

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

**Application No :** 17/02524/FULL1

**Ward:**  
**Shortlands**

**Address :** 44 Westmoreland Road Bromley BR2 0QS

**OS Grid Ref:** E: 540093 N: 168406

**Applicant :** Mr S Bragoli

**Objections : YES**

**Description of Development:**

Two storey rear extension, roof alterations and construction of side dormer extension, together with conversion of building to provide 6 flats, comprising 1 one bedroom and 5 two bedroom flats. Car parking to front, bin stores, cycle stores, amenity space and associated landscaping.

Key designations:

Smoke Control SCA 21  
Smoke Control SCA 9

**Proposal**

Planning permission is sought for the construction of a two storey rear extension, roof alterations and construction of side dormer extension, together with conversion of building to provide 6 flats, comprising 1 one bedroom and 5 two bedroom flats. Car parking to front, bin stores, cycle stores, amenity space and associated landscaping.

The extension to the building will be to the rear and comprise a two storey part hipped part gabled addition at 4.3m depth adjacent to No46 and 1.9m depth to the existing rear gable adjacent to No42. The extension is contained within the existing width of the building. A small dormer and three roof lights are indicated to south west flank roof slope. A single roof light is indicated to the north east roof slope. Materials are indicated as red brick, tile hanging and roof tiles to match the existing.

**Location**

The site is located on the north west side of Westmoreland Road and comprises a large detached two storey villa with 6 bedrooms on a large plot of 67m depth and 17.4m width. To the north east and south west are three other similar properties of comparative scale with extensive rear gardens. A Tree Preservation Order relates to the land. The trees protected are located away from the main building on the land. Opposite the site is two storey semi-detached housing. To the south and west are some larger scale flatted blocks.

The site is not within 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:

- Extension will block light into garden and windows and wall adjacent garden with brickwork.
- Rear flats will overlook adjacent property.

- House and garden too small for 6 flats.
- Preference for a conversion to 4 flats within the existing building.
- Overdevelopment.
- Garden used by too many people. Will increase noise and disturbance.
- Concerns regarding congestion and inadequate parking on the site and effect to highway safety.
- Extension will ruin character of the property.
- Will add significant bulk and massing and be at variance with scale and character of neighbouring dwellings.
- Rear extension is disproportionately deep relative to neighbours.
- Overdevelopment of the area with other large schemes nearby (St Mark's square) that will cause too many flats in the area.
- Concern that this will cause a precedent for further flat conversions.
- Concerns regarding the impacts of the construction process.
- Layout of flats appears odd and not best layout.
- Concerns regarding the alteration of neighbour outlook.
- Increased pressure of use of driveway entrance and proposed parking arrangement in terms of highway safety.
- Concerns regarding the impact of the construction process.
- Concerns regarding blocked drains.
- Incomplete/Inadequate plans - No details for landscaping, Tree survey, daylight/sunlight analysis.
- Concerns regarding the unit mix and its appropriateness for the locality.
- Concerns regarding the level of provision of amenity space for future occupants.
- Concerns regarding the level of penetration of daylight/sunlight between buildings and overshadowing to neighbouring property.
- Noise and disturbance from flank windows.
- Concerns regarding the flat layout being contrived and causing overlooking.

### **Internal Consultations**

Environmental Health - Pollution: No objections in principle.

Environmental Health - Housing: In summary, general issues were raised regarding levels of natural ventilation and the use of combined living/kitchen/dining rooms.

Drainage: No comments. The extension is small.

Highways: The development is located to the north of Westmoreland Road; Westmoreland Road (B228) is a London Distributor Road and is within the Bromley Town Centre's Controlled Parking Zone (CPZ). The site is located in an area with medium PTAL rate of 4 (on a scale of 0- 6b, where 6b is the most accessible).

The existing vehicle access arrangement is utilised. This is satisfactory. The second crossover to the northeast of the site will be stopped up. Five car parking spaces are indicated on the submitted plans which are acceptable in principle providing the resident's rights to parking permits are restricted. This will prevent the development contributing to on street parking congestion. Twelve cycle parking spaces are shown. This is acceptable. The bin store is satisfactory in principle.

Arboriculture: The proposed development would not have an adverse impact on significant trees. I would therefore have no objections to the scheme and on this occasion would recommend planning permission without tree related conditions.

## Planning Considerations

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
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.
- 7.19 Biodiversity and Access to Nature
- 7.21 Trees and Woodlands
- 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
- H8 Residential Extensions
- H9 Side Space
- H11 Residential Conversions

- NE7 Development and Trees
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- 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 6 - Residential Extensions  
Draft Policy 9 - Residential Conversions  
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  
Draft Policy 124 - Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

### **Planning History**

16/02977/FULL1: Two storey rear extension, roof alterations and construction of side dormer together with conversion of building to provide 4 one bedroom and 3 two bedroom units. Car parking to front, bin stores, cycle stores, amenity space and associated landscaping. Refused 19.08.2016. Dismissed at Appeal 07/04/2017.

