

**Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT**

**Application No :** 17/01072/FULL1

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

**Address :** The Elms, Westbury Road, Beckenham  
BR3 4DD

**OS Grid Ref:** E: 536396 N: 168750

**Applicant :** Miss Cydney Loughrey

**Objections :** YES

**Description of Development:**

Demolition of existing building and construction of a 2.5 storey terrace style building comprising 3 one bedroom flats and 6 two bedroom duplex residential units along with associated landscaping, 9 car parking spaces, refuse and cycle storage.

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 15  
Urban Open Space

**Proposal**

Planning permission is sought for the demolition of existing building and the construction of a 2.5 storey terrace style building comprising 3 one bedroom flats and 6 two bedroom duplex residential units along with associated landscaping, 9 car parking spaces, refuse and cycle storage.

The building footprint is set back 6m from the footway and will measure approximately 28.5m width by 10.8m depth to a maximum height at the roof ridge of 8.7m and 5.5m to the eaves. The footprint is set in from the flank boundaries at the front elevation building line by approximately 5.2m to the property boundary to No1 Westbury Road to the west and will be adjacent to the eastern boundary to the school changing room building. The terrace buildings principle elevation will face Westbury Road. Parking arrangements are provided in the front curtilage comprising nine parallel spaces.

Internal layout plans indicate 3 one bedroom two person flats on the upper second floor level and 6 duplex style two bedroom four person flats on the ground and first floors. The rear curtilage will be approximately 4.3m depth divided into private areas for the duplex flats. Balconies/terrace areas are proposed to the rear upper level facing the playing fields to the rear of the site. An external bike store and refuse store is located within the western end of the site.

Materials are indicated as traditional brick for the flank and rear elevations and brick and upper level render to the front elevation with a traditional tiled roof. Feature gables are incorporated within the front elevation roof slope.

## **Location**

The site is located on the west side of Westbury Road and currently comprises a large two storey detached building originally constructed as a dwelling house. A detached garage building is located on the eastern flank within the site. A separate single storey building to the west is located outside of the site within the grounds of the Balgowan School Playing fields. The playing fields extend around to the rear of the site forming an open area of land of approximately 0.4ha. A mature conifer tree and mature deciduous tree are located to the east and west end of the site. Two mature street trees are located in the footway to the front of the site.

North and east of the site are terraced houses divided into blocks of between 4 and 6 unit terraces. It was observed on the Officer site visit that to the east of the application construction was nearing completion for 6 three bedroom and two bedroom semi-detached properties.

The site is not located in a conservation area nor is the building listed.

## **Consultations**

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

### Support:

- The Balgowan School have commented that the school is not concerned about privacy issues to the recreational field to the rear and that the boundaries of the Elms to the school are perfectly acceptable.
- Careful and respectful design in keeping with the rest of the street.

### Objections:

- Building is too much within the available area of land.
- Concerns regarding 9 flats being built of cheaper materials than for housing.
- Concerns regarding an increase in on street parking congestion on Westbury Road due to loss of current roadside parking and sufficient on-site parking causing unsafe and inconvenient highway conditions.
- Additional houses at Phoenix House site have already exacerbated parking problems on street.
- Preference to see 4 to 6 semi-detached houses.
- Over intensive development due to the number of units on a small site.
- Location of sewer has moved building to appear tight.
- Unit mix is out of keeping in a road of family houses.
- Building is tight on site due to location of sewer.
- Concerns regarding loss of front gardens for parking.

- Limited amenity space provided.
- Concerns regarding pre submission mail shot that a non response means residents are in favour of the scheme.
- Inappropriate by type, density and provision.
- Concerns regarding the impact of further construction in Westbury Road for a further 18 months.
- Type and style of building will be different to existing properties in the road.
- Flats will be bring renters which is a problem in a street with home owners.
- This is a quiet road of houses not flats.
- Two bed houses with two car parking spaces should be provided.

## **Internal Consultations**

### Highways:

The development is located to the south of Westbury Road and has a poor PTAL rate of 2. Vehicular access is from Westbury Road via individual vehicular crossovers. There are two street trees and a lamp column adjacent to parking bay 7 which may be affected by creation of vehicular crossovers. One car park space per unit is indicated which is acceptable. Eighteen cycle parking spaces are required.

