

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

Application No : 17/02418/FULL1

Ward:
Bromley Town

Address : 15 Bromley Common Bromley BR2 9LS

OS Grid Ref: E: 541116 N: 168175

Applicant : Mr M Paye

Objections : YES

Description of Development:

Construction of a two storey plus basement rear extension to the existing building to create 7 additional flats comprising 3 two bedroom, 4 one bedroom flats within the extended sections of the building in connection with revised flat layouts in the existing section of the building. Provision of front parking with in/out access, amenity space, refuse and cycle storage and associated landscaping.

Key designations:

Conservation Area: Bromley Common
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 19

Proposal

Planning permission is sought for the construction of a two storey plus basement rear extension to the existing building to create 7 additional flats comprising 3 two bedroom, 4 one bedroom flats within the extended sections of the building in connection with revised flat layouts in the existing section of the building. Provision of front parking with in/out access, amenity space, refuse and cycle storage and associated landscaping.

The application is a resubmission of a previously refused application with amendments made to address the Council's previous reasons for refusal as detailed in the planning history below.

The rear extension will have a footprint of approximately 14.8m depth by 11.7m width at its maximum extents and will be contained approximately centrally within the width of the existing building across the adjoining property boundaries between No's 15 and 17. Separation distances of approximately 7.98m increasing to 11m to No19 and 9.13m to No13 at the rear elevation point of the extension are maintained to the south east and north west flank property boundaries respectively. The resultant height of the extended section of the main building will be approximately 8.4m to the ridge and 5.8m to the eaves. The design of the extension will be two storeys with a pitched roof at the same gradient as the existing main roof of the building.

Deep lightwells are incorporated to the rear and flank sides of the extension. Internally in the original building, a lift is provided for level access on all floors along with repositioning of the internal stairs.

An in and out parking system is shown utilising the existing highway crossover point to provide vehicle access to a front parking area for 14 vehicles.

In terms of materials, the rear and flank wall will be rendered with a matching tiled roof. Windows details are left to be agreed. However, the plans are indicative of a sash style window aperture to the rear extension and full height opening sections in the basements.

Private amenity areas are provided for the rear ground level flats in large lightwells to the rear and flanks. The rear curtilage area will provide a communal space with access available for all flats in the building as a whole.

Location

The application site comprises No's 15-17 Bromley Common, situated to the northeast of Bromley Common Road, to the south of Bromley Town Centre. The building is a three storey property of render and face brick construction, comprising six residential apartments (one 2 bed and five 3 bed). The building is set back from Bromley Common (A21) and accessed via a crossover leading directly to the established area of parking provision. To the rear is an area of shared overgrown garden for use by current residents. A demarked garden area currently exists for the ground floor flat at No15.

To the north west No's 11 and 13 also locally listed, comprise office accommodation (Use Class B1a). The rear of the properties have been jointly extended to infill the middle area retaining a courtyard, between original rear projections across the original adjoining party boundary and further extending the building into the rear curtilage.

To the south east No 19 is set substantially forward of the site with additional residential buildings to the rear at 19a and 19b.

There are mature trees and dense vegetation to the rear curtilage and side boundaries giving the area a mature and pleasant appearance. Part of the rear of the site is subject to a Tree Preservation Order (TPO).

The building is not statutory listed building but is locally listed and falls within the Bromley Common Conservation Area.

Consultations

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

- Concerns regarding the impact to the privacy and overlooking of properties located in Fielding Lane to the rear of the site.
- General comments regarding another application submitted by the developer on a different site.

Officer comment: Only comments regarding the scheme for the application site are taken in to account in the consideration of this application.

Advisory Panel for Conservation Areas:

No objection subject to landscaping condition to front parking area to ensure the retention of trees plus new ones and suitable ground cover.

Internal Consultations

Highways:

Bromley Common (A21) is part of Transport for London Road Network. The site in an area with PTAL rate of 3 on a scale of 0 - 6b, where 6b is the most accessible. The development is utilising the existing access arrangement leading to the front car parking area. Fourteen parking spaces are indicated on the plan, which is acceptable.

London Plan Cycle parking standards should be adhered to. Refuse storage is indicated on the submitted plan and is acceptable.

Drainage:

Additional information recommended to be sought by planning condition.

Environmental Health - Pollution:

No objections.

Trees and landscaping:

The proposals are less destructive to existing trees. The reason for refusal associated with application 17/00329/FULL1 have been acknowledged and the scale of the development appears more acceptable. I would recommend a compliance condition be applied in the event planning permission is granted.

