

SECTION '2' – Applications meriting special consideration

Application No : 17/01579/FULL1

**Ward:
Kelsey And Eden Park**

**Address : Eden Parade Eden Road Beckenham
BR3 4AU**

OS Grid Ref: E: 536074 N: 168391

Applicant : Daejan Properties Ltd

Objections : YES

Description of Development:

Demolition of six lock-up units and garages and erection of 4 three bedroom and 1 one bedroom terraced houses over 2/3 storeys with associated landscaping, parking and refuse stores.

Key designations:

Smoke Control SCA 15

Proposal

Planning permission is sought for the demolition of six lock-up units and garages and erection of 4 three bedroom and 1 one bedroom terraced houses over 2/3 storeys with associated landscaping, parking and refuse stores.

The terraced building footprint is set back approximately 3.3m from the footway with the central three dwellings measuring 4.4m width at the front elevation by 11.5m depth. The southern end terrace dwelling measures 3.5m width tapering wider to the rear, by 10m depth. The north end terrace dwelling measures 8m to the front elevation by 11m depth. The footprint of each dwelling is staggered internally and the height of the houses vary between part one, part two and part three storeys with a pitched roof structure.

The footprint of the terrace is set in from the flank boundaries at the front elevation building line point by 1.067m to the property boundary with No2a Eden Road to the south east and 5.5m across the new car park entrance to the northern boundary. The terrace buildings principle elevation will face Eden Road. Parking arrangements are provided to the north of the site in a small parking area for 5 vehicles accessed from Eden Road.

Internal layout plans indicate 4 three bedroom dwellings and 1 one bedroom dwelling. The rear curtilage will vary between approximately 10m to 11m depth between properties divided into private areas. An external refuse store is located within the front curtilage of each house adjacent to the footway and cycle parking is located in the rear curtilage.

Materials are indicated as brickwork for the elevations with a red plain tiled roof and aluminium dark coloured window frames.

Location

The site is located on the west side of Eden Road and comprises a single storey building occupied as commercial units within a range of Use Classes from A1 to B Class uses. All units are currently vacant with the site hoarded at the time of site visit.

To the north of the site are premises fronting Croydon Road with commercial uses at ground level and mostly residential above with right of access from the application site. To the south, east and opposite the site are primarily residential terrace properties in groups of predominantly four units. To the rear, west of the site are large rear garden curtilages of property fronting Langley Road.

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

Consultations

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

- Concerns with height of properties blocking natural light.
- Concerns with parking due to narrowness of road and congestion.
- Extra houses will make parking situation worse in locality.
- Preference to see two storey houses built.
- Eden Road should be resident parking only.
- Concerns regarding deliveries and vehicles for the construction process.

Internal Consultations

Highways:

The site is located to the west of Eden Road and is bounded by Eden Road to the east and existing residential dwellings to the north, south and west. Eden Road is a one-way residential street at approximately 6m and 6.2m wide to the site frontage with footways at approximately 1.5m to both sides. The area in proximity of the development site has a Public Transport Accessibility Level (PTAL) of 4 on a scale of 0 - 6b, where 6b is the most accessible.

The site is accessed from Eden Road. There are currently two disabled on street bays which are due to be removed. The access would allow two way traffic flow which is acceptable. The cost of removal of any street furniture and constructing the new access would be at applicant's expense. Five car parking spaces at 2.8m by 4.8m are provided which is satisfactory. Two cycle parking spaces per unit are indicated which is acceptable. Refuse storage is acceptable.

Arboriculture:

No objections to the scheme. The development is seen as an improvement to what exists. The trees to the rear are of limited significance from a public perspective and should not form a constraint. A development of this scale would be expected to demonstrate sufficient landscape proposals and incorporate tree planting. This site plan appears to indicate new tree planting, however, this is not detailed. It is recommended that some forward thinking is applied to the proposed landscaping with a view of long term retention of planted trees. Species selection will need to suit the small amenity space of each property and consider future conflict with the new dwellings.

Environmental Health - Pollution:

No objections to permission in principle. A full land contamination site investigation is required.

Drainage:

A foul public sewer crosses the site and building near/over a public sewer needs Thames Water permission. The use of soakaways at this location will require a soakage test to determine the degree of infiltration of the soil at this location.

External Consultations

Thames Water:

No response.

