

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

Application No : 18/01422/FULL1

Ward:
Crystal Palace

Address : Hawthorns 10 Lawrie Park Crescent
Sydenham London SE26 6HD

OS Grid Ref: E: 534968 N: 171159

Applicant : Mr Graeme Stewart

Objections : YES

Description of Development:

Construction of a three storey, plus accommodation in the roof, building to provide 4 flats (1 x 3 Bed, 2 x 2 Bed, and 1 x 1 Bed) together with the provision of 3 off-street parking spaces, cycle storage, amenity space and refuse/ recycling store.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 25

Proposal

This proposal is for the construction of a three storey, plus accommodation in the roof, building to provide 4 flats (1 x 3 Bed, 2 x 2 Bed, and 1 x 1 Bed).

The building would be sited centrally within the plot providing a 1m side space to the northern and southern boundaries. The building would measure 11.9m at the widest point and a maximum depth of 17.5m and a maximum height of 12.8m reducing to 10m adjacent to No. 12 to the north of the site.

At the rear, communal gardens are provided for the flats accessed along the side of the building via the front entrance.

The proposal includes the provision of 3 off-street parking spaces which are located to the front of the site.

Eight cycle storage spaces are proposed to the rear of the site together with a refuse/ recycling store at the front of the site.

The proposals offer modern flats to meet the current Nationally Described Space Standards. A simple colour palette of materials is proposed consisting of red brickwork and white render feature panels. The windows are proposed to be high performance aluminium or timber / aluminium composite to maintain a modern aesthetic. Balconies would be painted metal, and the roof will be slate.

The application was supported by the following documents

- Design and Access Statement
- Arboricultural Report
- CGI

Location and Key Constraints

The site is located on the eastern side of Lawrie Park Crescent, and forms part of the grounds to the existing 10 Lawrie Park Crescent, which is a 3 ½ storey Victorian semi-detached building, now converted into apartments.

Lawrie Park Crescent is a predominantly suburban residential street, connecting Lawrie Park Road and Border Road. The street scene is a mixture of original Victorian semi-detached houses and more recent apartment buildings interspersed between the existing buildings. The scale and height ranges from 2 to 3 ½ storeys.

Opposite the site is a new development, currently under construction, which will create a terrace of three storey houses facing onto Lawrie Park Crescent.

Comments from Local Residents and Groups

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

Objection:

- Concern over the loss of the existing dwelling with a block of flats;
- Proposed building is both too large and block like offering no positive visual aspect;
- Out of character with the neighbours and road;
- Loss of privacy;
- Overshadowing;
- Plan is out of sync with the London Plan Matrix offering as it does 83 dwellings;
- Concern over parking and road safety;
- Concerns over flooding given the increase in hard surface;
- Concern that the new development will be shoehorned in between two heritage style buildings;
- The building is placed forward of the neighbouring properties;
- The building is located awkwardly and would appear chunky and cumbersome;
- Highly visible given the curve of the road;
- No. 10 has no allocated parking and the development in the side garden would deny the opportunity to rectify this;
- The parking layout is too tight and would result in people parking in the road;
- Insufficient parking on site as area is already heavily used;
- Concern over loss of wildlife;

- Concern over the loss of the trees;
- Loss of refuse area for No. 10.

Local Groups:

Sydenham Society (the local civic & amenity society for SE26) States that:

Support those residents of Lawrie Park Crescent and neighbouring roads who are objecting to the proposed development adjacent to The Hawthorns, 10 Lawrie Park Crescent. In the view of the Sydenham Society the proposed development in the garden to the side of 10 Lawrie Park Crescent is too high and too bulky, sits forward of the building line of number 10 and does not respect the proportions of the neighbouring pair of Victorian villas and should be classed as a backland development. This is an exceptionally sensitive site as the host properties are highly distinctive and full of character and the proportions of any development permitted in the garden should be subservient to the main property. The proposed design will compete visually with number 10 Lawrie Park Gardens, will detract from the streetscape and appear as an incongruous element in an area characterised by verdant gardens and abundant trees and shrubbery. If the proposed development is permitted it will appear to be shoehorned in to a tight space, in an area characterised by large front gardens and generous spaces between properties.

Given that backland development is generally contrary to planning policy a development at this location should only be permitted if it is seen to enhance the streetscape and bring planning gain.