Transport for London:

- The site of the proposal is on the A21 Bromley Common which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.
- It is understood that the proposal is an extension to provide 4 two bedroom flats and 3 one bedroom flats in addition to existing flats. It is understood that the 14 car parking spaces for a total of 13 flats, including one visitor

space and one Blue Badge space, will be provided on site. Considering the site's moderate PTAL of 3, the applicant should investigate the possibility of reducing the number of car parking spaces. This is to support the London Plan's objective to reduce traffic and congestion levels and avoid undermining sustainable travel.

- It is requested that 20% of all car parking spaces are active Electric Vehicle Charging Points (EVCPs) and a further 20% are passive EVCPs in line with the London Plan.
- TfL welcomes the proposed 23 cycle parking spaces as this is in line with London Plan standards. All should be located in secure, sheltered and accessible locations.
- It is understood that an existing crossover on the A21 Bromley Common will be retained and welcomed that vehicles are able to enter / exit the site in forward gear.
- It is understood that delivery and servicing will be undertaken on the TLRN as per existing. It is requested that further information on delivery and servicing arrangements are provided particularly where on the TLRN delivery and servicing will take place.
- The footway and carriageway on the A21 Bromley Common must not be blocked during the extension. Temporary obstructions during the extension must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the Bromley Common. All vehicles associated with the extension must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.
- No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

Subject to the above comments, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).

Crime Prevention:

No further comments received. Previous application comments under ref 17/00329/FULL1 advised:

There is no reason for the development to not be able to achieve that standard of security for the new build and efforts should be made to attain this level of security for any refurbished units within the current building.

Thames Water:

No further comments received. Previous application comments under ref 17/00329/FULL1 advised:

No objections with regard to sewerage infrastructure capacity or water infrastructure capacity.

Planning Considerations

London Plan 2015:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 7.14 Improving Air Quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

Technical housing standards - Nationally Described Space Standard (March 2015)

Unitary Development Plan:

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- BE10 Locally Listed Buildings
- BE11 Conservation Areas
- BE14 Trees in Conservation Areas.
- ER7 Contaminated Land
- H1 Housing Supply
- H7 Housing Density and Design
- H8 Residential Extensions
- H9 Side Space
- NE7 Development and Trees
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- 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. The submission of the Draft Local Plan was made to Secretary of State on 11th August 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 39 - Locally Listed Buildings

Draft Policy 41 - Conservation Areas

Draft Policy 43 - Trees in Conservation Areas.

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

17/00060/FULL1: Change of use from 3-bed flat to 7 person House of Multiple Occupation (HMO) and internal alterations to provide shower room. Pending consideration at time of writing.

17/00329/FULL1: Construction of a three storey plus basement rear extension and rear roof alterations to the existing building forming additional upper level accommodation to create 9 additional flats comprising three 1 bedroom, six 2 bedroom flats within the extended sections of the building in connection with revised flat layouts in the existing section of the building. Provision of front parking with in/out access, amenity space, refuse and cycle storage and associated landscaping. Refused 13.03.2017.

The related refusal reasons are summarised as follows:

- The rear extension by reason of its design, excessive depth, height, mass and scale would failed to be subservient to the host dwelling dominating the rear elevation of the building contrary to the preservation of the identified character of the wider Bromley Common Conservation Area and the character, appearance and special local interest of the locally listed building and its setting.
- The dormer extension, lift housing and additional floor, by reason of its scale, massing, design and close proximity to roofscape boundaries, was considered to be out of character with the prevailing pattern of roofscapes within the immediate locality and represented a visually intrusive addition, harmful to the character and appearance of the locally listed building and Bromley Common Conservation Area, as well as having a serious and adverse effect on the amenities enjoyed by occupants of neighbouring property.
- Due to the scale of the development, the amount of trees proposed for removal to facilitate the development negated the objectives of the Bromley Common Conservation Area and the Tree Preservation Order (TPO) on site.
- The development failed to provide a satisfactory layout and standard of good quality accommodation for future occupiers by reason of its poor living quality of internal spaces of four of the flats proposed.
- The development by reason of its overbearing nature, siting and proximity to neighbouring buildings and property boundaries had a serious and adverse

effect on the privacy and amenity enjoyed by the occupants of neighbouring property at No19a and 19b Bromley Common.

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 conservation area, locally listed buildings and wider 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 (2015) 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.

Residential dwellings surround the site on all sides. The site is currently developed for a less dense residential use. Therefore, in this location the Council will consider a higher density residential infill 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 block 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 3 and is within an urban setting. In accordance with Table 3.2, the recommended density range for the site would be 55-145 dwellings per hectare. The proposed resultant development incorporating the existing flats would have a density of 68 dwellings per hectare.

