

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

**Application No :** 17/03264/FULL1

**Ward:**  
**Chislehurst**

**Address :** Jason Yester Road Chislehurst BR7  
5HN

**OS Grid Ref:** E: 542590 N: 170254

**Applicant :** Mr Justin Laurence

**Objections :** YES

**Description of Development:**

Demolition of existing bungalow and erection of a three storey pair of semi-detached dwellings with accommodation in roof space

**Key designations:**

Conservation Area: Chislehurst  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Sites of Interest for Nat. Conservation  
Smoke Control SCA 16

**Proposal**

Permission is sought to demolish the existing bungalow at the site and construct two semi-detached dwellings. Each four bedroom house will have three storeys with accommodation in the roof space with front and rear dormer extensions. Each dwelling will have a private rear garden, private driveways and associated car parking and shared access utilising the existing vehicular access onto Yester Road.

Following the grant of planning permission ref. 17/00988 for a similar development at Plans Sub-Committee on 9<sup>th</sup> May 2017, the current proposal differs from the permitted design with the introduction of a gable ended roof to both dwellings in replacement of the permitted hipped roof.

The dwellings will be staggered on the plot, each house having a length of 17m and a width of 8.5m. The roof will be pitched with a maximum height of 12.2m.

**Location**

The application site is located to the northern edge of Yester Road and is situated opposite the junction with Lubbock Road to the south with the railway bridge immediately to the west. The site currently features a single storey detached dwelling. Yester Road is characterised by large detached dwellings of various designs and styles, with the topography being that of a long, moderately steep hill to the east and Lubbock Road increasing up hill to the south.

To the east of the site is Southill Road and the properties to the western edge of this adjoin the eastern and northern boundaries of the site.

## **Comments from Local Residents**

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

- Construction of two dwellings would overdevelop the site and introduce excessive bulk. A single dwelling would be more appropriate for the site.
- Detrimental impact on road safety due to the dangerous access, increase in vehicles and increase in on-street parking.
- Design will have a detrimental impact on the character of the Conservation Area.

## **Consultations**

Highways – the proposal provides suitable parking access and visibility sightlines, subject to the purchase of neighbouring land and the removal of a detached garage and section of fencing. A Grampian style condition will be required to secure the purchase of the neighbouring land and the removal of the items obscuring the required sightline. Standard conditions are also recommended, including a Stage 3 Road Safety Audit.

Drainage – the applicant is advised that SUDS measures must be maximised on site and post discharge rate should be at greenfield run-off rate. A standard condition is recommended.

Environment Agency – no comments made and reference made to the Standing Advice.

Environmental Health (Pollution) – no objections raised subject to a standard condition.

Network Rail – no objections were raised to the previous application subject to the development being undertaken without encroachment onto or damage to Network Rail land and infrastructure.

The Advisory Panel for Conservation Areas (APCA) did not inspect the application.

Tree Officer – no comments made.

## **Considerations**

National Planning Policy Framework, 2012

Chapter 4	Promoting Sustainable Transport
Chapter 6	Delivering a Wide Choice of High Quality Homes
Chapter 7	Requiring Good Design
Chapter 12	Conserving and Enhancing the Historic Environment

The following London Plan policies are also a material consideration:

3.3	Increasing Housing Supply
3.4	Optimising Housing Potential
3.5	Design and Quality of Housing Developments
3.8	Housing Choice
5.1	Climate Change
5.2	Minimising Carbon Dioxide Emissions
5.3	Sustainable Design and Construction
5.13	Sustainable Drainage
6.9	Cycling
6.13	Parking

- 7.4 Local Character
- 7.6 Architecture

The application falls to be determined in accordance with the following policies of the Unitary Development Plan

Policy BE1 – Design of New Development  
Policy BE11 – Conservation Areas  
Policy BE14 – Trees in Conservation Areas  
Policy H7 – Housing Density and Design  
Policy H9 – Side Space  
Policy NE7 – Development and Trees  
Policy T3 – Parking  
Policy T18 Road Safety

Supplementary Planning Guidance 1 – General Design Principles  
Supplementary Planning Guidance 2 – Residential Design Guidance  
The Supplementary Planning Guidance for the Chislehurst Conservation Area