The Sydenham Society objects to the development on the following specific grounds:

Proportionality

The development is disproportionately large for the size of the piece of sequestered land - which is quite small. The building is too bulky, much too high and too far forward of the normal building line. It has been described as being too chunky and cumbersome. Only the Victorian semi detached mansions are as high but no building stands so far forward. The slope and the curve of the road exaggerates the height and placement.

Density

The proposed 83 dwellings per hectare is over the recommended level in the London Plan Matrix.

Car Parking

There is inadequate provision for off street car parking both for the donor property and the proposed development. Current residents already park in the road. Failing to provide sufficient space for adequate parking, particularly on the donor site, is guaranteed to increase street parking. This is important as there are 27 new

houses with limited parking on the site opposite and there is already great competition for parking space from St Christopher's Hospice employees/visitors.

Design

The design is thought to be bland and unappealing. The facade treatment is cheap and unimaginative and could be improved significantly. It has been described as an eyesore when placed so prominently and so close to the heritage buildings from which it will detract.

Conclusion

This is a golden opportunity to produce an attractive building in a special location. In our view a lower, better designed building, set further back from the road would provide adequate parking for both properties and preserve the open and green street scene.

Comments from Consultees

Highways:

The site is located in an area with PTAL rate of 3 on a scale of 0 - 6b, where 6b is the most accessible.

Vehicular access- the access is from Lawrie Park Crescent utilising the existing access arrangement leading to the car parking area.

Car parking three spaces indicated on the submitted plans; four spaces are required. Nevertheless the size of the unit (1 bed flat) is likely to be attractive to non-car owners. By not providing car-parking facilities for the resident the development promotes greener, cleaner travel choices thus reducing reliance on the car. Therefore I am of the opinion that the development would not have an adverse impact on the parking demand within the local road network.

Cycle parking- London Plan should be adhered to; five cycle parking spaces are required.

Bin store- Indicated

No objection to the proposal; please include conditions regarding Car Parking, Refuse, Cycle, Lighting scheme, Construction Management Plan and Highway Drainage with any permission.

Drainage:

The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS

hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan. Reason: To reduce the impact of flooding both to and from the proposed development and third parties.

Policy Context

Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

According to paragraph 216 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to an Examination In Public which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016). The NPPF does not change the legal status of the development plan.

National Planning Policy Framework (NPPF) (2012):

- Chapter 6 - Delivering a wide choice of high quality homes
- Chapter 7 - Requiring good design
- Chapter 8 - Promoting healthy communities
- Chapter 11 - Conserving and enhancing the natural environment

London Plan (2016):

2.6 Outer London: vision and strategy

3.3 Increasing housing supply
3.4 Optimising housing potential
3.5 Quality and design of housing developments
3.8 Housing choice
3.9 Mixed and Balanced Communities
3.11 Affordable Housing Targets
5.2 Minimising carbon dioxide emissions
5.3 Sustainable design and construction
5.6 Decentralised energy in development proposals
5.7 Renewable energy
5.8 Innovative energy technologies
5.0 Overheating and cooling
5.10 Urban Greening
5.11 Green roofs and development site environs
6.9 Cycling
6.13 Parking
7.2 An inclusive environment
7.3 Designing out crime
7.4 Local character
7.6 Architecture
8.2 Planning Obligations
8.3 Community Infrastructure Levy

Mayors Housing Supplementary Planning Guidance 2016

Unitary Development Plan (2006):

H1 Housing Supply
H2 Affordable Housing
H3 Affordable Housing - payment in lieu
H7 Housing Density and Design
H9 Side Space
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking (see London Plan)
T6 Pedestrians
T7 Cyclists (see London Plan)
T18 Highway Safety
BE1 Design of New Development
NE7 Development and Trees

Draft Local Plan (2016):

Draft Policy 1 Housing Supply
Draft Policy 4 Housing Design
Draft Policy 8 Side Space
Draft Policy 37 General Design of Development
Draft Policy 30 Parking
Draft Policy 32 Road Safety
Draft Policy 73 Development and Trees

Planning History

There is no planning history for this site.

Considerations

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

- Principle
- Standard of living accommodation and amenity space
- Layout, Scale, Massing and Bulk and Design and Appearance
- Impact on Neighbouring Amenities
- Car Parking
- Cycle Parking
- Refuse
- Trees
- Landscaping
- Mayoral CIL

Principle:

In terms of the land use principles there are two main issues to address, the first being the loss of the garden area of No. 10 and the second being the suitability of the site for residential use. It is not disputed that both national and local plan policies promote optimising site potential and as the proposal involves the redevelopment of previously used land, the principle of its redevelopment to a more intensive level is in accordance with national planning guidance and local plan policies which encourage optimising the potential of brownfield sites.

