

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

**Application No :** 17/01502/FULL1

**Ward:**  
**Bickley**

**Address :** Applegarth, Chislehurst Road,  
Chislehurst BR7 5LE

**OS Grid Ref:** E: 542432 N: 169669

**Applicant :** South East Living Group

**Objections : YES**

**Description of Development:**

Demolition of existing bungalow and the erection of a 2.5 storey building comprising 4 two bedroom apartments with car parking, cycle and refuse storage.

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 10

**Proposal**

It is proposed to demolish the existing bungalow and erect a 2.5 storey building comprising four, two bedroom flats in a similar part of the site. Five car parking spaces are provided to the front of the building. Comprehensive landscaping and a bin and cycle store are also proposed to be erected. A transport assessment and tree protection plan have been submitted in support of the proposal.

The scheme has been submitted following an appeal decision for a previous proposal to erect a block of flats at the site - ref: 16/03224/FULL1. The siting of the building matches that previously considered.

**Location**

This site is located on the northern side of Chislehurst Road, and lies between Chellows, a two storey detached house, to the west, and Kingsmere, a two/three storey flatted development to the east. The site is occupied by a detached bungalow which is set significantly further back into its plot than the neighbouring dwellings to the south-west which front Chislehurst Road, and is well screened from the road frontage.

The development at Kingsmere to the east is constructed in a staggered form, and extends further to the front and rear of Applegarth. A further flatted development is being constructed to the north-east of Kingsmere on the site of Little Moor, which was allowed on appeal in early 2015.

## Comments from Local Residents

Nearby owners/occupiers were notified of the application and representations were received, including from The Chislehurst Society, which can be summarised as follows:

- The proposed building is as large and as unsightly as the one rejected. The proposal would result in a harmful visual impact.
- The proposal would still result in a cramped over development of the plot and would be out of character, particularly with the existing bungalow.
- The area has an excessive number of flatted developments that collectively detract from the character of the area. A further scheme would add to this.
- The development is still too close to the boundary fence, overshadowing Kingsmere and resulting in a loss of light to neighbouring properties.
- Windows/balcony will overlook neighbouring properties and building will be located in closer proximity to Kingsmere than the previous scheme.
- Inadequate boundary screening will be provided for the protection of neighbouring privacy and amenity.
- Land levels change between the site and surrounding land, thereby exacerbating the loss of privacy.
- Inadequate parking and associated congestion in Chislehurst Road.
- Dangerous manoeuvres will occur onto Chislehurst Road.
- Access is too small.
- Existing trees have been felled at the site and existing trees will need to be felled to accommodate the development.
- Proposed development would increase the noise and disturbance to neighbouring properties.
- Lack of visitor parking.
- The site is not suitable for more dwellings and has been previously dismissed at appeal. Amendments to the proposal do not address the Inspector's concerns.

## Consultations

Highways - The proposal includes five parking spaces and includes one for disabled on the frontage which meets UDP standards. The access is proposed to be widened and a safety audit should be submitted, if permission was to be granted.

Drainage - No objections subject to a standard condition.

Environmental Health (Housing) - No objections however comments have been received with regard to fire safety, outlook and ventilation.

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

Tree Officer - The application site is not subject to tree related restrictions. This application has been supported with a Tree Protection Plan (TPP) and Tree Survey Report which indicates trees to be removed to facilitate the development. These trees proposed for removal are category C and should not form a constraint to the development. It is clear that a number of trees along the boundaries will be retained and protected for the duration of the scheme. None of the trees within the site would merit the making of a Tree Preservation Order (TPO) even where the risk of loss is high. The landscape plan submitted is considered adequate for the layout of the site. The precautions adopted as part of the Tree Survey Report will reduce the impact upon retained trees.

Thames Water - No comments received.

## **Planning Considerations**

The application falls to be determined in accordance with the following policies of the London Plan:

- 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
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.9 Cycling
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 7.21 Trees and Woodland
- 8.3 Community Infrastructure Levy

The Mayor's Housing Supplementary Planning Guidance

The National Planning Policy Framework, with which the above policies are considered to be in accordance.