#### Emerging Local Plan

The Council is preparing a Local Plan and the final consultation on its proposed submission draft of the Local Plan closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). The updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, and indicated the submission of the draft Local Plan to the Secretary of State in mid-2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 1 – Housing Supply  
Draft Policy 4 – Housing Design  
Draft Policy 8 - Side Space  
Draft Policy 30 - Parking  
Draft Policy 32 – Highways Safety  
Draft Policy 37 – General Design of Development  
Draft Policy 41 – Conservation Areas  
Draft Policy 73 – Development and Trees  
Draft Policy 116 – Sustainable Urban Drainage Systems (SUDS)  
Draft Policy 123 – Sustainable Design and Construction

#### **Planning History**

Planning permission was granted under ref. 17/00988 for extensions to existing bungalow to form two semi-detached three storey dwellings with accommodation in roof space

Application ref. 13/03112 for the demolition of the existing dwelling and the erection of a three storey block of 6 flats was refused (together with the associated conservation area consent on the grounds that there would not be suitable replacement) on the grounds that:

1. "The proposal constitutes a cramped form of development by reason of its scale and design, resulting in an overdevelopment of the site, contrary to Policies BE1 and H7 of the Unitary Development Plan, Policy 3.4 of the London Plan and the National Planning Policy Framework."

2. "The proposal, by reason of its scale and design, fails to integrate into and respect the setting of its surroundings and is detrimental to the prevailing character of the Chislehurst Conservation Area, contrary to Policies BE1, BE11 and H7 of the Unitary Development Plan, Policy 3.4 of the London Plan and the National Planning Policy Framework."
3. "The proposal would, by reason of its scale, mass, bulk and design, result in a detrimental impact upon the visual amenity and prospect which neighbouring residents might reasonably expect to be able to continue to enjoy, contrary to Policy BE1 and H7 of the Unitary Development Plan."
4. "The proposed means of access to the site would be inadequate to meet the needs of the development in respect of provision of adequate visibility as such the proposal would be prejudicial to highway safety and contrary to Policy T18 of the Unitary Development Plan."

A subsequent appeal was dismissed, however the Inspector's reasons and comments in reaching this decision are material to the current proposal.

In summary, the Inspector concluded that on grounds 1, 2 and 3 the development was acceptable and dismissed the appeal on ground 4 - highway implications. The Inspector stated:

"Notwithstanding that the character and appearance of the Conservation Area would be preserved, and that the development would result in less than substantial harm to the Conservation Area as an heritage asset, or my findings in relation to the effect on the living conditions of the neighbouring occupiers, and the effect on highway safety of the proposed off street parking provision, the material harm identified to highway safety from the inadequacies of the sight lines of the proposed access arrangements is substantial and overriding. It significantly and demonstrably outweighs the limited benefits of a very marginal increase in the supply of housing in the area."

A subsequent application, reference 12/01812, for a three storey block of 1 three bedroom and 6 two bedroom flats with accommodation within the roofspace and associated parking and landscaping was refused on the grounds that:

1. "The proposal constitutes a cramped form of development by reason of its scale and design, resulting in an overdevelopment use of the site, contrary to Policies BE1 and H7 of the Unitary Development Plan, Policy 3.4 of the London Plan and the National Planning Policy Framework."
2. "The proposal, by reason of its scale and design, fails to integrate into and respect the setting of its surroundings and is detrimental to the prevailing character of the Chislehurst Conservation Area, contrary to Policies BE1, BE11 and H7 of the Unitary Development Plan, Policy 3.4 of the London Plan and the National Planning Policy Framework."
3. "The proposal would, by reason of its scale, mass, bulk and design, result in a detrimental impact upon the visual amenity and prospect which neighbouring residents might reasonably expect to be able to continue to enjoy, contrary to Policy BE1 and H7 of the Unitary Development Plan."
4. "The proposed means of access to the site would be inadequate to meet the needs of the development in respect of provision of adequate visibility as such the

proposal would be prejudicial to highway safety and contrary to Policy T18 of the Unitary Development Plan."

An associated Conservation Area Consent for the demolition of the existing dwelling was refused on the grounds that:

"In the absence of a planning permission for a suitable replacement building, it would be premature to grant consent for the demolition of the existing building, thereby contrary to Policy BE12 of the Unitary Development Plan."

These decisions were dismissed at the same appeal as the application above (13/03112) and for the same reasons, namely highway safety.

Permission was refused by Members under 13/04033 for demolition of existing dwelling and erection of a three storey 8 bedroom detached dwelling with accommodation within the roofspace and associated landscaping, despite a positive recommendation.

