight of the proposed nine flats.

Environmental Health (Pollution) - no comments have been received however under the previous application no objection was raised in principle. Conditions were recommended in respect of gas boiler emission rate, electric car charging point and construction logistics/machinery/dust management.

Highways - 13 car parking spaces are satisfactory and the refuse store location is within 18m of the highway. The proposed cycle store should demonstrate secure cycle storage for 18 cycles. The access gates are set back from the highway to enable cars to leave Bickley Park Road and wait for the gates to open off of the highway. The access road should also be 4.5m in width. No concerns are raised subject to a set back of the gates and agreement of opening method. The secure cycle storage requirement can be secured by condition.

Thames Water - no objections raised subject to a standard informative.

Drainage - no objections raised subject to a standard condition.

Planning Considerations

National Planning Policy Framework, 2012

- Chapter 1 Building a Strong, competitive Economy
- Chapter 4 Promoting Sustainable Transport
- Chapter 6 Delivering a Wide Choice of High Quality Homes
- Chapter 7 Requiring Good Design
- Chapter 12 Conserving and Enhancing the Historic Environment

The most relevant London Plan policies are as follows:

- 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.
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

Technical Housing Standards - Nationally Described Space Standard (March 2015)

The most relevant Unitary Development Plan policies are as follows:

BE1 Design of New Development
H1 Housing Supply
H7 Housing Density & Design
H9 Side Space
H10 Areas of Special Residential Character
T3 Parking
T18 Road Safety
NE5 Protected Species
NE7 Development and Trees

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

Emerging Bromley Local Plan:

The Council is preparing a Local Plan and the final consultation on its proposed submission draft of the Local Plan closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). The updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, and indicated 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 30 - Parking
Draft Policy 31 - Relieving Congestion
Draft Policy 32 - Road Safety
Draft Policy 33 - Access for All
Draft Policy 37 - General Design of Development
Draft Policy 44 - Areas of Special Residential Character
Draft Policy 72 - Protected Species
Draft Policy 73 - Development and Trees
Draft Policy 77 - Landscape Quality and Character
Draft Policy 113 - Waste Management in New Development
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)
Draft Policy 117 - Water and Wastewater Infrastructure Capacity
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

Planning History

Planning permission was refused under ref. 07/01601 for demolition of existing buildings and erection of 1 six bedroom detached house with accommodation in roof space and integral garage and 5 five bedroom detached houses with accommodation in the roof space, integral garages plus associated car parking and estate road on land at Westways and rear of Merrywood and Clarewood Bickley Park Road. The refusal grounds were as follows:

'The proposal represents a cramped overdevelopment of the site, out of character in this Area of Special Residential Character and detrimental to the amenities of the residents of the adjoining property Chevening, contrary to Policies BE1, H7 and H10 of the Unitary Development Plan.'

This application was subsequently allowed on appeal.

Planning permission was granted at Red Tree Cottage to the east of Merrywood under ref. 13/03646 for demolition of existing dwelling and erection of detached two storey building with accommodation in roofspace comprising of 5 two bedroom flats with 5 car parking spaces, cycle and refuse stores, and front and rear balconies and terrace.

Planning permission was refused at Durley Lodge to the east of Merrywood under ref. 15/04152 for demolition of existing dwelling and erection of two storey building, with accommodation in the roofspace, comprising of eight flats (4 x one bedroom; 2 x two bedroom; 2 x three bedroom apartments), together with associated parking and landscaping. The refusal grounds were as follows:

'The proposal, by reason of its excessive width, massing and site coverage, would constitute a cramped overdevelopment of the site, leading to an undesirable diminution in spatial standards of the Bickley Area of Special Residential Character, detrimental to its character and appearance, and contrary to Policies BE1, H10, H7 and H9 of the Unitary Development Plan and the Council's adopted Supplementary Planning Guidance 1 and 2.

The proposed means of vehicular access would fail to provide adequate clearance to enable vehicles to wait clear of the road while the gates are opening, or enable two cars to pass side by side adjacent to the site entrance, and will therefore be prejudicial to the free flow of traffic, contrary to Policy T18 of the Unitary Development Plan.

The proposed building, by reason of its 3rd floor balconies, would result in a loss of privacy and increased degree of overlooking into nearby properties (in particular Elmhurst to the rear), thereby contrary to Policy BE1 of the Unitary Development Plan.'

The application was subsequently allowed on appeal. When considering the character of the Area of Special Residential Character, the Inspector states:

'This part of the ASRC near the junction of Bickley Park Road with Blackbrook Lane has a mixed character. It has some large houses in spacious plots but also a residential care home, a group of modern terraced housing (Reynard Close) and flat developments at Farrants Court and the site of Red Tree Cottage to the east of the appeal site. It does not therefore comprise a uniform area of spacious housing.

The existing house is set well back in its plot behind a forecourt and a number of small trees and bushes on the road frontage, most of which would be retained to screen a larger area of hard surfacing and car parking. The proposed building would be in about the same position, alongside the adjacent detached house Cortlands, and would thereby respect the existing building line. The ridge and eaves height of the building would also be about the same as the existing house, with the front elevation retaining two gables and two small dormer windows on the roof slope similar to those on the existing house.