Whilst the proposed development would sit within 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.

Design and Conservation.

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 H8 of the UDP in its justification details that proposals for an additional storey on a block of flats should comply with the Council's requirements for new development, including car parking.

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.

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 BE10 requires that a proposal to alter, extend or for the change of use of a locally listed building will be permitted provided that it will be sympathetic to the character, appearance and special local interest of the building and will respect its setting.

Policy BE11 details that in order to preserve or enhance the character or appearance of conservation areas, a proposal for new development and alteration or extension to a building within a conservation area will be expected to respect or complement the layout, scale, form and materials of existing buildings and spaces; respect and incorporate in the design existing landscape or other features that contribute to the character, appearance or historic value of the area and ensure that the level of activity, traffic, parking services or noise generated by the proposal will not detract from the character or appearance of the area.

The SPG for Bromley Common Conservation Area details that the insertion of new structures within plots which are already developed will generally require constraint in scale and careful positioning to ensure that they do not detract from the established character and appearance. The siting and layout of new structures must also be respectful of the character and appearance of the Conservation Area. This requires recognising and responding to the predominant scale, form and detailing of contributory buildings, and reflecting the bulk and spatial composition of structures and intervening spaces. Extensions and additions should reflect the forms, materials, textures and finishes of the host building, along with the design

philosophies underlying its style. The proportions, positioning and integration of an addition relative to the host building are important and deserving of significant design effort to safeguard not only the building's contribution to the public realm, but its enduring value to the owner. It should not be so large as to dominate or compete in visual terms with the host building.

It is noted that the proposal will involve some beneficial repair and redecoration of this locally listed building. The resubmission of the scheme has involved a number of alterations to the previously refused scheme. The extension has been repositioned 1.8m to the west in order to increase the distance and reduce the impact of development on the occupants of 19a and 19b Bromley Common. The width of the extension has been reduced by 1m and the depth by 2m reducing the scale of the extension. The height of the extension has decreased with the roof gradient of the extension reflecting the eaves level of the existing building. The number of units has been reduced from nine to seven. The previous dormer and other works to the original roofscape have been omitted. Opaque windows and 'v' angled windows have been introduced to mitigate against any potential for overlooking. The previously proposed glass balustrades to the basement gardens have been substituted to railings. The number of trees to be removed has also been reduced and a greater level of replacement planting is proposed.

The Council's Conservation Officer has reviewed the revised scheme and commented that the rearward projecting element of the scheme is far more subservient and would not now be harmful to the character and appearance of the conservation area or the locally listed building.

It is also noted that there are some similar extensions and development to the north of the site, most notably adjacent at No 11 and 13. However, the circumstances at those sites are different and their extension of the scale allowed is not characteristic of the more domestic parts of the conservation area that the site forms part of, as the conservation area progresses south along Bromley Common. Nevertheless the resubmitted scheme is reflective of their precedent.

Therefore, given the substantial revisions made in view of the identified character and appearance described in the SPG that the proposed extension to the rear is now of an acceptable depth, height, mass, scale, level of subservience to the original building and is sited in a position that provides suitable spatial separation to adjoining property.

On balance the extension is considered to maintain the character and appearance of the conservation area and the significance of the locally listed heritage asset.

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 partly altered flats in the existing part of the building and the proposed sections of the extended building, ranges between 37.05m² and up to 128.03m² respectively. The nationally described space standard requires various sizes of internal areas in relation to the number of persons and bedrooms provided in each unit. The sizes of the flats have been reviewed and 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 the previous scheme the development failed to provide a satisfactory layout and standard of good quality accommodation for future occupiers by reason of its poor living quality of internal spaces of four of the flats proposed. In the current scheme due to internal layout alterations and design mitigation features this has been overcome. Angled windows have been introduced to the extension flank windows with elements of obscure glazing that direct outlook to the rear. In the original section of the building some obscure glazing has been introduced to kitchen and dining room areas indicated in the existing rear layout. On balance the overall layout is considered to overcome the previous concerns and would not warrant refusal of planning permission on this basis.

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 that details compliance with the relevant sections of Part M. A compliance condition is recommended in this regard.

Amenity Space

Amenity space is provided communally by way of a large garden area that is indicated to the rear to be landscaped with the loss of some mature trees. This will be for use by all residents and is accessed from the main pedestrian entrances to the building. Basement light well spaces have also been provided to the new ground and basement floor flats P1, P2, P3 and P4 to create private areas of amenity space. The size of these areas is generally in compliance with the requirements of the London Plan guidelines.