The application falls to be determined in accordance with the following policies of the 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
- T18 Road Safety

Supplementary Planning Guidance 1 and 2

## **Emerging 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 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 – Highways Safety  
Draft Policy 37 – General Design of Development  
Draft Policy 73 – Development and Trees  
Draft Policy 116 – Sustainable Urban Drainage Systems (SUDS)  
Draft Policy 123 – Sustainable Design and Construction

## **Planning History**

Permission was refused in October 2014 (ref.14/02625) for the demolition of the existing bungalow and the erection of a three storey building containing 6 two bedroom flats, together with basement level car and cycle parking and a refuse and recycling store on the following grounds:

"The proposed development due to its excessive proportion, scale and bulk would result in the unacceptable sub-division of the existing plot resulting in a cramped overdevelopment of the site harmful to the appearance of the street scene, the visual amenity of the surrounding area and detrimental to residential amenity contrary to Policies BE1 and H7 of the Unitary Development Plan and the National Planning Policy Framework."

The subsequent appeal was dismissed in February 2015 wherein the Inspector considered that although the proposals would not have an adverse effect on the character and appearance of the area, they would significantly affect the living conditions of the occupants of adjacent residential properties.

Permission was refused in September 2015 (ref: 15/01891) for the demolition of existing bungalow and the erection of a three storey building comprising 2 three bedroom and 3 two bedroom flats with basement and frontage car parking and cycle and refuse storage on the following grounds:

"The proposed building would, by reason of its size, bulk and close proximity to the dwelling and rear garden of Chellows, have a seriously detrimental impact on the amenities of the adjoining occupiers by reason of loss of outlook and privacy, thereby contrary to Policies H7 and BE1 of the Unitary Development Plan".

The subsequent appeal was dismissed with the Inspector stating that the development would have considerable height and bulk very close to the planted boundary of Chellows. The part of the proposed building nearest the joint boundary would comprise large areas of unrelieved elevation. Despite the planting at Chellows and some retained on the appeal site, that part of the proposed building would dominate views from the nearest parts of the garden at Chellows. For this reason it would feel oppressive when viewed from within it. With regard to privacy, the proposed building would include windows to habitable rooms in flats 3 and 5, which would increase the potential for overlooking into the private rear garden of Chellows. Further, it would include a side terrace at first floor level, to flat 3, which, although it would be recessed, would also allow some views into that private rear garden.

Planning permission was refused under ref. 16/03224 for demolition of existing bungalow and the erection of a 2.5 storey building comprising 4 two bedroom

apartments with car parking, cycle and refuse storage. The refusal grounds were as follows:

‘The proposed building would, by reason of its size, bulk and close proximity to the dwelling and rear garden of Chellows, have a seriously detrimental impact on the amenities of the adjoining occupiers by reason of loss of outlook and privacy, thereby contrary to Policies H7 and BE1 of the Unitary Development Plan.’

The subsequent appeal was dismissed with the Inspector stating that the building would be considerably more conspicuous than the existing arrangement at the site. The first floor windows of Flat 3 were considered to result in overlooking of Chellows. The presence of boundary vegetation, and the planting of new vegetation, did not lead the Inspector to consider the relationship acceptable in terms of overlooking. The height of the building was considered to compound the harm arising from loss of privacy. The proposed second floor balcony was also considered to have a harmful impact on the privacy enjoyed by Sandfield Cottage to the rear of the site.

## **Conclusions**

The main issues relating to the application are whether the revised proposals have adequately overcome the previous Inspector's concerns in terms of the detrimental impact on the amenities of adjoining properties.

The application has been amended from that previously dismissed at appeal in the following respects:

- Reduction in ground and first floor bulk to the western elevation of the site to reduce bulk adjacent to Chellows.
- Fenestration at first floor level (Flat 3) altered to provide non-habitable windows to the front elevation and obscure glazing.
- Introduction of hipped roof to single storey side section of the building at western flank.
- Removal of second floor rear balcony and replacement with small dormer with partially obscure glazing.