This application was refused on the following grounds:

- o The proposed means of access to the site would be inadequate to meet the needs of the development in respect of provision of adequate visibility as such the proposal would be prejudicial to highway safety and contrary to Policy T18 of the Unitary Development Plan; and
- o The proposed development would give rise to an unacceptable degree of overlooking and loss of privacy to the occupiers of the adjoining residential dwellings thereby contrary to Policy BE1 of the Unitary Development Plan.

This decision was allowed on appeal.

A follow up application was received for major extensions to 'Jason' which was visually different to those as previously submitted and proposed a lower ridge and smaller building size. Application 15/01844/FULL6 - Two storey front extension, first floor extension to dwelling with balcony and terrace areas to rear, and front and rear dormer extensions within enlarged roof, was approved subject to conditions.

### **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the Chislehurst Conservation Area, the standard of accommodation provided for future occupants, the impact that it would have on the amenities of the occupants of surrounding residential properties and the impact on highway safety.

### Principle of Development

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 sets out criteria to assess whether new housing developments is appropriate 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, community safety and refuse arrangements.

The site is located in a residential location where the Council will consider 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 additional dwelling unit on this land is subject to an assessment of the impact of the proposal on the appearance/character of the surrounding conservation 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. Indeed, the principle of the development of the site has been established under the recent planning history.

#### Size, Scale and Design

The Inspector's decision in considering the appeal for 13/04033 is a significant material consideration in the determination of any future proposal and indeed the grant of permission under ref. 17/00988 was considered with this in mind. The scheme allowed at Appeal under 13/04033 was for a three storey replacement dwelling with roofspace accommodation and front and rear dormer extensions. The impact of the scheme upon the character of the Conservation Area and the amenities of neighbouring residents was considered by the Inspector to be acceptable, and would preserve the character and appearance of the Chislehurst Conservation Area.

Application ref. 17/00988 proposed two dwellings on the site, whereas those schemes as previously considered at appeal were for one dwelling with subsequent approved applications also for one dwelling only. Whilst there is limited evidence of semi-detached properties within the street scene, the plot was considered to read as stand-alone in character, set away from other residential form when viewed from the highway and obscured by vegetation to the side and rear boundaries. As a result, the principle of providing two semi-detached properties on the site was considered to be acceptable by Members.

In terms of the building currently proposed, the massing, scale and design of the built form is commensurate to that as approved within the previous application, being of 3 storey construction with roof accommodation and of approximately 17m in width and depth. When considering the previous Inspector's comments regarding the overall bulk, scale and massing of the development, the scheme proposed is considered to be acceptable in this regard and closely matches that previously permitted by Members.

The design retains a traditional style based on classical proportions and using natural materials. The proposed gable ended roof is considered to complement the architectural design of the house and would not add significant bulk so as to impact harmfully on the proportions of the dwellings or the character of the wider Conservation Area.

The submitted sectional drawings indicate the removal of land to the rear of the proposed footprint in order to accommodate the dwellings, resulting in the ground floor of each

house not being sunken into the ground. The appearance of a three storey dwelling will therefore be similar for both the front and rear elevational view and this has previously been considered to be acceptable to Members.

Car parking is provided to the front elevation of the properties within a communal area. The extent of the hardstanding is substantial, however a generous area of soft landscaping is proposed, particularly close to the highway to soften the appearance of the parking area.

#### Standard of Residential Accommodation

Policy 3.5 of the London Plan (2011) Quality and Design of Housing Developments 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.

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

Table 3.3 of the London Plan requires a Gross Internal Area of 130sqm for a four bedroom dwelling. These space standards have been met and the submitted sectional drawings indicate a suitable head height for each floor. The shape, size and layout of the rooms in the proposed building are considered satisfactory. All habitable rooms would have satisfactory levels of light and outlook. The size and scale of the private amenity space are considered to be acceptable.

#### Impact on Residential Amenity

The Inspector previously found that the impact upon neighbouring amenity was acceptable given that there is a significant degree of vegetation along the property boundaries of the application site which currently affords a high level of screening and protects the privacy of neighbouring properties. In addition, No. 3a Southill Road is set up on a land level much higher than the application site and the development will not result in the possibility of direct overlooking as the land levels and vegetation screening will continue to protect the privacy and amenities of the residents of neighbouring properties and the future occupiers of 'Jason' itself. The introduction of the additional roof bulk proposed would be minor and would not create any further issues of overshadowing, loss of light or visual impact for neighbouring properties.

