

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

**Application No :** 17/04102/FULL1

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

**Address :** 5A Villiers Road Beckenham BR3 4NR

**OS Grid Ref:** E: 535871 N: 169285

**Applicant :** Mr S Cooper

**Objections : YES**

**Description of Development:**

Demolition of the existing two storey detached dwelling and redevelopment of the site for a replacement two storey three bedroom detached dwelling with basement.

**Key designations:**

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 30

**Proposal**

Planning permission is sought for the demolition of the existing two storey detached dwelling and redevelopment of the site for a replacement two storey three bedroom detached dwelling with basement.

The building is two storey in form with an additional basement resulting in essentially a building with three levels. The building footprint is set back (approximately 3.5m) from the footway in line with the front elevation of No's 1 to 5 Villiers Road as existing and will measure at ground level on Villiers Road approximately 5.5m width by 12m depth to a maximum height at the roof ridge apex of 8m and 5m to the eaves. The basement level will be 13m depth and the first floor 11m depth. The height to the south east elevation facing properties on Kimberley Road will be 7m to the eaves due to ground level differences.

The footprint follows the boundary with properties at Kimberley Road at basement level. At ground and upper level it is set in from the flank boundaries by varying amounts between approximately 0.5m and 1.5m to the resultant property.

The buildings principle elevation will face Villiers Road. The rear garden curtilage will be tiered. Parking arrangements for two spaces are provided at the front and rear of the building respectively.

A traditional design approach is adopted for with a pitched roof and materials indicated as traditional brick and tile with sash style windows.

**Location**

The application site consists of a 3 bedroom two storey single dwelling with a single storey rear extension to the east and a private rear garden area. The site is north east facing and flanked on three sides by residential properties and is situated at the junction of Villiers Road and Carlys Close a residential cul-de-sac. Towards the south eastern boundary are the rear gardens of the properties which front Kimberley Road. These properties are situated at a much lower ground level to the site.

The site is not located 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:

- Much concern has been raised regarding dust/air pollution, noise and disturbance, length of time of the construction process and how this will all be controlled.
- Concerns regarding construction logistics and the effects on parking/congestion in Villiers Road.
- Concerns regarding the stability of the land during excavation.
- Concerns regarding responsibility for any potential issues caused by excavation and construction.
- Concerns that the proposal decreases security of properties on Kimberley Road.
- Concerns regarding maintenance of planting screen.
- It has also been commented that the overall proposal looks aesthetically positive and will be improvement from current imposing building.

### **Internal Consultations**

Highways: The site location has a PTAL rating of 4 (moderate) where the Council's parking standards indicate that a minimum of 1 parking space should be provided. The plans indicate 2 spaces, one to the front and one to the rear of the dwelling. The space at the rear may be difficult to use as manoeuvring space could be restricted depending on parking opposite.

There are no objections to the proposal from the highway point of view.

Environmental Health: No objections to permission being granted.

Drainage: No objections. Standard drainage conditions recommended.

### **Planning Considerations**

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

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

London Plan 2015:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.6 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
- 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.
- 7.19 Biodiversity and Access to Nature
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

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

Unitary Development Plan:

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- ER7 Contaminated Land
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- NE7 Development and Trees
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T17 Servicing of Premises
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles  
 Supplementary Planning Guidance 2: Residential Design Guidance

Emerging Bromley Local Plan:

The Council is preparing a Local Plan. 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 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**

12/02167/FULL1: Demolition of existing building and construction of detached two storey building comprising of 2 two bedroom flats with associated car parking, bicycle and bin store. Refused 03.09.2012.

The refusal reasons related to a cramped overdevelopment of the site by reason of the type and number of units proposed, resulting in an over intensive use of the site lacking in amenity space resulting in a retrograde lowering of spatial standards to which the area was at that time developed. The proposed development was also, by reason of its bulk, size and rearward projection considered to result in loss of outlook and prospect detrimental to the amenities of the residential properties located within Kimberley Road.

The application was subsequently appealed and dismissed on 12/02/2013. The Planning Inspector commented that the large footprint of the building together with the boundary wall would result in a property extending across the shared boundary with four properties on Kimberley Road and opined in nuce that the development would have an adverse effect on properties in Kimberley due to the increased height and being adjacent to the boundary.

### **Conclusions**

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

- Principle of development
- The design and appearance of the scheme and the impact of these alterations on the character and appearance of the area and locality
- The quality of living conditions for future occupiers

- Access, highways and traffic Issues
- Impact on adjoining properties
- Sustainability and energy

### **Principle of development**

Housing is a priority use for all London Boroughs. Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing choice in the London Plan generally encourage the provision of redevelopment in previously developed residential areas provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space.

The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

The NPPF sets out in paragraph 14 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

The document also encourages the effective use of land by reusing land that has been previously developed (brownfield land) and excludes gardens from the definition of previously developed land.

Policy H7 of the UDP advises that new housing developments will be expected to meet all of the following criteria in respect of; density; a mix of housing types and sizes, or provides house types to address a local shortage; the site layout, buildings and space about buildings are designed to a high quality and recognise as well as complement the qualities of the surrounding areas; off street parking is provided; the layout is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles; and security and crime prevention measures are included in the design and layout of buildings and public areas.

The site is located in a residential area where the Council will consider a replacement dwelling provided that it is designed to complement the character and heritage of surrounding property, 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 replacement dwelling unit 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, heritage issues, 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.

