

SECTION '2' – Applications meriting special consideration

Application No : 17/04061/FULL1

Ward:
Kelsey And Eden Park

Address : 8 The Close Beckenham BR3 4AP

OS Grid Ref: E: 536153 N: 168278

Applicant : Ms C Newman, G Aandrews & S Whitehurst **Objections :** YES

Description of Development:

Erection of 3 three bedroom terraced houses with new access and alterations and part demolition and extension to 8 The Close

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 15

Proposal

Planning permission is sought for the erection of 3 three bedroom terraced houses with a new access and alterations and part demolition and extension to 8 The Close.

The principle elevation of the terraced building will face virtually due north set back approximately 8.7m from the flank boundary to No8 The Close.

Each dwelling measures 5.2m width at the front elevation by 9.2m depth at ground level and 8.7m depth at first floor. The houses are two storeys with a hipped roof structure. The front rear eaves height is 5m and the maximum ridge height is 7.5m. The flank eaves are lowered to 4.2m above ground level.

The footprint of the terrace is set in from the flank boundaries at the front elevation building line point by 5.3m to the flank property boundary with No9 The Close to the east and an average 3.5m to the west with the rear boundaries of properties fronting Eden Road. Parking arrangements are provided to the north of the site in a parking area for 6 vehicles in three tandem rows with an indicated turning area. Shared vehicular access is provided from The Close.

Internal layout plans indicate 3 three bedroom dwellings. The rear curtilage will vary between approximately 10m to 15m depth between properties divided into private areas. An external refuse store is located within the shared front curtilage adjacent to the access. Materials have not been indicated.

The works to No8 involve the partial demolition of the southern flank of the building and reconstruction with a two storey side extension and single storey rear extension. The two storey extension will be set back 2.3m from the existing front elevation. This will enable a greater external area to facilitate a larger area for vehicle access to the site.

Location

The site is located on a former private allotment area (undesignated) to the rear of a number of properties fronting The Close, Raymond Road and Eden Road. The site is enclosed by rear property boundaries on all sides. The site area is approximately 740m² with a width of approximately 25m and depth 30m on average.

No trees currently exist on the site and the land is unused and overgrown with weeds and grasses. The site is not within a conservation area nor is the building listed.

Consultations

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

- Access to The Close is restricted. Construction works need to keep access free for use by others and emergencies.
 - Concerns regarding the impact to safety on the narrow access road to The Close.
 - Access to the site will be a restricted one.
 - Concern regarding pressure on parking congestion in The Close.
 - General concerns have been raised regarding the construction process and noise and disturbance.
 - Green space will be reduced.
 - Three houses are threat to health and safety of adjacent residents.
 - Too much building in small area.
 - Blocks light to surrounding houses.
 - Will result in a loss of view.
 - Houses will look out of place and be cramped on the site.
 - No benefit for residents. Only a financial benefit to developer.
 - Too close to surrounding properties. Will overlook properties on Eden Road.
 - Will result in extra noise from new properties.
 - Concerns that the area hasn't the space for extra properties.
 - Concerns expressed that the housing will be for social housing with a negative effect on the area.
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- Concerns have been expressed regarding the position of the site boundary.

Officer response: Revised plans have been received to address this issue that has now been agreed with an adjacent property owner.

Internal consultations

Highways: The development is located adjacent to No. 8 rectangular in shape and was formerly allotment gardens. The site is in an area with high PTAL rate of 4 (on a scale of 0 - 6b, where 6b is the most accessible).

The intensification of use of this spur section of The Close would not have a significant impact on road safety.

In summary, following the submission of additional information and swept path analysis diagrams the proposal has adequately demonstrated how refuse and emergency vehicles would be able to service the site. Six car parking spaces are indicated for the proposed dwellings. This is acceptable in principle but the applicant should demonstrate that both new and proposed have rights of way to access the parking spaces. Two cycle parking spaces are required per dwelling.

Environmental Health - Pollution: No objection.

Drainage: No objection.

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:

- 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 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

There is no relevant planning history relating to the application site.

Other relevant planning history

12 Elmerside Road:

Under reference 07/01698/FULL1 a scheme for 2 two bedroom semi-detached houses with access and associated parking on land at and adjacent to 12 Elmerside Road (outline) was allowed on Appeal on 17/8/2007.

Under reference 13/02239/OUT a scheme for the erection of 2 two storey semi-detached dwellings with access onto Elmerside Road was approved on 13/9/2013. A subsequent application for Reserved Matters under ref 15/01065/DET was approved on 19/8/2015.

At the time of writing the scheme has not been commenced on site.

Under reference 14/02269/OUT a scheme for the erection of 3 two bedroom houses with access onto Elmerside Road was refused by the Council as inappropriate backland development. The application was appealed to the Planning Inspectorate with the Inspector finding against the issue of scale and the effect of the development on the living conditions of neighbouring residents by reason of its adverse and oppressive visual impact.

The relevance of the above schemes in relation to the current application are explored below in the case assessment.

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 justification paragraphs following the policy, provides further clarification of the Council's approach to backland sites such as at the site now proposed.

