

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

Application No : 18/02209/FULL1

Ward:
Chislehurst

Address : Hillcroft Southill Road Chislehurst BR7
5EE

OS Grid Ref: E: 542431 N: 170532

Applicant : Maple Properties Ltd

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of detached three storey building comprising 4 two bedroom flats and 2 one bedroom flats with 6 car parking spaces and landscaping

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 10

Proposal

This application proposes the demolition of an existing single storey dwelling house and the construction of a three storey, detached building comprising 4 two bedroom flats and 2 one bedroom flats. The building will have a height of 9.2m and will have a width of 12.2m and a length of 15.9m (17.9m previously permitted). The dimensions of the current and previous applications are summarised below:

| | Height | Width | Length |
|----------|--------|-------|--------|
| Existing | 7.9m | 12.4m | 8.9m |
| Approved | 9.2m | 12.4m | 17.9m |
| Proposed | 9.2m | 12.2m | 15.9m |

The building will have a three storey appearance with a modern design and flat roof. The upper floor will be set back from the main front building line and set in from the side wall adjacent to The Hurns.

Access to the site will be via the existing vehicle access, with 6 car parking spaces provided. A refuse and cycle store will be sited to the front of the building. The proposal will include a large communal amenity area to the rear of the building and 3 of the flats will be provided with private balconies.

Location and Key Constraints

The existing detached bungalow is located on the northern side of Southill Road on a steeply sloping site. The dwelling is sited on a higher land level than the highway with a set of steps to access the front elevation. The dwelling also has a detached garage facing the highway.

The application site is surrounded by residential properties which comprise of a mix of development density, including detached residential dwellings. A replacement dwelling has recently been constructed at The Hurns to the west of the site. The site is located adjacent to the Chislehurst Conservation Area, the boundary to which is opposite the site on the southern side of Southill Road.

Comments from Local Residents

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

Objections:

- The building design fails to respect the character of the neighbouring conservation area and the street scene
- The design and materials are considered to be out of character
- Overdevelopment of the site and excessive scale, height and number of flats proposed
- The new design is aesthetically unpleasing and will impact detrimentally on the character of the area.
- The proposal will introduce highway safety issues – insufficient car parking spaces and potential further impact on the poor road condition.

Comments from Consultees

Highways - The proposal is to demolish the existing house and replace it with a block of 4 x 2 bed and 2 x 1 bed flats. The number of flats proposed has risen from 5 x 2 bed in the previous application. There are 6 parking spaces proposed with this application. The cycle parking should be in line with the London Plan (10 spaces). The increase in the number of flats, albeit now 2 x 1bed, may lead to an increase in use of the unmade road and the potential for on-street visitor parking. I would prefer to keep new units to a minimum where possible. However there is no increase in the number of bedrooms and, given the previous permission, I think there is no sustainable highway ground of refusal.

Drainage - no objections raised subject to a standard condition.

Tree Officer - no comments made.

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.

The National Planning Policy Framework was published on 24th July 2018. According to paragraph 48 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- b) 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
- C) The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF

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.

London Plan 2015:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions

- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water Use and Supplies
- 5.16 Waste Self-Sufficiency
- 5.17 Waste capacity
- 5.18 Construction, Excavation and Demolition Waste
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and Other Strategically Important Transport Infrastructure
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 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

Unitary Development Plan (2006):

- BE1 Design of New Development
- BE13 Development Adjacent to a Conservation Area
- 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
- T18 Road Safety

Draft Local Plan

- Draft Policy 1 - Housing Supply
- Draft Policy 4 - Housing Design
- Draft Policy 8 - Side Space
- Draft Policy 30 - Parking
- Draft Policy 31 - Relieving Congestion
- Draft Policy 32 - Road Safety

Draft Policy 33 - Access for All
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 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

Other Guidance

Housing: Supplementary Planning Guidance. (March 2016)

Technical Housing Standards - Nationally Described Space Standard (March 2015)

Supplementary Planning Guidance 1: General Design Principles

Supplementary Planning Guidance 2: Residential Design Guidance

Planning History

Planning permission was granted under ref. 16/04137 for demolition of existing dwelling and erection of detached two storey 5 bedroom dwelling including accommodation in roof space.

Planning permission was refused under ref. 16/03312 at Silver Leaves for demolition of existing bungalow and the erection of a two storey building to provide 4 x residential apartments with roof space accommodation, basement parking and detached garage. The refusal grounds were as follows:

'By virtue of its overall height, width and scale, the development constitutes an overdevelopment of the site and would be considered detrimental to the visual amenities and spatial standards of the surrounding area allowing for an overtly prominent and out of character form of development, contrary to Policies H7, H9 and BE1 of the Unitary Development Plan.'

