

SECTION '2' – Applications meriting special consideration

Application No : 16/05788/FULL1

Ward:
Copers Cope

Address : 84 Albemarle Road, Beckenham
BR3 5HT

OS Grid Ref: E: 538852 N: 169531

Applicant : JAMCAP LTD

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of a three storey building comprising 6 one bedroom and 3 two bedroom flats with associated parking, amenity space, refuse/cycle store together with formation of a new vehicle access and associated landscaping

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 12

Proposal

Planning permission is sought for the demolition of existing two storey dwellinghouse and construction of a 3 storey building comprising 6 one bedroom and 3 two bedroom flats with associated parking, amenity space, cycle storage together with formation of a new vehicle access onto Albemarle Road.

The accompanying Design and Access Statement describes the scheme as being designed to complement the scale, form, layout and materials of adjacent buildings and the surrounding area, whilst protecting the amenities of the neighbouring properties by maintaining adequate separation to the boundary and through the stepped form of the structure.

A contemporary design approach is opted for within the scheme. The building footprint will measure approximately 21.8m width and 18.1m in depth at ground level at its maximum extents. The height of the building will be approximately 9.8m at the highest roof point, replacing a building with a height of 8.2m. The footprint of the building has been arranged to address the triangular shape of the site with a 7m gap to No. 87, 3.2m to Albemarle Road and a minimum 4.5m gap to Cadogan Close. The building's main front elevation will face onto Albemarle Road.

Access and servicing will take place from Albemarle Road comprising the main existing vehicle access and a second additional vehicle access onto Albemarle Road. The car parking arrangement will accommodate 9 cars and a separate

detached store building is proposed to the south east corner of the site to house 8 cycles and refuse/recycling storage.

Private rear gardens are provided for the three ground floor flats. Upper level flats have access to private balconies and a communal garden area to the south of the building.

Materials are indicated as including render and timber boarding to the elevations of the building.

Location

The site is located on Albemarle Road close to the junction with Bromley road and comprises a two storey detached residential property. The site is located opposite the Sloane Hospital and approximately 400m to the west of Shortlands Station.

The adjacent property at No. 87A is a two storey residential detached dwelling. The property at No.87 Bromley Road is a part two-storey and part 3 storey residential building of six flats sited on higher ground to the application site. The surrounding area is characterised by a mix of residential housing types of predominantly three and four storeys, with flats located adjacent on Cadogan Close. Opposite the site at the end of Albemarle Road are Ibis Court, Vantage Point and Alexander Court which are three storey blocks of flats built in a contemporary modern design style.

The application site is not within a conservation area and the existing building is not listed.

Comments from Local Residents

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

- Excessive number of flats in close proximity
- Loss of the original residential house impacts harmfully on the character of the area
- Insufficient car parking provision proposed leading to parking problems and highway safety issues in surrounding roads.
- Noise and disturbance, pollution and littering

Consultations

Highways - The site is located in an area with low PTAL rate of 3 (on a scale of 1 - 6, where 6 is the most accessible). It is therefore likely that future residents will own cars and 9 car parking spaces satisfactory. The existing access will be retained and will serve parking spaces 5-9. Visibility splays min 2.4m x 43m will be achieved to ensure that there will be no highways safety issues with the proposal. A new access is proposed to serve parking spaces 1-4. This will achieve visibility splays of 2.4m x 43m and will ensure that this will not cause any highways safety or convenience issues. Details of the sustainable drainage system for the hard standing parking areas and the two accesses is required to prevent water draining

onto the highway. The creation of a new access to Albermarle Road will remove one or two on-street parking spaces. The parking beat surveys submitted by the developer show that parking demand is high during the day in the road but there are always several spare parking spaces. As such, the loss of one or two on-street parking spaces will not result in parking problems in Albermarle Road. The developer is providing 14 cycle spaces which meet the London Plan requirement and ensure sustainable modes of transport are utilised. However Policy 6.9 (B)(a) of this plan states that developments should provide integrated, convenient and accessible cycle parking facilities so secure cycle store of sufficient dimensions to accommodate 14 cycles should be provided. The storage is located close to the highway boundary but it is unclear if it has the capacity to store refuse of 9 flats so please consult LBB Waste Service regarding size of the refuse storage and servicing of the units. A Road Safety Audit for the new vehicular access is also required.

Environmental Health (Pollution) – no objections raised subject to standard informatives.

Environmental Health (Housing) – concerns are raised in respect to natural light and ventilation as a result of some of the window sizes in the flats.

Drainage - the submitted Planning Statement states that soakaways will be used to store surface water run-off which is an accepted measure to LPA. A standard condition is recommended.

Planning Considerations

London Plan 2015:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure

- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.
- 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
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- NE7 Development and Trees
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T11 New Accesses
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles

Supplementary Planning Guidance 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 8 - Side Space

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 73 – Development and Trees
Draft Policy 77 - Landscape Quality and Character
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 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

There is no relevant planning history relating to the site.

Planning permission was granted at No. 87A Bromley Road under ref. 16/02120 for demolition of existing two storey dwellinghouse and construction of a part 3 and 4 storey building comprising 9 x 2-bedroom flats with associated parking, amenity space, cycle storage together with formation of a new pedestrian access, relocated vehicle access and associated landscaping.

Conclusions

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

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

Principle of Development

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

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

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

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

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

The site is surrounded by residential dwellings. The site is currently developed for a less dense residential use with a single residential house on a large plot. Therefore, in this location the Council will consider a higher density residential infill development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed. Therefore the provision of a replacement residential block on the land is acceptable in principle subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

Density

The density of the proposal would be 90 units per hectare (u/ha). Table 3.2 of the London Plan sets out the appropriate density range for a site with a PTAL of 3 in an urban area as 55-225 u/ha.

Given, the density of the proposal is within the lower end of the density guideline criteria the amount of development on site is considered suitable at this location.

Design, Siting and Layout.

Policies 3.4 and 3.5 of the Further Alterations to the London Plan (March 2015) (FALP) reflect the same principles. Policy 3.4 specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range. This reflects Paragraph 58 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.

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

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

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

The predominant urban character of this area is mixed in design form but with a similar scale and mass in the surrounding buildings which provides a coherent and identifiable built form. Therefore any replacement building on the application site with a greater scale and site coverage must be carefully considered. It is noted that there are three and four storey blocks surrounding the site as detailed above. Given the design sets the upper floor in from the lower levels and includes part one/ two and three storey sections, the prominence of the proposed building is reduced substantially within the street scene and the bulk of the building when viewed in the local context would not be excessive or out of character. The building will be sited in close proximity to the front boundary of the site adjacent to Albemarle Road, however the majority of the three storey bulk will be set back from this closest point, resulting in a relationship in the street scene that would not be overly prominent. It is also noted that the building will be sited a significant distance from No. 82A Albemarle Road and therefore the building will not appear intrusive and will not break an established building line. It is also noted that the recently permitted building at No. 87A will be sited in closer proximity to the corner of Albemarle Road and Bromley Road than the existing building does. The result is that both new structures will form a new building line on this part of Albemarle Road that will be approximately 3.5m from the highway.

In terms of the design, the proposed elevations encompass a varied and complimentary palette of materials. It is considered that the external appearance of the resultant building would not be detrimental to the character of the area. The design would feature through colour rendered areas and timber clad areas. The neighbouring buildings in the locality feature a variety of finishes and it is therefore considered that the proposed materials would not appear prominent in the street scene. In addition, the use of different materials will break up the elevations and ensure that the elevations do not appear bland or monolithic and without architectural interest. As such it is considered that the proposal would respect the established pattern of development of the locality and would not detract from the character and appearance of the area.

Standard of Residential Accommodation

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

The floor space size of each of the proposed units in the building ranges between 52m² and up to 80m² respectively. The nationally described space standard requires a 50m² of gross internal floor space for a one bedroom two person flat over one level and 70m² of gross internal floor area in relation to a two bedroom four person unit over one level. 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 sizes in the proposed building are 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 building to provide level access to all levels.

Amenity Space

In terms of amenity space, provision is provided with a communal garden to the south of the building. Private gardens are proposed for the three ground floor flats and balconies have been provided to all upper floor flats to create private areas of amenity space. The size of these areas is generally in compliance with the requirements of the London Plan guidelines. Therefore the total provision is considered acceptable at this location.

Impact on Adjoining Properties

Policy BE1 of the Unitary Development Plan states that development should respect the amenity of occupiers of neighbouring buildings and ensure they are not harmed by noise disturbance, inadequate daylight, sunlight, and privacy or overshadowing.

In terms of outlook from the resultant building, the fenestration arrangement will provide mainly front and rear outlook for each unit overlooking the adjoining road and outlook from the rear towards Cadogan Close. The balconies will not overlook

private curtilage areas in the locality due to the proposed retention of boundary screening. The balconies will also offer no side views towards No. 87 Bromley Road due to the proposed balcony screens and the proposed upper floor side facing windows will be high level.

Given the siting and orientation of the site it is considered that there is limited impact on outlook from adjoining property windows. Adequate separation distances are maintained to adjoining properties with the proposed building sited with a greater degree of separation to No. 87 than the existing house at No. 84. The main rear facing windows at Cadogan Close will face to the north of the new block, with high level flank windows only facing the new development. The new block will also be sited on lower ground than Cadogan Close and Bromley Road and although taller than the building it replaces, the topography mitigates the impact of the three storey elevational appearance. The proposal would therefore maintain a suitable level of outlook, daylight and sunlight ingress to neighbouring buildings.

Highways and Car Parking

The Council's Highway Officer has reviewed the current application and not raised objection in this regard. 9 spaces are to be provided on site which is considered satisfactory subject to an appropriate visibility splay being provided at both the existing and proposed junctions. The Highways Officer has confirmed that the accompanying Parking Stress Survey has confirmed that the loss of on-street car parking spaces would not lead to a significant additional stress on the surrounding highway network. A Road Safety Audit can also be conditioned to ensure the safety of the proposed second vehicle access. 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 1 bedroom flat and 2 spaces for all other dwellings. The applicant has provided details of a secure and lockable storage building along with cycle parking facilities within the private amenity areas for the ground floor flats. This is considered suitable subject to an appropriate condition.

Refuse and Recycling

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage for the units in a separate building to the south of the site. The location point is considered acceptable within close proximity of the highway for collection services. Any further update will be reported verbally.

Sustainability and Energy

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to

adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be lean: use less energy; be clean: supply energy efficiently and be green: use renewable energy.

The application proposes a sustainable construction and a sustainable drainage system for the hard standing areas of the site. A green roof is also provided. These measures are welcomed and a sustainable construction condition can be imposed in this regard.

Trees and Landscaping

An indicative landscaping layout has been submitted as shown on the proposed site plan drawing that details the areas given over to garden for external amenity for future occupiers. The Council's Arboriculture Officer has commented in respect of the loss of trees within the central areas of the site and retention of mature trees on and towards the periphery. No objections are raised in this regard subject to the implementation of the submitted Arboricultural Report. A condition is recommended to ensure compliance and full detail of hard and soft landscaping and boundary treatment can also be sought by condition as necessary.

Community Infrastructure Levy

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

Summary

The development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers. It is considered that the density and tenure of the proposed housing is acceptable and that the development would not be detrimental to the character and appearance of the locality or the setting of an adjacent heritage asset. 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.

Background papers referred to during production of this report comprise all correspondence on file ref(s): 16/02120/FULL1 and 16/05788/FULL1, excluding exempt information.

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 landscaping scheme as shown on the submitted drawings 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 a 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: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

- 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 1995 (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** No wall, fence or hedge on the front boundary or on the first 2.5 metres of the flank boundaries shall exceed 0.6m in height, and these means of enclosure shall be permanently retained as such.

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

- 10** Before any part of the development hereby permitted is first occupied that part of a sight line of 43m x 2.4m x 33m which can be accommodated within the site shall be provided in both directions at the accesses to the site and with the exception of trees selected by 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.

- 11** 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.

- 12** 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 adopted Unitary Development Plan.

- 13** 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.

- 14 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 and Appendix II.7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

- 15 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.

- 16 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.

- 17** Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

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

- 18** No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the first floor flank elevation(s) of the development 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** 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.

- 22** Before any work is commenced on the access/highway works a Stage 1 and where appropriate a Stage 2 Road Safety Audit (these may be combined with the prior agreement of the local Planning Authority) shall be submitted to and approved in writing by the local Planning Authority. The works shall be implemented strictly in accordance with the approved details to the satisfaction of the local Planning Authority

before any part of the development hereby permitted is first occupied. A Stage 3 Audit shall be submitted to and approved in writing by the local Planning Authority following satisfactory completion of the works and before they are opened to road users. The road safety auditor should also request for a member of LBB traffic team (Lisa Allen 020 8313 45280) to be present on site at the time of audit.

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

- 23** 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.

- 24** The application site is located within an Air Quality Management Area declared for NOx: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NOx emission rate of <40mg/kWh.

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

- 25** 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.

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

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

(a) The development shall be constructed with a biodiversity living roof laid out in accordance with Plan No. PSD-16-84-04 - Rev B hereby approved and maintained thereafter.

(b) The living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

(c) Evidence that the roof has been installed in accordance with (a) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.

Reason: To comply with Policies 5.10 Urban greening, 5.11 Green roofs and development site environs, 5.12 Flood risk management, 5.13 Sustainable Drainage and 7.19 Biodiversity and access to nature conservation in the London Plan.

27 Notwithstanding the details hereby approved, no development shall commence until detailed plans at a scale of 1:20 showing screening details for balconies and for the third floor communal terrace have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: In order that the local planning authority may be satisfied as to the detailed treatment of the proposal and to comply with Policies H7 and BE1 of the Unitary Development Plan.

28 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.

29 No demolition, site clearance or building works shall be undertaken, and no equipment, plant, machinery or materials for the purposes of development shall be taken onto the site until an arboricultural method statement detailing the measures to be taken to construct the development and protect trees is submitted to and approved in writing by the Local Planning Authority.

The statement shall include details of:

Type and siting of protective fencing, and maintenance of protective fencing for the duration of project;

Type and siting of scaffolding (if required);

Details of the method and timing of demolition, site clearance and building works.

Depth, extent and means of excavation of foundations and details of method of construction of new foundations.

Location of site facilities (if required), and location of storage areas for materials, structures, machinery, equipment or spoil, and mixing of cement or concrete;

Location of bonfire site (if required);

Details of the location of underground services avoiding locating them within the protected zone.

Details of the method to be used for the removal of existing hard surfacing within the protected zone.

Details of the nature and installation of any new surfacing within the protected zone.

Methods proposed for the watering of the trees during the course of the project

The method statement shall be implemented according to the details contained therein until completion of building works, and all plant, machinery or materials for the purposes of development have been removed from the site.

Reason: To ensure that all existing trees to be retained are adequately protected and to comply with Policy NE7 of the Unitary Development Plan.

You are further informed that:

- 1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.**
- 2 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk**
- 3 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).**

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

- 4 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.
- 5 You are advised that it is an offence under Section 153 of the Highways Act 1980 for doors and gates to open over the highway.
- 6 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
- 7 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
- 8 Before demolition commences, the applicant is advised to have a full pre-demolition survey carried out to identify any asbestos containing products which may be in the building, and then contact the Health and Safety Executive to ensure compliance with all relevant legislation. The applicant should ensure compliance with the Control of Asbestos Regulations 2012 and the Health & Safety at Work Act 1974 in relation to safe removal of asbestos on site prior to demolition.
- 9 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.

- 10** 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.
- 11** 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.
- 12** Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.