It details that many residential areas are characterised by spacious rear gardens and well-separated buildings and advises that the Council will therefore resist proposals which would tend to undermine this character or which would be likely to result in detriment to existing residential amenities. Backland development, involving development of land surrounded by existing properties, often using back gardens and creating a new access, will generally also be resisted. Private gardens can be of great importance in providing habitats for wildlife, particularly in urban areas. Except in Areas of Special Residential Character, such development, however, may be acceptable provided it is small-scale and sensitive to the surrounding residential area.

Draft Policy 3 - Backland and Garden Land Development of the Emerging Local Plan states new residential development will only be considered acceptable on backland or garden land if all of the following criteria are met; there is no unacceptable impact upon the character, appearance and context of an area in relation to the scale, design and density of the proposed development; there is no unacceptable loss of landscaping, natural habitats, or play space or amenity space; there is no unacceptable impact on the residential amenity of future or existing occupiers through loss of privacy, sunlight, daylight and disturbance from additional traffic; and a high standard of separation and landscaping is provided.

The supporting text states that in the past the role of small sites in providing additional housing within the Borough has been significant. It is important to also consider the value of backland and garden land in helping to define local character. There is a risk that inappropriate development of these small sites over time could adversely impact upon local character, especially as the availability of sites diminishes.

The NPPF also specifies that windfall sites are normally previously developed sites. Core planning principles include; seeking high quality design and a good standard of amenity for all existing and future occupants of land and buildings, taking account of the different roles and character of different areas and encouraging the effective use of land by reusing land that has been previously developed.

In this case residential dwellings of all forms surround the site in a primarily residential area and it is acknowledged that the proposal would alter the pattern of development with a new built form where none currently exists. However, this is considered unavoidable if better use is to be made of the currently vacant site which also needs to be considered against the strong support in principle for making efficient use of land in sustainable urban locations. The site appears as an anomaly in the local development pattern and is self contained without direct access to the public realm currently. The site is not designated as allotment land. As such the site in its current state does not make a positive contribution to the character of the area and therefore some form of development of the land is not considered to harm the character of the area.

Therefore, the provision of residential development on the land appears acceptable in principle subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

Density

Policy 3.4 in the London Plan seeks to ensure that development proposals achieve the optimum housing density compatible with local context, the design principles in Chapter 7 of the plan and with public transport capacity. Table 3.2 (Sustainable residential quality) identifies appropriate residential density ranges related to a site's setting (assessed in terms of its location, existing building form and massing) and public transport accessibility (PTAL).

The site has a PTAL rating of 4 and is within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be 35-65 dwellings per hectare. The proposed development would have a density of 40 dwellings per hectare.

Therefore, the proposed development of the site would be within these ranges and maybe considered a suitable level of development for the site. However, a numerical calculation of density is only one aspect in assessing the acceptability of a residential development and Policy 3.4 is clear that in optimising housing potential, developments should take account of local context and character, design principles and public transport capacity which are assessed below.

Design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Policies 3.4 and 3.5 of the London Plan reflect the same principles. Policy 3.4 specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range. This reflects paragraph 58 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.

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

Policy BE1 of the UDP requires development to be imaginative and attractive to look at and to 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 the relationship 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 this case despite appearances, the site is constrained by its location and proximity to neighbouring residential development which has surrounded the land during the wider development of the area over time. However, the parameters of the site facilitate a relatively square overall site shape with average dimensions of 25m east west across the site and 30m north south.

It is noted that the site at 12 Elmerside Close detailed above was deemed only acceptable for a semi-detached pair of houses in various applications submitted as opposed to a terrace of three houses. This was due to the much narrower site width to that now proposed at the application site which is wider and more regular in shape and allows a greater flexibility to the format of development possible.

The submitted plans show a two storey development with relatively low eaves and ridge heights as detailed above. The roof structure has been designed to limit the scale of the building to the flank sides. The siting of the building approximately centrally within the site maximises separation distances to surrounding property rear elevations and view distances of the site. It is acknowledged that surrounding property views of the site will alter in terms of outlook. However, the siting of the building at the distances away from surrounding buildings will not be overbearing. The mass, scale and design style of the terrace building will also be comparable to surrounding property on Eden Road and The Close with regard to the height, building proportions, roofscape and window proportions considered to echo the adjacent context. Therefore, the impact of the building in terms of its mass and scale is considered minimal representing an unobtrusive infill development.

The justification paragraph in respect of Policy H9 details that the retention of space around residential buildings is essential to ensure adequate separation and to safeguard the privacy and amenity of adjoining residents. This is to prevent a cramped appearance and unrelated terracing from occurring. It is also necessary to protect the high spatial standards and level of visual amenity which characterise many of the Borough's residential areas.

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

Access to the site is obtained through a widened gap between No's 8 and 9 The Close facilitated by the alterations proposed to No8. Given the resultant spatial characteristics of the dwellings in The Close will largely remain the same the use of the gap to provide access to additional dwellings is not considered out of character with the immediate locality.