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
- 20 to 22: building a strong competitive economy.
- 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
- 3.6 Children and young people's play and informal recreation facilities
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities

- 3.10 Definition of affordable housing
- 4.1 Developing London's Economy
- 4.8 Supporting a Successful and Diverse Retail Sector and Related Facilities and Services.
- 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
- EMP5 Development outside Business Areas
- S5 Local Neighbourhood Centres, Parades and individual Shops

- 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 83 - Non Designated Employment Land
- Draft Policy 96 - Local Neighbourhood Centres, Parades and individual Shops
- 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

81/0694: Change of Use from fish shop to double glazing workshop. Approved 11.06.1981

84/00058/OTH: Removal of condition 2 of permission 81/0694 and Use for manufacture of double glazed replacement windows. Approved 08.03.1984.

87/00928/FUL: Use for manufacture of double glazed replacement windows. Renewal of 84/00058. Approved 06.05.1987.

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

Loss of business and commercial use

The site is categorised as having a varied mix of uses that have historically ranged from A1 and B Class uses. All units on the site are now vacant and in a poor state of repair.

Policy EMP5 of the UDP requires that redevelopment of business sites outside designated business areas will be permitted provided that the size, configuration, access arrangements or other characteristics make it unsuitable and full and proper marketing confirms the unsuitability and financial non-viability of the site or premises for those uses.

The supporting text for Policy EMP5 states that the supply of independent business sites in the Borough is diminishing. Many of the established sites within, or neighbouring residential areas are under threat from new residential development. These sites serve an important purpose in the Borough, accommodating small business uses that cannot be located satisfactorily in Business Areas or town centres. One of the key objectives is to retain a range of accommodation for different business uses. It is important, therefore to retain individual sites unless there are significant reasons as to why their continued business use is not feasible. Paragraph 10.28 goes on to state that retaining existing commercial sites around the Borough has significant sustainable development advantages in terms of providing both local employment opportunities and local services. Many of the small sites within the Borough are occupied by local independent traders, providing specialist services, who form an important part of the local economy.

The Council's emerging Local Plan in compliance with Paragraph 22 of the NPPF continues this policy approach. Draft Policy 83 allows the change of use of such sites as long as lack of demand for the existing use has been demonstrated, all opportunities for re let and sale for redevelopment for employment uses have been fully explored, and whether in a mixed use scheme if similar areas of employment generating uses can be provided again on site.

Policy S5 of the UDP details that in local neighbourhood centres and shopping parades change of use from Class A1 (Shops) to other uses will be permitted provided that the use proposed contributes to the range of local services or the provision of local community facilities: and contributes to the vitality of the centre by providing a service or attracting visitors during shopping hours; or it can be demonstrated that there has been a long term vacancy and a lack of demand for Class A1 (Shops) use, as well as a lack of demand for service or community use before other uses are proposed. Draft Policy 96 of the Proposed Submission Local Plan reiterates this approach.

In response and to address the Policy requirements the applicant has submitted the following documents in support of the redevelopment and change of use of the site.

- Linays Marketing Letter and Particulars for advertising that has been undertaken.
- Condition Survey Report for Derelict Lock-up Shop Units. The information includes approximate costings for bringing the buildings up to standard.
- Photographs depicting the condition of the buildings.

The documents individually conclude that the cost of refurbishing the site against demand for such business units in the locality is not economically viable. Officers have reviewed the documents and concur with the findings. Given the separation of the buildings away from the main areas of the Elmer's End Neighbourhood Centre on Croydon Road it is considered that the above documents clearly demonstrate that there are no strong economic reasons why the existing site and associated employment uses should be retained for mixed commercial uses and therefore alternative uses for the site should be sought.

Provision of housing

Notwithstanding the above issues regarding the loss of a non designated employment land site the following needs to be taken into account when considering any residential development use of the site.

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 adjacent to primarily residential areas to its south and east and is currently a derelict mixed use commercial site. Given the above acceptance in principle for alternative land uses for the site the Council will consider a residential development on such sites 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 small terrace of residential houses on the land 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 4 and is within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be 55-115

dwellings per hectare. The proposed development would have a density of 59 dwellings per hectare.

Therefore, the proposed development of the site would be within these ranges and maybe considered a suitable level of development for the site. 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.

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.

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 Elmer's End in Beckenham is of predominantly terraced housing on Eden Road located in close proximity to the road. Properties are also relatively narrow with long mature rear

garden areas which has resulted in a cohesive character to the area that it is considered desirable to conserve within the locality.

In this case, the proposed terraced houses are two storey in height to the streetscene elevation with the scheme striking a balance between the footprint of the original single storey development and the existing building lines and local building pattern. The new proposal keeps the traditional approach in terms of mass and scale with pitch roofs and a terraced housing form as well as maintaining front and rear building alignments and ridge heights and landscaped front garden areas.

The three middle terraced houses establish the rhythm and relation with the adjacent buildings with the first and last houses adapting their form to provide a transitional massing arrangement between adjacent land uses and buildings. The heights, building proportions, roofscape and window proportions are considered to echo the adjacent context.