Saved Policy H1 seeks the provision of 11,450 additional dwellings over the plan period. This is facilitated by a number of factors including the development of windfall sites and making the most efficient use of sites.

Policy H7 applies to applications for new housing developments. Applications for such developments will be expected to comply with the density matrix set out in table 4.2; have an appropriate mix of housing types; the site layout, buildings and space around buildings are of a high quality; provide adequate private or communal amenity spaces and provide off-street parking at levels no more than set out in Appendix II.

Paragraph 17 of the NPPF sets out a set of core land-use planning principles which should underpin both plan-making and decision-taking. Among others, planning should: always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; and contribute to conserving and enhancing the natural environment.

The proposal is to provide an additional housing unit at this site through utilising the former side garden of No.10. Back gardens are not included in the NPPF's definition of 'previously developed land' and consequently, careful consideration

needs to be given to the design of the proposal, highways impacts, the effect it would have on the natural environment and the impact on the amenities of local residents.

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.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. UDP Policies H7 and BE1 set out a list of criteria which proposals will be expected to meet, the criteria is clearly aligned with the principles of the NPPF as set out above.

Whilst it is appreciated that the formal sub-division of the existing plot would result in two smaller plots, however given the pattern of development in the area it is considered that this would not be significantly out of proportion with the plots and garden areas than others in the locality and as such would not have a detrimental impact on the character and appearance of the area and street scene generally.

It is considered that the subdivision of the plot to create a block of flats in this instance would be acceptable subject to further details regarding, density, design and impact on character of the area, standard of accommodation proposed, impact on neighbouring properties, parking, refuse and sustainability.

In terms of the intensification of residential units on site Policy 3.4 of the London Plan and H7 of the UDP seek to optimise housing opportunities on sites with good public transport accessibility. These Policies stipulate that priority should be given to securing a high quality environment for residents and making the best sustainable use of land. Policy 3.4 of the London Plan seeks to optimise housing opportunities on sites with limited public transport accessibility. The application site has a PTAL rating of 3. The London Plan and UDP sets the density ranges at 150 - 250 Hr/Ha for suburban areas.

The scheme proposed in this application would provide a density level of approximately 246hr/ha which is within the suburban density ranges set out above. It is important to note that density is only one element of a scheme which needs to be assessed, Policy 3.4 of the London Plan states that when making planning decision Local Planning Authorities should take into account local context and character, the design principles and public transport capacity. Developments should optimise housing output for different types of location within the relevant

density ranges as set out in Table 3.2 and where development proposals compromise this policy they should be resisted. Given the area is predominately residential it is considered that proposal in itself would be acceptable.

As such given the location the Council will consider this form of 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 additional residential dwelling units on the land is 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.

Standard of living accommodation and amenity space:

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 units are 52sqm for the 1-bed flat, 76.5sqm for the 2 2-bed units and 99.8sqm for the 3-bed unit. The nationally described space standard requires 50sqm for a 1-bed 2 person unit, 70sqm for a 2-bed 4 person and 86 sqm for a 3 -bed 5 person. On this basis, the floorspace provision for all of the units is considered compliant with the required standards and is considered acceptable.

The shape and room sizes in the proposed building are considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specific use.

In terms of amenity space, Policy H7 states that adequate private or communal amenity space should be provided with regards to new residential accommodation. The flats propose to have a balcony either to the front or rear terrace for the ground floor unit providing adequate private amenity space and given the rear garden together with the close proximity Crystal Palace Park, the provision proposed is acceptable at this location.

Layout, Scale, Massing and Bulk and Design and Appearance:

National policy on design is set out in the National Planning Policy Framework, this states that the appearance of proposed development and its relationship to its surroundings are material planning considerations. Therefore development plans should provide clear indications of a planning authority's design expectation and concentrate on broad matters of scale, density, height, layout, landscape and access.

New development should contribute towards a better quality of environment as part of a coherent urban design framework, which looks at how the urban form is used and how that form has an impact on the way development is planned. The development plan contains policies designed to promote very high standards of design, to preserve and enhance the existing character of areas to promote environmental importance, and to ensure that the natural environment is not adversely affected.