The Inspector concluded that the proposed development would not cause demonstrable harm to the living conditions of the occupants of neighbouring properties. However the proposal was found to be harmful to the character and appearance of the area and

also that it would not provide satisfactory living conditions for all future occupants of the flats with particular regard to layout and outlook.

16/05560/FULL1: Two storey rear extension, roof alterations and construction of side dormer extension together with conversion of building to provide 2 one bedroom and 4 two bedroom flats, car parking to front, bin stores, cycle stores, amenity space and associated landscaping. Approved 20.02.2017.

## **Conclusions**

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

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

### Principle of development

Housing is a priority use for all London Boroughs. Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing choice in the London Plan 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 within Annex 2 of the NPPF.

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.

Policy H11 states that a proposal for the conversion of a single dwelling unit into two or more self-contained residential units or into self-contained accommodation will be permitted provided that the amenities of occupiers of neighbouring dwellings will not be

harmed by loss of privacy, daylight or sunlight or by noise and disturbance; the resulting accommodation will provide a satisfactory living environment for the intended occupiers; on street or off street parking resulting from the development will not cause unsafe or inconvenient highway conditions nor affect the character or appearance of the area; and the proposal will not lead to the shortage of medium or small sized family dwellings in the area.

The host property is occupied as a single dwelling at present. The applicant advises that the building has also been used as four flats historically. Residential dwellings surround the site on all sides. Therefore, in this location the Council will consider a higher density residential 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 an extended residential property with an increased number of residential units on the land appears acceptable in principle subject to an assessment of the impact of the proposal on housing supply, 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 an urban setting. In accordance with Table 3.2, the recommended density range for the site would be 70-170 dwellings per hectare. The proposed development would have a density of 52 dwellings per hectare.

Whilst the proposed development would sit below these ranges, a numerical calculation of density is only one aspect in assessing the acceptability of a residential development. 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. Subject to more detailed consideration of the design and layout of the scheme and the quality of residential accommodation proposed, the proposed residential density is acceptable in principle only.

### **Design, Siting and Layout.**

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

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

Policy H8 states that the scale, form and materials of construction should respect or complement those of the host dwelling and be compatible with development in the surrounding area, space or gaps between buildings should be respected or maintained where these contribute to the character of the area and dormer windows should be of a size and design appropriate to the roofscape and sited away from prominent roof pitches, unless dormers are a feature of the area.

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.

With respect to the impact of the proposed rear extension on the character and appearance of the building, policy as detailed above requires new extensions to complement the scale, form, layout and materials of adjacent buildings and areas. The proposed extension to the rear of the building would increase the depth of the building across the whole rear elevation. It is noted that in the previous scheme that this was for two thirds of the width of the building to line up with the existing rear projection to the north east boundary. The additional depth of the current proposed scheme would effectively add 1.7m extra on the side facing No46 and build out the existing gable by 1.9m to the side facing No 42 over and above that already approved in the previous scheme.

On balance it is considered that the additional depth of the extension itself would not represent a disproportionate addition to the existing building that would warrant withholding planning permission on this basis. The adjacent buildings are of similar footprint locations and there remains good separation to the flank boundaries to offset the extra depth and bulk of the building when considering the resultant relationship with adjoining property. However, the depth and resultant additional mass and scale is now considered to be the maximum that could be accommodated on this site.

Taking the established pattern of development into account and the increase in the depth of the building, it is considered that the increased depth of the building would not result in the rear of the building appearing overly deep or prominent in relation neighbouring property in the locality that would warrant refusal in this instance.

The dormer indicated to the side roof slope will be relatively small scale within the roof slope and is not considered to be detrimental to the character and appearance of the roofslope and locality.

In terms of the spatial relationship to adjoining property, adequate separation is considered to be demonstrated to maintain the current standards within the area.

In terms of the design, the proposed rear elevation will encompass a complimentary palette of materials. It is considered that the external appearance of the resultant building would not be detrimental to the character of the area.

### Unit type and Mix

Policy 3.8 of the London Plan states that Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments. Development proposals are required to create mixed and balanced communities with the size and type of affordable housing being determined by the specific circumstances of individual sites. The Council will require a mix of housing including private and affordable housing. The determination of which housing needs a scheme will meet should be informed by local and sub-regional housing priorities and the London Plan's priority for affordable family housing. Policies within the Bromley UDP do not set a prescriptive breakdown in terms of unit sizes. Therefore, each application should be assessed on its merits in this respect.

It is noted that a previous scheme for 4 one bedroom flats and 3 two bedroom flats was refused by reason of the type and number of units that were proposed, being out of character with the pattern of surrounding development, resulting in an overintensive use of the site.

The approved planning permission under ref 16/05560/FULL1 was for 2 one bedroom flats and 4 two bedroom flats which was considered an acceptable unit mix.