In terms of design approach, the opportunity to construct a similar style of development with a related mass and scale has been achieved with the terraced style undertaken. The design approach is traditional which takes its cues from the locality. Traditional materials can be conditioned in any planning approval and as such it is considered that the impact on the character and context of the locality is positive as the terraced building adds a

suitable traditionally styled infill building between existing developments of interwar and period buildings.

In terms of the extension and alterations to No8, these are considered to be in keeping with the character and appearance of the building facing the streetscene. The single storey extension is deep but is set away from the adjoining property at No7 by 4.5m and also flanks the car parking area within the application site to the south helping to screen the proposed parking area to the main rear ground floor windows at No8.

Standard of Residential Accommodation

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

The floor space size of each of the houses is indicated at 84.43m². The nationally described space standards require a GIA of 84m² for a three bedroom four person unit, It is noted that bedroom 3 in each property is marginally below the required NDSS size for a single bedroom, However, on balance, the floorspace size provision for all of the units is generally compliant with the required standards and is considered acceptable.

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

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

In accordance with Standard 11 of Housing: Supplementary Planning Guidance. (March 2016) of the London Plan 90% of all new dwellings should meet Building Regulation M4(2) 'accessible and adaptable dwellings'.

A Part M compliance review has been submitted and annotated as part of the detailed plans that clarifies compliance with the relevant sections of Part M. A compliance condition is recommended with any permission in this regard.

Impact on Adjoining Properties

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

In terms of outlook, the fenestration arrangement will provide front and rear outlook for each unit overlooking amenity space or overlooking parking area at the site. There are no flank windows in either end of the terrace building. The outlook from windows from the proposed properties is considered to maintain a suitable level of privacy at the intended distances to existing neighbouring property.

Concerns have been raised regarding the terrace blocking natural light to neighbouring property. The buildings are two storey with a massing arrangement and footprint position representative of neighbouring housing and the prevailing development in the area. The distances to the rear elevations of surrounding properties vary in each direction. The closest is from No's 63 to 69 Eden Road at approximately 16m to the flank elevation of the terrace. This substantially increases to the south and west. To the north the front principle

elevation will partially overlook the rear garden of No8 The Close to be altered as part of the proposed scheme. Given the single storey extension proposed at No8, the indicated boundary screening it is not considered that there will be a significant loss of privacy to the rear garden area of No8 to withhold planning permission on this basis.

To the wider site, generally it is acknowledged that while outlook may change to the properties surrounding the site it is not considered that the development will be overbearing to any significant extent given the separation distances that would warrant withholding planning permission on this basis. On balance, it is considered that the building will not be detrimental to neighbouring residential amenity.

Highways, Car parking and access

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

The Council's Highway Officer has reviewed the current application and not raised any objection to the level of parking provided off road at the site and the new access created onto The Close. It is therefore considered that there will be minimal impact on parking in the vicinity and the proposal is considered generally acceptable from a highways perspective.

Cycle parking

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

Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of a refuse storage area adjacent to the front curtilage parking area of the site. The location is considered acceptable. 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. Full details of hard and soft landscaping and boundary treatment are recommended to be sought by condition as necessary.

Sustainability and Energy

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

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

Community Infrastructure Levy

The Mayor of London's CIL is a material consideration. CIL is liable on this application and the applicant has completed the relevant form.

Summary

The development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers. It is considered that the density and house type of the proposed scheme is acceptable and that the development would not be detrimental to the character and appearance of the locality. The standard of the accommodation that will be created will be good. The proposal would not have an adverse impact on the local road network or local parking conditions. The proposal would be constructed in a sustainable manner and would achieve good levels of energy efficiency. It is therefore recommended that planning permission is granted subject to the imposition of suitable conditions.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/04061/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 20.10.2017, 18.10.2017 and 07.11.2017.

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** 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.

- 8** Details of the layout of the vehicular access and turning area including its junction with The Close and dimensions of visibility splays shall be submitted to and approved in writing by the Local Planning Authority and these access arrangements shall be substantially completed before any part of the development hereby permitted is first occupied. There shall be no obstruction to visibility in excess of 0.9m in height within the approved splays except for trees selected by the Authority, and which shall be permanently retained.

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

- 9** 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.

- 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** 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.

- 12** Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) for 2 bicycles for each dwelling shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority and the bicycle parking/storage facilities shall be permanently retained thereafter.

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

- 13** The dwellinghouses hereby approved shall not be occupied until the works to No8 The Close hereby approved for the partial demolition of the southern flank of the building and reconstruction with a two storey side

extension and single storey rear extension has been implemented in their entirety.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to ensure adequate vehicular access is maintained to the site to comply with Policy BE1 and H7 of the Unitary Development Plan.

- 14** Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

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

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

- 16** The application site is located within an Air Quality Management Area declared for 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.

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

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

- 18** 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 should consult the Street Naming and Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk
- 3** You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.
- 4** You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)). If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL
- 5** Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control or their Approved Inspector of the requirements of these conditions prior to the commencement of development.
- 6** The applicant is required to contact the Street Environment Officer at the Council's Environmental Services regarding the construction of the new access.

- 7 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.**
- 8 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.**
- 9 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.**