With regard to aesthetics, environmental protection and the quality of the building environment, Policies H7 and BE1 of the Unitary Development Plan, Policies 4 and 37 of the Draft Local Plan and London Plan Policy 7.4 requires new development in particular should take note of urban design principles and specific guidelines. This includes a respect for the locality and topography, the character of adjoining buildings, local materials, context and scale, a proper relationship with the street scene, the treatment of spaces between buildings, the creation of a good living and working environment, and concerns for the needs of local residents.

The scale and design of any scheme would be crucial to successfully accommodating the residential units on this site whilst respecting the adjacent residential units.

The proposed development is a modern block of flats with a pitched roof, the design concept intercedes between the existing buildings to the north and south, To the south is a taller building to reflect the height of 10 Lawrie Park Crescent. The northern building is set back, and turns to relate to the height of 12 Lawrie Park Crescent. The height is reduced to provide a more complimentary form to 12 Lawrie Park Crescent.

The design ensures that the adjacent building heights are respected, with the southern wing at approximately the same ridge and eaves level as 10 Lawrie Park Crescent, with the north wing ridge line no higher than 12 Lawrie Park Crescent.

In terms of footprint the ground floor element projects beyond the rear elevation whilst the upper floors would be roughly in-line with No. 10. Given the curve of the road the property does sit at an angle, however the siting provides side space and similar frontage as to the neighbouring sites, together with rear private garden space.

The design ethos of the scheme takes some architectural references from the adjacent housing stock and changing appearance of Lawrie Park Crescent with recent developments a more contemporary approach has been proposed. A simple palette of materials, red brickwork and feature render panels are proposed. It is considered that this modern approach would fit in well the established developments along Lawrie Park Crescent, street scene generally and the design principles set out above.

Impact on Neighbouring Amenities:

Policy BE1 seeks to protect neighbours against a loss of amenity resulting from reduced daylight, sunlight and/or overshadowing, loss of privacy and outlook. This is supported in London Plan Policy 7.6.

The location and orientation of the proposed buildings on site combined to avoid overlooking through design and arrangement.

The new building sits slightly in front of Nos. 10 and 12. The proposed relationship between the two buildings would mean that the rear of the development at ground floor would project approximately 4-5m beyond No. 12 and be approximately in line at upper levels. The Given the site tapers from the front to the rear, a side space of 1m is provided at both boundaries, however will sit approximately 8m at ground floor level and approximately 3.5m at upper floors.

It is considered that given the orientation, location of the buildings and their relationship it is considered that the development would not cause any significant loss of daylight, sunlight and/or overshadowing to the neighbouring properties.

With regards to loss of privacy the balconies at the front are to be enclosed balconies restricted the views over the front parking area and road.

Flank windows are also proposed at first second, and third floor levels. These are shown to be obscure glazed and to ensure that there is no loss of privacy from these windows a condition is also proposed requiring them to be obscured and top opening only if planning permission is forthcoming.

Car parking:

The proposed development provides 3 off-street parking spaces. The Council's Highway Officer has reviewed the current application and has not raised objections to the proposal given the sites accessibility level provision proposed.

Cycle parking:

Cycle parking is required at 1 spaces per unit. The applicant has provided details of secure and lockable storage area cycle storage for the flats comprising of 10 spaces. A condition can be attached to any permission to ensure adequate facilities are provided in line with the details set out on Drawing No. P_152 Rev 0.

Refuse:

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage for the units within the front curtilage adjacent to the disabled parking bay. The location point is considered acceptable and within close proximity of the highway for collection services. Further details regarding a containment structure can be conditioned as necessary if planning permission is forthcoming.

Trees:

Policy NE7 of the Unitary Development Plan and Policy 73 of the Draft Local Plan state 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. Tree preservation orders will be used to protect trees of environmental importance and visual amenity. When trees have to be felled, the Council will seek suitable replanting.

The application site is constricted and provides little opportunity with regard to soft landscaping. An assessment of trees within the build line of the proposed block reveal trees are of low amenity value and a mixture of shrub and hedging species. Mature trees directly impacted are limited to one false acacia situated on the left hand boundary.

The front boundary of the site is well screened with a mixture of shrub species, mainly comprised of cherry laurel. A mature lime tree is positioned in the northwest corner of the site and a mature ash tree is situated to the right of the proposed access drive. Both trees referenced T2 and T6 on the supplied tree survey have been subject to past management. The lime tree (T6) has been pollarded and has developed dense regenerative growth. This is currently breaching required clearances in the adjacent public domain.

The ash tree (T2) has been reduced and is responding well. The past management of these trees, along with the boundary positions, is why a Tree Preservation Order (TPO) was not applied upon evaluation. A focus is therefore on landscaping potential.