### **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.

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

Policies 3.4 and 3.5 of the Further Alterations to the London Plan (March 2015) (FALP) 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 requires that new residential development for a proposal of two or more storeys in height a minimum of 1m side space from the side boundary is maintained and where higher standards of separation already exist within residential areas. Proposals will be expected to provide a more generous side space.

In terms of where the intended building is to be located, the site is relatively constrained in its shape and form to all sides of the site. Its constraints therefore, are significant to create an acceptable scheme that can address the sites issues in terms of the plot constraints and spatial characteristics of the immediate locality.

Previously an application for a replacement residential block with upper and lower level flats on this site was refused. The refusal reasons behind this are detailed above. It is considered that the current proposal has overcome previous concerns.

The current scheme is lower in height than the existing building by 1.19m at the ridge point and set further away from the boundary to properties on Kimberley Road by between 0.5m and 1.5m which is considered to improve the massing relationship of the building substantially over the current situation on site. The depth of the replacement building is slightly deeper than that existing but is considered comparable. The minor extra depth is offset by the extra distance the flank wall will be from the adjoining boundary. Therefore, while the footprint distance to flank boundaries is less than policy normally requires, the proposed siting of the replacement building is a significant improvement on the current situation where the building abuts the flank boundary to the south east. It shall also be noted that much of the immediate context of the site is terrace housing.

Accordingly, the proposal would appear to be acceptable in relation to Policy H9 in this instance.

In terms of design, a traditional approach is indicated to the front elevation incorporating a hipped roof structure.

On balance, it is considered that the proposal retains the spatial layout, character and appearance of the area to the streetscene and the individual contribution of the proposed property will add to that character.

### **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).

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

The nationally described space standard requires a Gross Internal Area of 108m<sup>2</sup> for a three storey three bedroom dwelling house. The indicated floor space size of the dwellinghouse is well in excess of the provision at approximately 150m<sup>2</sup>. On this basis the floorspace provision is considered to be acceptable.

The indicated shape, room size and layout of the rooms in the proposed building is considered satisfactory. None of the rooms would have a particularly convoluted layout which would limit their use. All habitable rooms would have satisfactory levels of light and outlook. Front basement rooms will have light wells and roof lights that allow sufficient levels of light ingress for the kitchen and bathrooms spaces indicated.

In terms of amenity the depth and proportions to the garden space provide a useable quality space for the purposes of the potential number of occupiers of a three bedroom family dwellinghouse. The provision is an improvement to that currently on site and is constrained by the site parameters. On balance the provision as detailed is commensurate with surrounding properties and considered acceptable.

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 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 windows for the dwelling overlooking rear amenity space or overlooking front curtilage and the streetscene. Flank windows facing to properties on Kimberley Road are indicated to be to non habitable rooms. The basement flank windows will face the boundary wall with the

ground and first floor facing to the rear elevations of 46 to 50 Kimberley Road. Currently obscured flank windows exist in a similar position in the existing building. It is recommended that a planning condition maintains obscure glazing for these proposed windows in perpetuity.

Front located flank windows on the north east elevation looking directly over the entrance to Carlys Close and wider streetscene are not considered to overlook adjacent property. The central upper level stairwell window is recommended to be obscure glazed.

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

### **Highways and Car Parking**

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

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

### **Cycle parking**

Cycle parking is required to be 2 spaces for the provision of new dwellings. The applicant has not provided details of a location for cycle storage. A planning condition is recommended in this regard for further details.

### **Refuse**

All new developments shall have adequate facilities for refuse and recycling. The applicant has not provided details of refuse storage area. A planning condition is recommended in this regard for further details of a containment structure and capacity.

### **Trees and landscaping.**

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

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

Further details regarding the type and nature of the proposed planting screen would also be incorporated within the necessary detail of a landscaping scheme to be sought by condition.

### **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.

### **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.

### **Other matters**

It is noted that construction issues have been raised as a major concern of many neighbouring properties due site constraints, excavation and site level differences. A robust Construction Management Plan is recommended in this regard.

### **Summary**

Having had regard to the above it was considered that 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 development would not be detrimental to the character and appearance of the area. 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.

### **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 The development hereby permitted shall be carried out strictly in accordance with the slab levels shown on the approved drawing(s).**

**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.**

- 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** 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.

- 10 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.

- 11 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.

- 12 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.

- 13 Before the development hereby permitted is first occupied, the proposed windows to the south east flank wall of the building and first floor central north west flank wall shall be obscure glazed in accordance with details to

be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.

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

- 14 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 2015 (or any order revoking and re-enacting that Order with or without modification), no windows shall be constructed in the south eastern side elevation of the hereby approved dwelling other than those indicated on the approved plans.

Reason: In order that, in view of the nature of the development hereby permitted, the local planning authority may have the opportunity of assessing the impact of any further development and to comply with Policy BE1 of the Unitary Development Plan.

- 15 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.

- 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 No extensions or alterations to the building(s) hereby approved, whether or not permitted under Article 3 to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) of that Order, shall be carried out without the prior written permission of the local planning authority.

Reason: In order that, in view of the nature of the development hereby permitted, the local planning authority may have the opportunity of assessing the impact of any further development and to comply with Policies BE1 and H7 of the Unitary Development 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 are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)). If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)
- 3** 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.
- 4** Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
- 5** If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.
- 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.