The revised unit type mix in the current scheme provides for 5 two bedroom and 1 one bedroom flats due to the increase in floor space available as result of the larger rear extension. The revised mix of dwelling types/sizes and the mix of tenures is considered a further improvement and meets strategic and local need and represents on balance, a more appropriate mix at this location.

### Standard of Residential Accommodation

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

The floor space size of each of the proposed units in the existing and proposed sections of the building is as below.

UNIT NO.	No bedrooms	Occupancy	Floor area m <sup>2</sup>	National Standards Requirements m <sup>2</sup>	
1	1	1	44.6	39	√
2	2	3	67.9	61	√
3	2	3	61.6	61	√
4	2	4	95.1	70	√
5	2	4	90.0	70	√
6	2	4	75.7	70	√

The nationally described space standard requires various sizes of internal areas in relation to the number of persons and bedrooms provided in each unit. On this basis, the floorspace provision for all of the units is compliant with the required standards and is considered acceptable.



However, new homes should not only have adequately sized rooms but should also have convenient and efficient room layouts which are functional and fit for purpose. In a previous scheme due to the number of units proposed and poor layout an unsatisfactory standard and size of accommodation was proposed. A subsequent scheme addressed this and was approved.

The current scheme has further revised the layout arrangement which is now considered more suitable in terms of square meterage for the number of flats. The building layout provides a good standard of living space with none of the rooms having a convoluted shape which would limit their specific use for a number of furniture arrangements.

Adequate natural ventilation to the proposed flats for the ability of any future occupier to safely ventilate the units can be secured by a condition for details of windows with a view to obtaining satisfactory details of a means of safely ventilating the flats with openable casements.

### **Amenity Space**

In terms of amenity space, provision is provided communally by way of a large garden area that is indicated to the rear to be landscaped, with mature trees retained. This will be for use by all residents and is accessed from the main pedestrian entrance to the building via the side flank. Two small demarked areas are allocated for the rear two ground floor flats. The size of these areas is generally in compliance with the requirements of the London Plan guidelines. Therefore the total provision is considered acceptable at this location given the large communal area provided.

### **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 and flank apertures for each unit overlooking amenity space, flanks of neighbouring property or overlooking the street. To the front and rear 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. Given the revised flat layouts within the scheme there is now one bedroom window in the flank elevation at ground floor facing No42 and similarly one bedroom window facing No46.

Although this will entail a marginally increased level of use for outlook in this direction, both windows are located towards the front flank of the property and area below boundary fence height which will result in a limited loss of privacy to neighbouring property. On balance and given the use is a bedroom, this is considered acceptable. All other flank windows to upper levels are to non-habitable rooms and can be conditioned to remain obscure glazed in perpetuity.

### **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 with regard also to the emerging Draft Local Plan.

The Council's Highway Officer has reviewed the current application and not raised any objection in this regard. Five spaces are to be provided on site utilising one existing

vehicular access point and blocking up the second. This is considered satisfactory. Therefore, the proposal is considered generally acceptable from a highways safety perspective subject to appropriate planning conditions.

### **Cycle parking**

Cycle parking is required to be 1 space per studio and 1 bedroom flats and 2 spaces for all other dwellings. The applicant has provided details of a location for cycle storage for the units in the rear curtilage comprising of 12 spaces. This is considered acceptable.

### **Refuse**

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage for the units in the front curtilage accessed from the existing crossover from Westmoreland Road. The location point is considered acceptable within close proximity of the highway. Further details in this regard are recommended by condition in relation to capacity and a containment structure.

### **Trees and Landscaping**

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

The Councils Arboriculture Officer has reviewed the application and raised no objections. The development on site is located a substantial distance from TPO trees at the rear of the site and on the flank boundary that will be unaffected by the development.

### **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 payable on this application and the applicant has completed the relevant form.

### **Summary**

Consequently the further revised development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers, subject to suitable conditions nor impact detrimentally on the character of the area. It is considered that standard of the accommodation that will be created will be good and the revised unit mix appropriate for this location. 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.

On balance the positive impacts of the development are considered of sufficient weight to approve the application with regard to the presumption in favour of sustainable development to increase housing supply.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/02524/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 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.**

**6 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.**

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

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

**8 Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.**

**Reason: In order to comply with Policy T7 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.**

**9 Before the development hereby permitted is first occupied, the windows in the flank elevations of the building except the 900mm width window of the single bedroom of Flat 2 (ground floor) and the 500mm width window of the single bedroom of Flat 3 (ground floor) shall be obscure glazed in accordance with details (including the means and extent of opening) 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.

**10** The existing access shall be stopped up at the back edge of the highway before any part of the development hereby permitted is first occupied in accordance with details of an enclosure to be submitted to and approved in writing by the Local Planning Authority. The approved enclosure shall be permanently retained as such.

**Reason:** In order to comply with Policy T11 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

**11** 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.

**12** 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.

**13** Before the development hereby permitted is occupied arrangements shall be agreed in writing with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the vicinity of the site at any time.

**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 detrimental to amenities and prejudicial to road safety.

**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 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)**