## **Principle of Development.**

Housing is a priority for all London Boroughs and the Development Plan welcomes the provision of 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. 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 3.4 of the London Plan seeks to optimise housing potential, taking into account local context and character, the design principles and public transport capacity.

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

On this basis, the principle of an increased form of residential accommodation on this site has been accepted through previously dismissed schemes, therefore an increase in the number of units on the site can be considered an appropriate use, subject to an assessment of all other matters inclusive of neighbouring amenity, design and highways.

#### Design, Siting and Layout.

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

Policy BE1 states that 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 H7 requires that 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.

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.

In terms of the impact of the previous schemes on the character and appearance of the area, the Inspector accepted that the building would be of quite a substantial scale, and that the prevailing form of development along Chislehurst Road was generally of a low suburban character. Despite this, he considered that "the proposal would not be out of keeping with the more intensive built form of Kingsmere, or that recently approved at Little Moor, and which together also provide a distinct character to the site's immediate context." Taking this into account, and the fact that the proposed building would not be situated closer to the road than the existing bungalow along with the presence of a deep band of existing mature vegetation to screen the development, he found that "the size, scale and bulk of the proposed building would not constitute a cramped form of development that would be harmful to the character and appearance of the area." This

appeal decision guided a change in form and a subsequent traditional appearance was considered suitable under the previous scheme.

The scheme has 'mock-Tudor' cladding to all elevations. Whilst it is considered that the material palette proposes high quality materials in the form of brick, wood and minimal render, the scheme does appear quite convoluted and busy, particularly with regard to the differing roof pitches and fenestration arrangement. Nevertheless, 'mock Tudor' properties are readily found within the wider Chislehurst area and, on balance, Members may consider this form of development to be acceptable in light of the recent planning history.

The bulk and scale of the scheme has been further reduced from the previous application and it is considered that the overall massing of the proposal is not objected to in principle, subject to its impacts on neighbouring properties. As with the previous schemes, the density of development is not considered to be out of keeping with the area, and the proposed size, scale and bulk of the building would not constitute a cramped form of development on the site, nor would the building project further forward than the existing bungalow

#### Impact of the Development on Neighbouring Residential Amenity

Whilst the scheme has been further amended from that previously refused, comments made by the Inspector pertaining to the size and scale of the scheme and the impact on neighbouring properties is still considered a material consideration in the determination of this application.

In terms of overlooking, the Inspector raised concern as to the impact of the habitable windows within Flat 3 causing overlooking into the rear elevation of Chellows. This impact was considered to be exacerbated by the bulk of the building. The revised scheme reduces the bulk to the western elevation in order to relieve the sense of massing perceived from Chellows. The fenestration has also been revised so that the front facing windows serve the kitchen and will be obscurely glazed. A separation of 25m is retained between the resulting first floor front wall of Flat 3 and Chellows. It is considered that the revised design is satisfactory in terms of preventing any actual or perceived overlooking and overcomes the Inspector's concerns in this regard. To the rear, an inset balcony is proposed to Flat 3. Whilst it is appreciated that overlooking into the rear most portion of the garden at Chellows may occur from these terrace areas, this is away from the dwelling house, and given the size and scale of Chellows rear garden, it is unlikely that this area will be in frequent use as amenity space than that area of garden closest to the rear of the dwelling house.

With regard to the impact of Sandfield Cottage to the rear, a separation of 35m is maintained between the rear elevations, and the previous Inspector's comments are noted as to the lower land level of the neighbouring property. In order to address the concerns of the Inspector, the scheme replaces the second floor rear balcony with a dormer that would be partially obscured. The result is an improved relationship with Sandfield Cottage that Members may consider to be acceptable on balance.

On balance, it is considered that the reduced bulk of the building in addition to the alterations to the balconies and fenestration would result in a development that would not significantly affect outlook and privacy to Sandfield Cottage and Chellows to warrant a refusal on those grounds. The previous Inspector also concluded that the scheme would have no significantly detrimental impact on neighbouring properties at Kingsmere.