Whilst this is a material consideration, it is noted that the footprint of the properties under ref. 17/00988 extended further to the rear and closer to the boundary with Nos. 3 and 3a Southill Road than that which was previously considered. Despite this, the separation to these neighbouring dwellings was considered acceptable by Members. The trees within the site largely prevent inter-visibility between the site and the neighbouring dwellings. Whilst the development encroaches into the canopy spread of the tree closest to the boundary, this tree is to be retained and the Arboricultural Officer has previously commented that the development would not impact on this tree subject to safeguarding conditions. The retention of the high level planting is considered pertinent to the protection of current living conditions of neighbouring properties and therefore conditions are recommended to protect them.

The floor plans submitted as part of the application indicate that the flank windows would serve non-habitable rooms, therefore these could be obscurely glazed by way of condition in order to protect the amenities of neighbouring properties.

#### Parking and Highway Safety

Yester Road is a classified road, a local distributor and although the site is within walking distance of Elmstead Woods station it is within a low (2) PTAL area.

The proposed site plan shows a shared centralised access way with parking located around a joint forecourt area. A pedestrian access is also provided adjacent to the railway bridge and to the north-east of the site. The proposed car parking area is considered to be acceptable, with an access which is wide enough for two cars to pass one another. No objections are raised in principle from a highway safety perspective subject to conditions and the parking and access arrangements remain as permitted under ref. 17/00988.

### Other Matters

The site is located adjacent to the railway and Network Rail has raised no objections. The site is also located within Flood Zone 2 and the submitted Flood Risk Assessment has been referred to the Environment Agency. The details of the submitted Flood Risk Assessment are considered to be acceptable by the Council and it is concluded that the risk of flooding is low. A suitable condition can be imposed to ensure appropriate measures are taken.

### Summary

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not impact detrimentally on the character of the Conservation Area and would not be detrimental to the amenities of adjoining neighbours. No impact on highway safety or would result and the standard of accommodation for future occupants is considered to be acceptable. It is therefore recommended that Members grant planning permission.

Background papers referred to during production of this report comprise all correspondence on the file ref(s). 13/04033/FULL1, 15/01844/FULL1, 17/00988/FULL1, 17/03264/FULL1 and 17/03427/FULL1 set out in the Planning History section above, excluding exempt information.

## **RECOMMENDATION: PERMISSION**

**and the following conditions:**

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

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

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



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

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

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

- 4** No trees on the site shall be felled, lopped, topped or pruned before or during building operations except with the prior agreement in writing by the Local Planning Authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed with the Authority.

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that as many trees as possible are preserved at this stage, in the interest of amenity.

- 5** No demolition, site clearance or building works (including trenches, pipelines for services or drains) shall be undertaken until Chestnut Pale fencing not less than 1.2 metres in height has been erected around every tree or tree group on the site shown to be retained on the submitted drawings at the furthest extent of the spread of the canopy of any tree or tree group except where development is hereby permitted within this area. The fence shall be placed so as to exclude the site of the said development but otherwise as far as possible from the trees. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be retained during the course of the building work hereby permitted

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained are adequately protected.

- 6** No bonfires shall take place within 6 metres of the furthest extent of the spread of the canopy of any tree or tree group shown to be retained on the submitted drawings.

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

- 7** No trenches, pipelines for services or drains shall be sited under the spread of the canopy of any tree or tree group shown to be retained on the submitted plans without the prior agreement in writing by the Local Planning Authority.

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

- 8** No demolition, site clearance or building works shall be undertaken, and no equipment, plant, machinery or materials for the purposes of development shall be taken onto the site until an arboricultural method statement detailing the measures to be taken to construct the development and protect trees is submitted to and approved in writing by the Local Planning Authority.

The statement shall include details of:

Type and siting of protective fencing, and maintenance of protective fencing for the duration of project;

Type and siting of scaffolding (if required);

Details of the method and timing of demolition, site clearance and building works

Depth, extent and means of excavation of foundations and details of method of construction of new foundations

Location of site facilities (if required), and location of storage areas for materials, structures, machinery, equipment or spoil, and mixing of cement or concrete;

Location of bonfire site (if required);

Details of the location of underground services avoiding locating them within the protected zone

Details of the method to be used for the removal of existing hard surfacing within the protected zone

Details of the nature and installation of any new surfacing within the protected zone

Methods proposed for the watering of the trees during the course of the project

The method statement shall be implemented according to the details contained therein until completion of building works, and all plant, machinery or materials for the purposes of development have been removed from the site.