### Environmental Health - Pollution:

No objections.

### Environmental Health - Housing:

General comments under the Housing Act regarding natural light and ventilation.

### Drainage:

The submitted FRA carried out by Tully De'Ath Consulting with report No.11801 dated February 2017, to provide permeable paving in the car park area and an attenuation to restrict surface water run-off to 5l/s for all events including the 1 in 100 plus climate change storm event are acceptable.

### Arboriculture:

The application site is free from any protective legislation. Trees to be removed are of little value and have been justified in the supporting tree survey. No objections to the proposals providing tree planting is included as part of the landscape scheme. Recommended that details of landscaping are requested under condition.

### Arboriculture - Street Trees

The existing street trees are established and will currently be exploiting a significant proportion of the soil adjacent. Ideally 2m minimum clearance either side should be conditioned in order to limit the effect of the construction of any crossovers on the health of the trees.

## Planning Considerations

Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF) (2012) and National Planning Practice Guidance (NPPG) include:

- 14: Achieving sustainable development
- 17: Principles of planning
- 29 to 32, 35 to 37: Promoting sustainable transport
- 49 to 50: Delivering a wide choice of high quality homes
- 56 to 66: Design of development

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
- 6.12 Road Network Capacity.
- 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.
- 7.16 Green Belt
- 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
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- ER7 Contaminated Land
- 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
- T16 Traffic Management and Sensitive Environments
- T17 Servicing of Premises
- 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 commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that the submission of the draft Local Plan will be to the Secretary of State in mid 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 32 - Road Safety

Draft Policy 33 - Access for All

Draft Policy 34 - Highway Infrastructure Provision

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 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

## **Planning History**

86/00168/FUL: Change of use from 3 flats to shared residence detached dwelling.

15/04917/ELUD: Use of the building as a residential dwelling (Use classC3) - Lawful Development Certificate (Existing). Approved 5/1/16.

### Other Relevant Planning History - 244 Croydon Road:

13/04190/FULL1: Demolition of existing building and erection of 6 x three bedroom and 2 x five bedroom dwellings. Refused and allowed at Appeal on 16/3/2015.

## **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
- Sustainability and energy

### 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 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 located in a primarily residential area and is currently developed for a single unit of occupancy for residential use. In this location the Council will consider a higher density residential replacement 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 residential block on the land as opposed to a single dwelling appears 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

Policy 3.4 in the London Plan seeks to ensure that development proposals achieve the optimum housing density compatible with local context, the design principles in Chapter 7 of the plan, and with public transport capacity. Table 3.2 (Sustainable residential quality) identifies appropriate residential density ranges related to a site's setting (assessed in terms of its location, existing building form and massing) and public transport accessibility (PTAL).

The site has a PTAL rating of 2 and is within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be 40-80 dwellings per hectare. The proposed development would have a density of 128 dwellings per hectare.

Therefore, the proposed development of the site would be over the upper limit of these ranges and maybe considered a cramped overdevelopment. However, a numerical calculation of density is only one aspect in assessing the acceptability of a residential development and Policy 3.4 is clear that in optimising housing potential, developments should take account of local context and character, design principles and public transport capacity which are assessed below.

## Design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Policies 3.4 and 3.5 of the London Plan 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 BE1 and 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.

The submitted Design and Access Statement goes some way to explain the design process and rationale that has led to the current proposed design.

The predominant character in the vicinity of the site in this part of Beckenham is of a mix of terraced and semi-detached houses and some apartment blocks further west on Croydon Road in mature landscaped settings. This includes the properties along Westbury Road and those currently under construction to the eastern end of the road. This has resulted in a cohesive character to Westbury Road that it is considered desirable to conserve within the locality.