## Standard of Residential Accommodation

Policy 3.5 of the London Plan (2015) Quality and Design of Housing Developments states the minimum internal floor space required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit.

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

There is a requirement within the London Plan for a Gross Internal Area of 79m<sup>2</sup> for a two bedroom four person unit over two floors and 70m<sup>2</sup> over a single floor. Each of the proposed flats exceeds this minimum standard. On this basis the floor space provision is considered acceptable.

The shape and room size in the proposed building is considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specific use. Within the upper floor flats it is noted that the primary means of ventilation and natural light are through roof lights, however given the siting of dormers within the roof slopes, the overall provision of natural light to the residential unit is considered acceptable.

In terms of amenity space, the development proposes two bedrooms per unit, which is considered to be a dwelling suitable for family use and in need of external amenity space provision. The Applicant has provided outdoor amenity space to the rear and side of the building. Whilst the location of the amenity space previously proposed was considered by the Inspector to allow for overlooking from the rear balconies, the current application removes the second floor rear balcony and replaces this with a dormer. The first floor balconies will be retained and therefore each flat will be provided with an acceptable outdoor private amenity area. If permission was to be forthcoming, a condition will be added for details of the boundary treatment to be submitted.

## Parking, Highways Safety and Refuse

No objections have been raised by the Council's Highways team subject to conditions.

All new developments shall have adequate facilities for refuse and recycling. The location and specification of the bin store have been supplied and are considered acceptable. A condition can be added should permission be forthcoming to retain the bin store and the location of this in perpetuity.

## Trees and Landscaping

The application site is not subject to tree related restrictions. The following application was supported with a Tree Protection Plan (TPP) and Tree Survey Report which indicated trees to be removed to facilitate the development. These trees proposed for removal were category C and were not considered to form a constraint to the development. The same Tree Survey Report has been submitted with the current application and the circumstances at the site are not considered to be different in respect to trees. A number of trees along the boundaries will be retained and protected for the duration of the scheme. None of the trees within the site would merit the making of a Tree Preservation Order (TPO) even where the risk of loss is high.



The landscape plan submitted is considered adequate for the layout of the site. The precautions adopted as part of the Tree Survey Report will reduce the impact upon retained trees. All these elements can be conditioned.

## Conclusion

Having had regard to the above it was considered that the size, scale, design and spatial relationship of the proposed extensions to surrounding properties is acceptable and sits well with surrounding development. The proposed development causes no harm to the wider locality and whilst of a considerable size and scale, is considered in keeping with its residential setting and of acceptable design. It is therefore recommended that Members grant planning permission.

Background papers referred to during production of this report comprise all correspondence on file ref(s): 14/02625/FULL1, 15/01581/FULL1, 16/03224/FULL1 and 17/01502/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. Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces along with boundary screening vegetation, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.**

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

- 3. Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.**

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

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

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

5. **Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed in accordance with the approved details.**

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

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

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

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

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

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

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

7. **Details of the layout of the access road and turning area including its junction with Chislehurst Road, with appropriate road safety audits, and dimensions of visibility splays shall be submitted to and approved in writing by the Local Planning Authority and these access arrangements shall be substantially completed before any part of the development hereby permitted is first occupied. There shall be no obstruction to visibility in excess of 1m in height within the approved splays except for trees selected by the Authority, and which shall be permanently retained.**

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

8. **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.**

- 9. The gradient of the access road shall not exceed 1:10 at any point.**

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

- 10. 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.**

- 11. 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.**

- 12. Before any part of the development hereby permitted is first occupied, bicycle parking for 2 cycles per unit (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.**

- 13. 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.**

- 14. 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.**

- 15. 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.**

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

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

- 17. No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the elevation 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.**

- 18. 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.**

- 19. 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.**

- 20. 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.**

**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 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 Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 4 The applicant is advised that discharging surface water run-off to public sewer without attenuation is not acceptable.
- 5 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.
- 6 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.
- 7 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.