The design and access of the development will leave little opportunity at the front, however, the planting of a heavy standard, 'streetwise' lime tree would make an appropriate selection which is to be secured by way of condition. This will suit the position in relation to the adjacent public footpath and proposed parking bays.

The proposed felling of T2 is regrettable; however, this alone would not justify a reason to refuse the application. The replacement tree here will need to be small growing and of a fastigiate variety. This will need to be influenced by professional advice and can be reviewed as part of the submission of landscape details.

The rear cycle parking provisions appear to encroach upon the Root Protection Area (RPA) of a neighbouring, category "A" yew tree. The design of this would ideally avoid the RPA altogether, however, would at least need to demonstrate precautionary measures.

The above information would be best presented as part of an Arboricultural Method Statement (AMS) and a scheme of landscaping.

As such it is considered on balance, given the mitigation and planting methods suggested as part of the conditions contained within this report, the development would be acceptable.

Landscaping:

An indicative landscaping layout has been submitted as shown on the proposed ground floor site plan drawing that details the areas given over to garden for external amenity for future occupiers. No objections are raised in this regard. Notwithstanding this full detail of hard and soft landscaping and boundary treatment can be sought by condition.

Mayoral Community Infrastructure Levy (CIL):

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

Conclusion

The development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers, subject to suitable conditions. It is considered that the density and tenure of the proposed housing is acceptable and that the development would not be detrimental to the character 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. It is therefore recommended that planning permission is granted subject to the imposition of suitable conditions contained within this report.

Background papers referred to during production of this report comprise all correspondence on the files set out in the Planning History section above, excluding exempt information.

as amended by documents received on 04.07.2018

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: To comply with 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 UDP and in the interests of visual and residential amenity.

- 3 The materials to be used for the external surfaces of the building shall be as set out in the planning application forms and Material Schedule (dated 04/07/18) unless otherwise 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 appearance of the building and the visual amenities of the area

- 4** Details of a scheme of landscaping, which shall include use of native plant species where possible, details of all boundary treatment, 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. Furthermore all boundary treatments shall be maintained in perpetuity.

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

- 5** 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.

- 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** Unless otherwise agreed in writing with the Local Planning Authority 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 provided on Drawing P_152 Rev 0, 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.

- 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** 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 ensure satisfactory implementation of the surface water drainage proposals and to accord with London Plan Policy 5.13 Sustainable Drainage.

- 10** Before the development hereby permitted is first occupied the proposed window(s) in the southern flank elevation shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance as such.

Reason: In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan.

- 11** 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.

- 12** Details of a surface water drainage system (including storage facilities 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 system shall be completed before any part of the development hereby permitted is first occupied, and

permanently retained thereafter. 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 ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

- 13 Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) a full specification for the installation of boundary treatment works.
- e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
The London Tree Officers Association - www.ltoa.org.uk
- h) a specification for scaffolding and ground protection within tree protection zones.
- i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- j) details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- k) Boundary treatments within the RPA
- l) Methodology and detailed assessment of root pruning
- m) Arboricultural supervision and inspection by a suitably qualified tree specialist
- n) Reporting of inspection and supervision
- o) Methods to improve the rooting environment for retained and proposed trees and landscaping
- p) Veteran and ancient tree protection and management

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policy NE7 of the Bromley Unitary Development Plan (adopted July 2006) and pursuant to section 197 of the Town and Country Planning Act 1990.

14 Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- 1) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;**
- 2) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving**
 - b) tree pit design**
 - c) underground modular systems**
 - d) Sustainable urban drainage integration**
 - e) use within tree Root Protection Areas (RPAs);****
- 3) a schedule detailing sizes and numbers/densities of all proposed trees/plants;**
- 4) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and**
- 5) types and dimensions of all boundary treatments**

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with the Bromley Unitary Development Plan (adopted July 2006).

You are further informed that :

- 1 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

- 2 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk
- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 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 In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.
- 7 The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
- 8 The following British Standards should be referred to:
 - a) BS: 3882:2015 Specification for topsoil
 - b) BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
 - c) BS: 3998:2010 Tree work - Recommendations
 - d) BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
 - e) BS: 4043:1989 Recommendations for Transplanting root-balled trees
 - f) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
 - g) BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
 - h) BS: 8545:2014 Trees: from nursery to independence in the landscape - Recommendations
 - i) BS: 8601:2013 Specification for subsoil and requirements for use