The building would be wider than the existing house but would be more centrally placed within the plot, moving it further away from the boundary with Cortlands where currently there is only a narrow gap between the two houses. The building would extend significantly closer to the eastern boundary than now, but the driveway to Elmhurst alongside ensures that a generous visual gap between the building and the new flats on the Red Tree Cottage site would be retained.

Overall the building would retain the general appearance of a large detached house. Being set well back behind a verdant frontage with a driveway to one side it would not appear out of character alongside the three detached houses to the west. To the east, the redevelopment of Red Tree Cottage with a building comprising five flats sets a clear precedent for the current proposal. This includes a front balcony, large windows, two dormer windows and forecourt car parking. The Council considers that the outward appearance of this building is comparable to that of a large detached house and the same would be true of the appeal proposal.

The proposal would not therefore significantly depart from the spatial standards in this part of the ASRC, would not appear cramped in the street scene and would not materially erode the quality and character of the area.'

Planning permission was refused at Merrywood under ref. 16/03597 for demolition of existing detached dwelling and erection of a 2.5 storey building comprising 9 two bedroom apartments with associated landscaping, parking, refuse and cycle storage. The refusal grounds were as follows:

'The proposal, by reason of its excessive bulk and scale, would be incongruous with the two storey residential character of this part of Bickley Park Road and would result in a harmful impact on the character, appearance and spatial standards of the Bickley Area of Special Residential Character, contrary to Policies BE1, H7 and H10 of the Unitary Development Plan.'

Conclusions

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

- Principle of Development
- Design/Impact on the character and appearance of the Area of Special Residential Character (ASRC)
- Standard of Residential Accommodation
- Impact on Adjoining Properties
- Highways and Traffic Issues
- Ecology and Trees

Principle of Development

Policy H1 (Housing) aims to provide 11,450 additional dwellings over the plan period and this provision will be facilitated by the development or redevelopment of windfall sites. The suitability of windfall sites for housing purposes will be assessed against criteria: whether the site comprises previously developed land; the location of the site; the capacity of existing and potential infrastructure; physical and environmental constraints on the development site and the need to retain the existing land use on the site.

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

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

The site is located within an Area of Special Residential Character. In this case it is considered that the principle of development is acceptable however, dependent upon the level of harm on the character of the ASRC along with the other issues outlined above.

Impact on Local Character

The site falls within the Bickley Area of Special Residential Character (ASRC) where the Council will seek to preserve the special character and spatial qualities of the area. Bickley Park Road is largely characterised by detached two storey

residential properties with pitched roofs and traditional styles. Whilst the principle of flatted development may not be objected to, it is considered important to respect and preserve the individual qualities of the area.

The main reason for the refusal of the previous application ref. 16/03597 was the bulk and scale of the development and the harmful impact that this would have on the character of the ASRC. The current application has replaced the previously proposed mansard roof with a pitched roof with accommodation in the roof space and dormers. The width of the building has also been reduced by 1m in order to occupy less of the width of the overall site.

The proposal will replace a two storey detached dwelling with a two storey block of flats with accommodation within the roof space to provide a second floor. The overall height will be the same as the existing building and the bulk has been significantly reduced from the previous proposal as a result of the alteration to the roof design and the reduction in width.

Whilst the previously proposed mansard roof was considered to substantially alter the established character of the ASRC and erode the sense of space around the building, the current scheme would appear much more in keeping with the local character. Planning permission has been allowed on appeal at Durley Lodge to the east of the site. This building is sited in close proximity to the junction of Summer Hill and is a significant distance from Merrywood, however the principle of flatted development within the ASRC has been established.

The proposal at Durley Lodge included a two storey design with fully pitched roof and dormers, with the Inspector stating at appeal that the development would replicate some of the original roof features. The same can be said of the recent block of flats adjacent to Durley Lodge at Red Tree Cottage. This development is two storeys in height with a pitched roof and modest dormers. It is considered that the design of the current proposal is more in keeping with the area, respectful to the overall form of the ASRC and reflective of the size and roof shapes of these recent nearby consents. The proposal would therefore be considered to respect the character and appearance of this part of the Bickley ASRC.

Design and Standard of Accommodation

With regard to the density of the proposed development, Table 3.2 of Policy 3.4 (Optimising Housing Potential) of the London Plan (2015) gives an indicative level of density for new housing developments. In this instance, the proposal represents a density of 47 dwellings per hectare with the table giving a suggested level of between 50-95 dwellings per hectare in suburban areas with a PTAL rating of 3. The proposals would therefore result in a density marginally lower than the recommended density for the site, however this figure should not be applied mechanistically and should take account of the character and density of the area. In light of the site's location within a spacious ASRC, this minor shortfall in density is not considered an under-development in terms of the efficiency of the use of the site.