The proposed terraced block is two storey in height to the streetscene elevation under a pitched roof with a height that is approximately the same as existing and adjacent terraced housing in Westbury Road. The terraced style and similar building height results in the proposed buildings siting within the prevailing building heights in the vicinity and given the buildings set back from the street elevations at the same depth as those in the vicinity and with the main principle elevations facing to the streetscene, the impact of the building in terms of its mass and scale is considered minimal to the streetscene.

In terms of design, this affords the opportunity to construct a similar style of development with a traditional architectural style which has been achieved with the terraced style undertaken. As such it is considered that the impact on the character



and context of the locality is positive as the terraced building does not punctuate streetscene views negatively but rather adds a suitable infill building between existing regular terraced and semi-detached forms of residential period buildings.

Policy H9 of the UDP 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.

In this case, the proposed terraced building will be built up to and adjoin the property boundary with the playing field entrance and changing room building belonging to Balgowan School, therefore not providing the requisite 1m side space that is normally required. However, the site and the design solution for the site need to be considered on their merits and therefore some flexibility in the application of this policy is pertinent in this case due to the specific constraints and opportunities that the site presents.

The justification paragraph in respect of Policy H9 details that the retention of space around residential buildings is essential to ensure adequate separation and to safeguard the privacy and amenity of adjoining residents. This is to prevent a cramped appearance and unrelated terracing from occurring. It is also necessary to protect the high spatial standards and level of visual amenity which characterise many of the Borough's residential areas.

In this case, the context of the street is mainly four to six unit terraced blocks and therefore the development style proposed maintains this characteristic. The changing room building is also single storey with a small footprint. This results in an open gap in the streetscene at the point of entrance to the playing fields. Whether the proposed terraced building is set way from the boundary by 1m or built adjacent as proposed will not significantly alter the contribution that the gap in the streetscene provides. Furthermore, the gap is likely to remain in the future as it provides an entrance zone to the playing fields that would otherwise be a locked in site.

It is considered on balance, that an exception to side space requirement is clearly justified in this case given the low impact of the development to the character and appearance of the area and that the privacy and amenity of adjacent residents is maintained opposite and at both ends of the site.

#### 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 flats in the building ranges between 50m<sup>2</sup> and 99.4m<sup>2</sup> respectively. The nationally described space standards requires a GIA of 50m<sup>2</sup> for a one bedroom two person unit and 70m<sup>2</sup> for a two bedroom four person

unit in relation to the number of persons and bedrooms. On this basis, the floorspace size provision for all of the units is compliant with the required standards and is considered acceptable.

The shape and room size in the proposed units is generally considered satisfactory for the ground and first floors where none of the rooms would have a particularly convoluted shape which would limit their specific use.

The plans indicate that the top floor flats are single aspect with main living room outlook over three terrace/balcony areas. Given the generous floor to ceiling heights of the fenestration provided for the main habitable room spaces and pleasant outlook over the open space area of the playing fields this is not considered a reason to withhold planning permission in this case.

In terms of amenity space, separate balcony areas for the upper level flats or private garden spaces for the ground floor duplex flats are provided which comply with the requisite size standards of the London Plan. It is evident that the rear garden spaces would have regular shaped rear gardens 4.3m in depth. It is considered, this space would provide sufficient opportunity for an outdoor seating and patio area. There would also be the scope to provide an element of soft landscaping. The gardens would also be south west facing and would therefore benefit from a significant degree of natural light. The open nature of the school playing fields to the rear boundary also means the amenity space would have a pleasant outlook given the sites suburban location and would not be subject to overlooking or privacy issues.

In accordance with Standard 11 of Housing: Supplementary Planning Guidance. (March 2016) of the London Plan 90% of all new dwellings should meet Building Regulation M4(2) 'accessible and adaptable dwellings'.

A Part M compliance review has been submitted as part of submitted Design and Access Statement that details compliance with the relevant sections of Part M. A compliance condition is recommended with any permission in this regard.

### Impact on Adjoining Properties

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

In terms of outlook, the fenestration arrangement will provide front outlook overlooking the streetscene at the same distance to properties opposite as is requisite within other parts of the road. To the rear, outlook will be over the open aspect of the Balgowan School playing fields. Consequently no direct overlooking of residential properties will take place.