Car park spaces are located away from the streetscene a short distance from the north boundary to avoid impacting on neighbouring amenity. A brick wall with space for planting will separate the car park spaces from the new development amenity space. This arrangement is considered acceptable.

Therefore, the impact of the building in terms of its mass and scale is considered minimal to the streetscene representing an unobtrusive infill development.

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.

The scheme has provided adequate separation distances to adjacent property in the context of the prevailing pattern of development and on balance, it is considered that the level of separation indicated between properties is sufficient to maintain the established and individual qualities of the area given the predominance of terraced properties in Eden Road.

In terms of design approach, the opportunity to construct a similar style of development with a traditional massing approach has been achieved with the terraced style undertaken. The design approach, however is contemporary which takes its cues from the locality. Traditional materials are indicated and as such it is considered that the impact on the character and context of the locality is positive as the terraced building adds a suitable contemporary infill building between existing developments of residential period buildings.

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 houses ranges between 58m² for the one bedroom unit and 99m² and 124m² for the three bedroom five person and three bedroom six person respectively. The nationally described space standards require a GIA of 108m² for a three bedroom six person unit, 99m² for a three bedroom five person unit and 58m² for a one bedroom two person unit in relation to the number of persons, floors and bedrooms mix. On this basis, the floorspace size provision for all of the units is compliant with the required standards and is considered acceptable.

The internal layout of the units has a staggered form, however the shape and room size in the proposed units is generally considered satisfactory for the units where none of the rooms would have a particularly convoluted shape which would limit their specific use.

In terms of amenity space the depth and width of the rear gardens are of sufficient proportion to provide a usable space for the purposes of a family dwellinghouse and is representative of the proportions of rear gardens in the vicinity.

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 the 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 and rear outlook for each unit overlooking amenity space or overlooking the street. There are no flank windows in either end of the terrace building. The outlook from windows from the proposed properties is considered to maintain a suitable level of privacy at the intended distances to existing neighbouring property.

Concerns have been raised regarding the terrace blocking natural light to neighbouring property. The buildings are two storey to the streetscene with a massing arrangement and footprint position representative of neighbouring housing and the prevailing development in Eden Road. While outlook may change to the opposite properties it is not considered that there will be a loss of natural light to any significant extent that would warrant withholding planning permission on this basis.

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

Highways, Car parking and access

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 off road at the site and the new access created onto Eden Road. It is therefore considered that there will be minimal impact on parking in the vicinity and the proposal is considered generally acceptable from a highways perspective.

It is noted that the existing right of access that upper level residential occupiers in properties fronting Croydon Road is maintained in the scheme design.

Cycle parking

Cycle parking is required to be 2 spaces for dwellinghouses as proposed. The applicant has provided details of a location for cycle storage within the rear garden area. This is considered acceptable. A planning condition is recommended in this regard for further details to ensure the storage is secure and lockable.

Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of a refuse storage area adjacent to the front curtilage footway boundary of the site on Eden Road. 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. Two trees are indicated to be removed on site to facilitate the development to the southern end of the site close to the boundary with No2a. The Council's Arboricultural Officer has reviewed the scheme and not raised any objections in this respect. Full details of hard and soft landscaping and boundary treatment are recommended to be sought by condition as necessary.

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 informative is recommended with any approval to ensure that the development strives to achieve these objectives.

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 and house type of the proposed scheme 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) 17/01579/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 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.

- 4 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

- 5 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.

- 6 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.

- 7 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.

- 8** 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.

- 9** Details of the layout of the vehicular access and turning area including its junction with Eden Road 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 0.9m in height within the approved splays except for trees selected by the Authority, and which shall be permanently retained.

Reason: In the interest of pedestrian and vehicular safety and to comply with Policy T18 of the Unitary Development Plan and Policy 6.12 of the London Plan.

- 10** 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.

- 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** Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) for 2 bicycles for each dwelling 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.

- 13** The development permitted by this planning permission shall not commence until a surface water drainage scheme and details of general drainage works 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 and to accord with Policy 5.13 of the London Plan.

- 14** 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.

- 15** No windows shall at any time be inserted in the flank elevations of the terrace building hereby permitted without the prior approval in writing of the Local Planning Authority.

Reason: In order to comply with Policy BE1 and H7 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

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

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

- 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 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 regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at 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. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL
- 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** A foul public sewer crosses the site. You are advised to contact Thames Water regarding the alignment of, connection to or diversion of a public sewer, or adoption of a sewer.
- 7** The applicant is required to contact the Street Environment Officer at the Council's Environmental Services regarding the construction of the new access.
- 8** The applicant is advised that the development shall strive to achieve 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 of Policy 5.2 of the London Plan.