The remaining flats have no private provision. However, the internal size of the flats is generally greater than the minimum recommended size standards which allows for the lack of external balcony area to be mostly incorporated within the flats.

On balance, given the communal area available the provision of amenity space is considered acceptable at this location.

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.

The extended office block (No's 11 and 13) to the north west incorporates a number of windows facing into the site on both levels at approximately 13m between flank elevations. Given the use of the building and at this distance this is not considered a constraint.

To the south east there is an improved tapering gap in the revised scheme to the boundary of approximately 11m reducing to 8m from the proposed two storey extension flank wall in which the windows from habitable rooms in Flat P5 will be situated. Given the angled design mitigation introduced and additional distance that the flank elevation is set further away from the rear garden spaces of residential property at No19a and 19b, on balance a suitable level of privacy will now be maintained to overcome previous concerns. Furthermore, it is not considered that there is any detrimental overlooking to the rear of the site towards properties in Fielding Lane due to the adequate separation distances of some 30m between resultant rear elevations.

A shadow study has also been submitted that indicates the impacts of the proposed scheme in this regard to adjacent property at different times of the year. The plans detail the existing and proposed impacts and indicate that some increased shadowing will take place during the longer days of the year to the rear parts of the rear curtilage at No19a and 19b. This will not result in a significant loss of daylight to the dwellings and therefore is on balance deemed an acceptable level of minor impact to neighbouring residential amenity.

Highways and Car parking

The Council's Highway Officer and Transport for London have reviewed the current application and not raised any objection in this regard. Fourteen spaces are to be provided on site utilising an existing vehicular access point which 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 all the units comprising of 23 spaces in the rear curtilage. Further details in this regard are recommended by condition as necessary.

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 Bromley Common. The location point is considered acceptable within close proximity of the highway. Further details in this regard are recommended by condition as necessary in relation to capacity and a containment structure.

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.

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. The Council's Arboriculture Officer has reviewed the revised scheme with regards to the impact to trees on the site considered to be part of the character of the conservation area and also protected as part of a TPO. Given the alterations to scheme, improved landscaping indicated including special foundations and a proposed feature tree, it is considered that the previous concerns have been overcome. Therefore subject to a compliance condition the impact to the wellbeing of trees protected by TPO's and conservation area status is considered acceptable.

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

Taking into account the issues discussed above it is considered that the revised development submission proposed 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 flat type of the proposed scheme is acceptable and that the development would not be detrimental to the character and appearance of the conservation area or the significance of the locally listed building. 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) 17/02418/FULL1 and any other applications on the site set out in the Planning History section above, excluding exempt information.

As amended by documents received on 22.06.2017 21.06.2017

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

Reason: Section 91, Town and Country Planning Act 1990.

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

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

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

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

- 4 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.**

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

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

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

- 6** Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.

- 7** Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 8** 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.

- 9 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.**

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure and the piling has the potential to impact on local underground sewerage utility infrastructure and to accord with Policy 5.13 of the London Plan.

- 10 Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) for 23 bicycles shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.**

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

- 11 Details of a scheme for the location of 20% of all car parking spaces to be active Electric Vehicle Charging Points (EVCPs) and a further 20% passive EVCPs in line with the London Plan shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is first occupied and retained in perpetuity.**

Reason: In the interest of sustainable modes of transport and to comply with Policy 6.13 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 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.

14 Before the development hereby permitted is first occupied, the angled first floor windows in the flank elevations of the building shall be installed and be obscure glazed in accordance with details shown on Drawings 121 Rev 11 and 112 Rev 11 dated 15/520/17 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.

15 The application site is located within an Air Quality Management Area declared for NO_x: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NO_x 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.

16 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.

- 17 The development shall be implemented in accordance with the Arboriculture Report BS 5837 Tree Survey dated 15/5/2017 submitted and approved as part of the planning application and under the supervision of a retained arboricultural specialist to ensure that the development accords with the stages detailed in the method statement and that the correct materials and techniques are employed.

Reason: To ensure that works are carried out according to good arboricultural practice in the interests of the health and amenity of the trees to be retained and to maintain the visual amenity of the area in accordance with Policy NE7 and BE14 of the Unitary Development Plan and Policy 7.21 of the London Plan.

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 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
- 4 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.

- 5 The applicant is reminded that the granting of consent by the Council to allow the removal of trees or works to trees does not in any way supersede the requirement to obtain the full agreement of the tree owner and any necessary separate statutory consent where the trees are located outside of the site boundary.
- 6 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.
- 7 It is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- 8 Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required.
- 9 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing

wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

- 10 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.**