**Reason:** To ensure that all existing trees to be retained are adequately protected and to comply with Policy NE7 of the Unitary Development Plan.

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

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

- 10** Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority

before any work is commenced. The windows shall be installed in accordance with the approved details.

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

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

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

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

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

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

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

**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 commencement of the development hereby permitted details of (a) turning area(s) within the site shall be submitted to and approved in writing by the Local Planning Authority. The turning area(s) shall be

provided before any part of the development is first occupied and shall be permanently retained thereafter.

**Reason:** In order to comply with Policies T3 and T18 of the Unitary Development Plan and to enable vehicles to enter and leave the site in a forward direction, in the interest of pedestrian and vehicular safety.

- 14 No wall, fence or hedge on the front boundary or on the first 2.5 metres of the flank boundaries shall exceed 0.6m in height, and these means of enclosure shall be permanently retained as such.

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

- 15 Before any part of the development hereby permitted is first occupied that part of a sight line of 43m x 2.4m x 43m which can be accommodated within the site shall be provided in both directions at the junction with Yester Road and with the exception of trees selected by or the Local Planning Authority no obstruction to visibility shall exceed 0.6m in height in advance of this sight line, which shall be permanently retained as such.

**Reason:** In order to comply with Policy T18 of the Unitary Development Plan and to ensure that the proposal does not prejudice the free flow of traffic and conditions of general safety along the adjoining highway.

- 16 Before the access hereby permitted is first used by vehicles, it shall be provided with 3.3m x 2.4m x 3.3m visibility splays and there shall be no obstruction to visibility in excess of 0.6m in height within these splays except for trees selected by the Local Planning Authority, and which shall be permanently retained thereafter.

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

- 17 While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

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

- 18 The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

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

- 19 Before any part of the development hereby permitted is first occupied, bicycle parking for 2 cycles per unit (including covered storage facilities

where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

**Reason:** In order to comply with Policy T7 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.

- 20 Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.

**Reason:** In order to comply with Policy T3 and Appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

- 21 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.

- 22 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

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

- 23 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.

- 24 Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

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

- 25 Details of flood prevention and mitigation measures shall be implemented as set out in the Flood Risk Assessment submitted under the application hereby permitted and shall be permanently maintained thereafter.

**Reason:** In order to comply with Policy 5.12 of the London Plan and in order to minimise flood risk.

- 26 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be permanently retained thereafter.

**Reason:** To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.

- 27 A Stage 3 Audit should be submitted to and approved in writing by the local Planning Authority following satisfactory completion of the works and before they are opened to road users.

**Reason:** In order to comply with Policies T3 and T18 of the Unitary Development Plan and in order to ensure the safety of the site for road users.

- 28 No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

**Reason:** In order to comply with Policy T18 of the Unitary Development Plan and in the interests of highway safety.

- 29 The development hereby permitted shall not commence until the purchase of the adjoining land required to achieve the suitable sightline at the site is completed.

**Reason:** In order to comply with Policy T18 of the Unitary Development Plan and in the interests of highway safety.

- 30 a) The building shall be designed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30dB LAeq (night) and 45dB LAm<sub>ax</sub> (measured with F time weighting) for bedrooms, 35dB LAeq (day) for other habitable rooms, with window shut and other means of ventilation provided. External amenity areas shall be designed to achieve levels not exceeding 55 dB LAeq (day) and the evaluation of human exposure to vibration within the building shall not exceed the Vibration dose values criteria 'Low probability of adverse comment' as defined BS6472.

(b) Development shall not commence until details of a sound insulation scheme complying with paragraph (a) of this condition have been submitted to an approved in writing by the local planning authority.

**(c) The development shall not be occupied until the sound insulation scheme approved pursuant to paragraph (b) has been implemented in its entirety. Thereafter, the sound insulation scheme shall be maintained in perpetuity 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 amenity of the area.**

**You are further informed that :**

- 1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.**
- 2 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010).**

**If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.**

**Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)**

- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water's pipes. The developer should take account of this minimum pressure in the design of the proposed development.**
- 4 You are advised to contact Network Rail Asset Protection Kent prior to the commencement of any works at the site in order to ensure all operations at the site are carried out without damage to or encroachment onto Network Rail land.**
- 5 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.**

6. **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.**

**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.**