The London Plan suggests that the minimum size of a one bedroom two person flat should be 50 sq.m and a two bedroom four person flat should be 70 sq.m. The submitted plans indicate a floor area of between 63 sq.m and 103 sq.m for the proposed flats and therefore the dwellings are considered to comply with the requirements of the Technical Space Standards.

The proposal will provide suitable bedroom sizes, living areas, natural light and communal amenity/play space to the rear of the building. Four of the upper floor flats will also be provided with private balconies. It is considered that the standard of accommodation provided for future occupants would be suitable.

Impact on Neighbouring Amenities

Merrywood is sited in close proximity to Clarewood to the east, and this neighbouring property would be the most affected by the proposal. Merrywood currently possesses upper floor flank windows that overlook the rear garden of Clarewood. The proposal would site the new structure further from the flank boundary of the site and therefore may be considered to improve this relationship. The new building proposes no flank windows facing Clarewood and therefore it is considered that this neighbouring house would not be significantly overlooked. No significant impact on the amenities of neighbouring properties was considered to result under the previous application ref. 16/03597.

Whilst some trees would need to be removed from the site to accommodate the development, a landscaping condition can be imposed in order to retain a sense of privacy from neighbouring properties.

To the rear of the site, No. 6 Taryn Grove presents a flank elevation and obscure glazed windows towards the site. This arrangement would not result in significant loss of privacy to No. 6 and the siting of the new building would retain a 22m separation, which is similar to the existing relationship.

Impact on Highway Safety and Other Considerations

The proposal will utilise the existing access onto Bickley Park Road, and will be widened to allow for cars to pass one another. The proposed access gates will also be sited a suitable distance from the highway in order to allow for stopping off the road and waiting for the gates to open without causing disruption on the highway. The proposal includes 13 car parking spaces which are considered suitable in this location, providing a 1:1 ratio plus visitor parking. An adequate vehicle turning area is also provided within the site.

The proposed site plan indicates a refuse storage area that is a suitable distance from the highway for collection purposes. The proposed cycle store provides little detail on security and capacity, however its size appears suitable and these matters can be secured by condition.

The proposed gate will replace the existing tall gate at the front of the site. Whilst such a feature is not common in the locality (with low front boundary walls and open frontages common) it is not considered to result in a harmful impact given the

existing character of the site. The details of the gate can be secured by condition in order to control its appearance.

There are no objections raised in terms of the loss of trees at the site. Whilst many of the specimens to be removed are mature and of a positive amenity value, only one is protected and this will be retained. A landscaping scheme can be conditioned in order to ensure suitable replacements and boundary screening where necessary.

Summary

Having had regard to the above it is considered that the development in the manner proposed is acceptable in that it would not impact detrimentally on the character and appearance of this part of the Bickley Area of Special Residential Character and would not impact harmfully on the amenities of neighbouring properties. No significant impact on highway safety or trees would result from the proposal.

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

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

- 3 Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such**

positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

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

- 4 Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works 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

- 5 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.

- 6 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: In order to comply with Policy 5.13 of the London Plan and to ensure the satisfactory drainage of the site.

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

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

- 9 Before any part of the development hereby permitted is first occupied that part of a sight line of 43m x 2.4m x 43m which can be accommodated within the site shall be provided in both directions at the junction with Bickley Park Road and with the exception of trees selected by or the Local Planning Authority no obstruction to visibility shall exceed 1m in height in advance of this sight line, which shall be permanently retained as such.

Reason: In order to comply with Policy T18 of the Unitary Development Plan and to ensure that the proposal does not

prejudice the free flow of traffic and conditions of general safety along the adjoining highway.

- 10 Before the access hereby permitted is first used by vehicles, it shall be provided with 3.3m x 2.4m x 3.3m visibility splays and there shall be no obstruction to visibility in excess of 1m in height within these splays except for trees selected by the Local Planning Authority, and which shall be permanently retained thereafter.

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

- 11 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.

- 12 The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings 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.

- 13 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.

- 14 Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-

certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.

Reason: In order to comply with Policy T3 and Appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

- 15 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.

- 16 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: In order to comply with Policy 5.13 of the London Plan and to ensure the satisfactory drainage of the site.

- 17 Before the development hereby permitted is first occupied, the proposed window(s) in the first and second floor flank elevations shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.**

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

- 18 No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the flank elevation(s) of the hereby permitted, without the prior approval in writing of the Local Planning Authority.**

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

- 19 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.

- 20 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.

- 21 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.

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

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

You are further informed that :

- 1 This is a summary of the main reasons for this decision as required by law. The application has been determined in accordance with the development plan insofar as it is relevant and taking into account all other material planning considerations, including all the representations received. For further details, please see the application report (if the case was reported to Committee), the Unitary Development Plan and associated documents or write to Chief Planner quoting the above application number.**

- 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** 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 Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 4** The applicant is advised that the wall located on the eastern side boundary of the site forms a party wall and therefore all necessary measures should be taken under the provisions of the Party Wall Act to ensure the structural stability and general condition of this wall in order to prevent damage to either the wall or neighbouring property.
- 5** You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.
- 6** Street furniture/ Statutory Undertaker's apparatus "Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant."