

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

**Application No :** 16/05004/FULL1

**Ward:**  
**Cray Valley West**

**Address :** Land At Former Grays Farm Production  
Village Grays Farm Road Orpington

**OS Grid Ref:** E: 546924 N: 169756

**Applicant :** Thomas Aston Homes Ltd

**Objections :** YES

### **Description of Development:**

Erection of 8 three bedroom terraced houses with 14 car parking spaces, cycle parking and refuse stores.

Key designations:

Areas of Archeological Significance  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 20

### **Proposal**

Planning permission is sought for the erection of a row of 8 terraced dwellings fronting Grays Farm Road. The dwellings will be two/three storey, incorporating accommodation within the roof space, and will each have three bedrooms.

The row of dwellings will have a width of 42.2m and a depth of 11.1m. The roof will be pitched with a maximum height of 10.7m and an eaves height of 5.3m. Each dwelling will be provided with a rear garden area with a length of 11.2m, with each plot having a minimum width of 5.3m.

Access to the site will be via the existing road that serves the wider Grays Farm development site, and the development will be provided with 14 car parking spaces to the rear of the building, including 2 visitor spaces, along with refuse and cycle storage.

The application is accompanied by the following documents:

- o Planning Statement
- o Sustainability and Energy Statement
- o Archaeological Desk Based Assessment
- o Transport Statement
- o Flood Risk Assessment
- o Commercial Viability Study and accompanying supporting letter
- o Design and Access Statement

## **Location**

- o The site is located on southern side of Grays Farm Road between junction of Grays Farm Road and Croxley Green and Sevenoaks Way (A224)
- o The site has a frontage onto Grays Farm Road of approx. 55m and a maximum depth from north to south of approx. 37m
- o The site is currently vacant and is used to store building materials in connection with the redevelopment of the wider Grays Farm Production Village site. The site forms the final area of the site to be redeveloped.
- o The wider site is currently nearly completion and comprises a mixed use development comprising two storey residential development and a care home to the western side of the site. To the east of the site is Grays Farm Primary School. The area surrounding the site is largely residential in nature.

## **Comments from Local Residents**

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

- Additional homes would result in further noise and disturbance and additional traffic.
- Representation received from Grays Farm Primary School stating that notification should take place in advance of further building works at the site in order to protect the safety of schoolchildren and parents.

## **Consultations**

Thames Water - no objections raised subject to an informative.

Drainage - The proposed permeable paving located across the access road and car parking areas to store surface water run-off from the roofs and hardstanding areas across the site to restrict the discharge run-off rate to 2l/s are acceptable in principle. A condition is recommended in this regard.

Highways - the site is within a low (2) PTAL area. The proposal is to erect 8 three bedroom terraced houses with 14 car parking spaces, cycle parking and refuse stores.

The transport statement submitted with the application indicates that the change of use will result in a significant net reduction in vehicle trips during both the morning and evening peak periods, and over the course of an entire typical day. No objections are raised subject to conditions.

Environmental Health (Pollution) - no objections raised subject to a standard condition concerning submission of a contaminated land survey.

Metropolitan Police Crime Prevention Officer - the scheme is for fewer than 10 residential units and therefore no secure by design conditions would be required.

Environment Agency - no comments made.

Historic England - the proposal is considered unlikely to have a significant effect on heritage assets of archaeological interest.

Environmental Health (Housing) - no comments received.

## **Planning Considerations**

National Planning Policy Framework, 2012

- Chapter 4 Promoting Sustainable Transport
- Chapter 6 Delivering a Wide Choice of High Quality Homes
- Chapter 7 Requiring Good Design
- Chapter 8 Promoting Healthy Communities
- Chapter 10 Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Chapter 11 Conserving and Enhancing the Natural Environment
- 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
- 4.2 Offices
- 4.3 Mixed Use Development and Offices
- 4.4 Managing Industrial Land and Premises
- 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
- 6.10 Walking
- 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:

- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- BE1 Design of New Development
- BE16 Ancient Monuments and Archaeology
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People With Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T18 Road Safety
- EMP5 Development Outside Business Areas

SPG No. 1 - General Design Principles

SPG No. 2 - Residential Design Guidance

#### Emerging Bromley Local Plan:

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closes on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that submission of the draft Local Plan to the Secretary of State will occur 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 46 - Ancient Monuments and Archaeology  
Draft Policy 77 - Landscape Quality and Character  
Draft Policy 83 - Non-Designated Employment Land  
Draft Policy 112 - Planning For Sustainable Waste Management  
Draft Policy 113 - Waste Management in New Development  
Draft Policy 115 - Reducing Flood Risk  
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)  
Draft Policy 117- Water and Wastewater Infrastructure Capacity  
Draft Policy 118 - Contaminated Land  
Draft Policy 119 - Noise Pollution  
Draft Policy 120 - Air Quality  
Draft Policy 122 - Light Pollution  
Draft Policy 123 - Sustainable Design and Construction  
Draft Policy 124 - Carbon Dioxide Reduction, Decentralise Energy Networks and Renewable Energy

## **Planning History**

The most recent and relevant planning history at the site relates to a series of applications for the redevelopment of the Grays Farm Production Village as follows:

12/00776/OUT - Demolition of existing buildings. Mixed use development comprising 2 two storey buildings for Class B1 use (total 2,302sqm) with car parking and 52 two storey houses (some with accommodation in roof) with car parking.

14/00809/OUT - Demolition of the existing buildings and redevelopment to provide a 75 bedroom care home with landscaping and associated car parking.

14/00820/OUT - Demolition of existing buildings and redevelopment to provide 1,077sqm of use Class B1 floorspace in a detached 2 storey building with accommodation in roof and 45 two storey houses (some with accommodation in roof) with access road and car parking.

Reserved matters applications were subsequently approved in relation to the above schemes.

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area, the impact that it would have on the amenities of the occupants of surrounding residential properties and the impact of the loss of the commercial use of the site. The impact on highway safety and the standard of accommodation provided are also considerations.

## **Principle of Development**

The planning history at the site included permission for the provision of a commercial block at the site, comprising 1,077m<sup>2</sup> of commercial floorspace under Use Class B1 (ref. 14/00820). This aspect of the wider redevelopment of the site proposed a two storey commercial structure with accommodation in the roof space to replace and modernise the commercial floorspace that would be lost as a result of the redevelopment of the entire site.

The redevelopment of the site is currently nearing completion, with the residential care home and housing development substantially completed. The small section of the site for which the current application relates is vacant and the approved commercial structure on this particular part of the site has not been constructed.

The application seeks permission to build a row of 8 terraced dwellings on the site in replacement of the permitted commercial building. The result is that the completed redevelopment of the entire Grays Farm Production Farm site would comprise of exclusively residential and care home development, without any replacement commercial floorspace.

The current application is accompanied by a Commercial Viability Study prepared by Turner Morum, along with information submitted by Linays Commercial relating to a failed marketing campaign. Both documents provide evidence to support a residential development on the site as a suitable alternative in light of a lack of demand and unviability of a commercial development in the current climate. The Commercial Viability Study concludes a negative land value of £906,000 when applying a commercial development to the site consistent with the previous planning permission. The report therefore concludes that the site is 'non-viable' for commercial development purposes.

The supporting statement from Linays Commercial outlines a failed marketing campaign over the course of the past two and a half years following the original planning consent at the site. The marketing of the site for commercial occupation has proved unsuccessful despite the location in close proximity to the A224. The siting in close proximity to a school and surrounded by residential development is considered unsuitable for modern commercial occupiers, along with the poor access arrangements. The overall level of interest has also been noted as being low.

When planning permission was granted under ref. 14/00820, it was done so subject to a legal agreement, however this agreement related to a payment in lieu of on-site affordable housing. The provision of commercial floorspace was not tied into this legal agreement. Members are therefore asked to consider whether the provision of commercial floorspace at the site would be desirable in light of the planning history, the character of the area and the current market conditions.

It is noted that the site does not fall within an established Business Area and is not included as a Strategic Industrial Location (SIL) under emerging Draft Policy 81 of the Local Plan. Policy EMP5 of the Unitary Development Plan outlines that the redevelopment of business sites outside of designated Business Areas may be permitted where the characteristics of the site make it unsuitable and where

marketing demonstrates the unsuitability and financial non-viability of the site for such uses.

In this case, the application has been supported with such evidence and it may be concluded that the continued commercial use of the site is not suitable for these reasons, thereby meeting the required criteria of Policy EMP5. The site is also surrounded by non-commercial land uses, including the school to the east and both new and established residential land use on other sides. When considering the surrounding area and the lack of business designation of the site, it may be considered that a residential use at the site would be more appropriate. Members may therefore consider that the principle of the use of the site for residential purposes would be acceptable on balance.

#### Density, Design and Layout.

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

Policy H7 of the UDP requires residential development to comply with the relevant residential density ranges, to provide a mix of housing types and to complement the qualities of surrounding areas. New residential development should also ensure a high quality of design, layout and space around the buildings.

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 for the 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 35-65 dwellings per hectare in suburban areas with a 2 PTAL location. The proposals would therefore result in a suitable density of residential development that would be within the thresholds in the London Plan.

The proposed building will be sited fronting Grays Farm Road, with a set-back of approximately 4m from the highway. This siting will be in advance of the new care home building and the school, however it is considered that the building will occupy the gap between these buildings and read as a continuation of the street scene, with a proximity to the highway that is similar to the School House and properties on Croxley Green Road to the west of the site.

The bulk and scale of the building will be considerable, with a three storey appearance as a result of the proposed accommodation in the roof space. The maximum height of 10.7m is therefore considered to be significant for residential houses, however it should be noted that the proposed siting of the structure is similar to the commercial block previously permitted. The height of the building will also be significantly lower than the maximum roof height of the commercial structure, which was proposed to have a height of 12.3m. A structure of this scale, appearance and siting has therefore been previously considered acceptable in principle and remains part of an extant planning permission.

The bulk of the proposed building will be mitigated by the roof pitch and low eaves height. This results in the tallest part of the building having a relatively low bulk. The northern side of Grays Farm Road is characterised by modest single storey dwellings, however these are sited 40m away and therefore the proposal and the wider Grays Farm development do not read necessarily as a continuation of this established character. The separation will alleviate any sense of contrast between the new and established development on the road. On balance therefore, and in light of the planning history, it is considered that the scale bulk and siting of the structure would be acceptable.

The scale and footprint of the building will sit comfortably within the plot and would retain space around the building, along with suitable amenity and parking areas to the rear. It is considered that the density and design of the scheme would not overdevelop the site. The architecture of the building will also complement the wider development scheme at the site subject to suitable materials and it is therefore considered that the development would comply with Policies BE1 and H7 of the Unitary Development Plan.

#### Residential Amenity, Standard of Residential Accommodation and Impact on Adjoining Occupiers

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

Policy BE1 in the Adopted UDP states that the development should respect the amenity of occupiers of future occupants and should also respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

The nationally described space standards require a Gross Internal Area of 108m<sup>2</sup> for a three bedroom six person three storey house. The layout of all the dwellings is compliant in terms of floorspace size provision, with a range of 128.9m<sup>2</sup> - 137.8m<sup>2</sup>. The individual bedroom sizes and other room sizes are also considered to be compliant with the relevant guidance. In terms of private amenity space, adequate private gardens are provided for each house. In terms of outlook, the fenestration arrangement indicates dual-aspect front and rear outlook to public areas and over the rear gardens. This arrangement is considered acceptable.

#### Highways and Parking

The site is located in an area with PTAL rate of 2 (on a scale of 1 - 6, where 6b is the most accessible).

The application is accompanied by a Transport Assessment and the finding of this are considered acceptable. The proposal includes 14 car parking spaces, which amounts to 1.5 spaces per unit plus two visitor spaces. Cycle parking facilities are also proposed to the rear of the building. The access and parking arrangements



are considered to be acceptable for a scheme of this nature, with a suitable turning area on site. The scheme is therefore considered to comply with the London Plan Parking Standards.

### Other Considerations

Policy 5.12 of the London Plan requires development to remain safe under flood conditions and allow for safe evacuation. The application is accompanied by a Flood Risk Assessment (FRA) which outlines any additional risk resulting from the proposed change of use of this part of the site from commercial to residential. The FRA concludes that the findings of the original FRA remain applicable and that a surface water drainage scheme is achievable.

In respect to archaeology, the site falls within an Area of Archaeological Significance. The application has been accompanied by an Archaeological Desk Based Assessment. This report concludes that there is moderate potential for prehistoric activity and a low potential for all other periods. Agricultural activity is considered to be likely to have had a significant impact on pre-existing archaeological remains. An evaluation carried out in 2015 recorded no archaeological deposits or finds and concluded that the site had no archaeological potential. Historic England has stated that on the basis of the previous study, the archaeological condition previously attached to this part of the larger site may be deemed satisfied.

Concerning site drainage, the Council's Drainage Officer has suggested a condition to ensure a SUDS system can be included.

### Summary

Having had regard to the above it was considered that the development in the manner proposed is acceptable and policy compliant. Members are therefore requested to determine that the proposal is acceptable and worthy of permission being granted.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 12/00776, 14/00809 and 16/04100 set out in the Planning History section above, 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        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 in order 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 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.

- 9 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.

- 10 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.

- 11 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.

- 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 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.

- 14 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.

- 15 No part of the development hereby permitted shall be commenced prior to a contaminated land assessment and associated remedial strategy,

together with a timetable of works, being submitted to and approved in writing by the Local Planning Authority.

a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval in writing. The desk study shall detail the history of the sites uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.

b) The site investigation, including relevant soil, soil gas, surface water and groundwater sampling shall be approved in writing by the Local Planning Authority.

c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors, a proposed remediation strategy and a quality assurance scheme regarding implementation of remedial works, and no remediation works shall commence on site prior to approval of these matters in writing by the Authority. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.

d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.

e) Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of the remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of post-remediation sampling.

f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

Reason: In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

16 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.

17 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.**

- 18 The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.**

**Reason: To reduce the impact of flooding both to and from the proposed development and third parties**

**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](http://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 proposed waste storage facilities are to be agreed with Waste Services.**