Members are also made aware that a letter has been received from Balgowan School raising no objection in respect of overlooking of their playing fields.

A daylight and sunlight assessment has also been submitted that concludes that there is a low impact on receivable light caused by the building to neighbouring properties opposite and adjacent.

On balance, it is considered that the building will not be detrimental to neighbouring residential amenity.

### Highways and Car parking

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

The Council's Highway Officer has reviewed the current application and not raised any objection to the level of parking provided at the site. It is therefore considered that there will be minimal impact on parking in the vicinity. Therefore, the proposal is considered generally acceptable from a highways perspective.

### Cycle parking

Cycle parking is required to be 1 space per studio/1 bedroom flats and 2 spaces for all other dwellings. The applicant has provided details of a location for cycle storage adjacent to the western flank boundary of the site. A planning condition is recommended in this regard for further details to provide for 18 cycles and to secure a suitable lockable area in perpetuity.

### Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage area adjacent to the western flank boundary of the site. A planning condition is recommended in this regard for further details of a containment structure and capacity.

### Trees and landscaping.

Policy NE7 states that proposals for new development will be required to take particular account of existing trees on the site and on adjoining land, which in the interests of visual amenity and/or wildlife habitat, are considered desirable to be retained.

An indicative landscaping layout has been submitted as shown on the proposed site plan drawing that details the areas given over to landscaping. Notwithstanding this full detail of hard and soft landscaping and boundary treatment is also recommended to be sought by condition as necessary.

A tree survey report has also been submitted in respect of trees on the site. The Council's Arboricultural Officer has reviewed the scheme and not raised any objections in this regard as detailed above.

In respect of street trees the parking layout indicated shows positioning of car parking spaces to avoid the loss of street trees. The Council's Street Tree Officer has reviewed the application and has not raised objection subject to the suitable positioning of crossovers to avoid damage to existing tree roots. Further details can be sought by condition.

### 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.

An energy statement has been submitted that has detailed the total carbon reduction measures achieved from the building fabric and services efficiency compared against Part L of the Building Regulations. These measures and objectives are welcomed in the scheme.

### Community Infrastructure Levy

The Mayor of London's CIL is a material consideration. CIL is liable 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 in its context and the tenure of the proposed housing is acceptable and that the development would not be detrimental to the character and appearance of the locality. 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 the file ref(s) 17/01072/FULL1 and any other applications on the site 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 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

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

- 3 Details of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details.**

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

- 4 Details of 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.**

- 5 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.**

- 6 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.

**7** 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.

**8** Notwithstanding the plans submitted details of the vehicle crossovers to be provided to enable vehicular access over the footway on Westbury Road to avoid damage to the existing street trees, including their root systems shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development.

**Reason:** To ensure that works are carried out according to good arboricultural practice and in the interests of the health and amenity of the street trees to be retained within the footway in front of the site and to comply with Policy NE7 of the Unitary Development Plan and Policy 7.21 of the London Plan.

**9** Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) for 18 bicycles 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.

**10** 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.

**11** 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 reduce the impact of flooding both to and from the proposed development and third parties and to accord with Policy 5.13 of the London Plan.

**12** The surface water drainage scheme hereby permitted shall be implemented in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. The following approved plan/report shall be complied with:

- Sustainable Drainage Report No.11801 dated February 2017.
- Drainage Strategy Plan DRW No.1181-CIV-101 dated February 2016.
- Micro drainage calculations.

**Reason:** To reduce the impact of flooding both to and from the proposed development and third parties and to accord with Policies 5.12 and 5.13 of the London Plan.

**13** The application site is located within an Air Quality Management Area declared for NO<sub>x</sub>: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NO<sub>x</sub> emission rate of <40mg/kWh

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

**14** 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 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.

**You are further informed that:**

**1** The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development.

Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.

- 2 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: [address.management@bromley.gov.uk](mailto:address.management@bromley.gov.uk) regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at [www.bromley.gov.uk](http://www.bromley.gov.uk)
- 3 You 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.
- 4 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.
- 5 Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control or their Approved Inspector of the requirements of these conditions prior to the commencement of development.
- 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 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.