The application was subsequently allowed on appeal. The Inspector concluded that the building would have an acceptable effect on the character and appearance of the surrounding area.

Planning permission was granted under ref. 17/00477 for demolition of existing dwelling and erection of detached two storey building with accommodation in roof space comprising 4 two bedroom flats with associated car parking and landscaping.

Planning permission was granted under ref. 17/02691 for Demolition of existing dwelling and erection of detached two storey building with accommodation in roof space comprising 5 two bedroom flats with associated car parking and landscaping

Considerations

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

- Resubmission
- Principle of Development
- Design
- Standard of Residential Accommodation
- Impact on Adjoining Properties
- Highways and Traffic Issues

Resubmission

Planning permission was granted under ref. 17/02691 for a two storey building with accommodation in the roof space to provide 5 two bedroom flats. The current application seeks to erect a modern structure with flat roof to provide three storeys of accommodation and a total of 6 flats (4 two bedroom and 2 one bedroom). The building will have a similar footprint to that previously granted, however the flat roof design will result in a third floor with an increased roof bulk as a result of the vertical walls proposed. The overall height (9.2m) will match that previously granted by Members.

Principle of Development

Housing is a priority use for all London Boroughs. Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing Choice in the London Plan (2015) generally encourage the provision of redevelopment in previously developed residential areas provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space.

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

The NPPF sets out in Paragraph 11 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 NPPF says that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a 5 year

supply of deliverable housing sites. Where policies are out of date, paragraph 14 of the NPPF says that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies 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.

Under ref. 16/03312, the Council considered that the provision of a small block of flats at Silver Leaves would be acceptable for the area, and this view was shared by the Inspector when the application was allowed at appeal. Subsequently, a block of 4 flats was considered acceptable at Hillcroft under ref. 17/00477 and 5 flats under ref. 17/02691. It is therefore considered that the principle of replacing the building with a sympathetic block of flats is acceptable at the site.

Design, Siting and Layout

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.

Paragraph 124 of the NPPF (2018) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 of the NPPF (2018) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). New development shall also establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport

networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

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 new development to complement the scale, form, layout and materials of adjacent buildings and areas, and seeks to protect the amenities of neighbouring properties.

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.

It is proposed to replace an existing single storey dwelling with a three storey building with works to include the re-grading of the amenity space. The proposed building has an overall width of 12.2m, a maximum depth of 15.9m and a height of 9.2m. This is in replacement of a modest property measuring 12.4m in width, 8.1m in depth and a maximum of 7m in height. The site is steeply sloping, with a level vehicular access to the existing detached garage.

Following the grant of planning permission under ref. 17/02691, the current proposal seeks to modernise the proposed design to provide a three storey flat roofed building and an additional flat to total 6 units. Upper floor balconies will be provided for the 2 one bedroom flats at second floor level, with a balcony provided at the front of the building for one of the first floor 2 bedroom units. The modern design will add a small amount of additional roof bulk, however it will position the scale of the building at roof level further away from the Hurns and add second floor bulk in closer proximity to Alisma.

In terms of the size and scale of the new building, the height of the proposed structure sits below the ridge height of the neighbouring property, The Hurns, by 1.5m and above the ridge of Alisma to the east by 2.5m. The overall height matches that permitted under ref. 17/02691. The result of this is that the structure will read as a comfortably sited structure that follows the descent of building heights from west to east. The introduction of a modern design with a flat roof and articulated roof level is not considered to impact detrimentally on the character of the area and will take come cue from the new flat roofed elements of The Hurns.

Whilst larger than the dwelling it replaces, the building would not appear excessively bulky or incongruent, with an overall height and bulk similar to that already permitted. The design has been altered to provide a further unit along with a modern flat roofed design. Whilst this provides additional bulk to the second floor level, it is not considered that this would be harmful to the established character of the area or the way in which the building is read within the wider street scene.

On balance, Members may consider that the increase in bulk to provide an additional flat at the site would not impact harmfully on the character of the area and may be considered to comply with Policies BE1 and H7 of the Unitary Development Plan.

Residential Density

Table 3.2 of the London Plan outlines suitable residential density figures throughout London, subject to setting and public transport accessibility. Within a suburban location such as this, with a PTAL rating of 2, a residential density of 40-80 units per hectare would be expected for this type of residential development, where the average number of habitable rooms per unit is 3.1-3.8.

The site has an approximate area of 0.1 hectares. The provision of 6 units would therefore result in a site density of 60 units per hectare. Although the density standards should not be applied mechanistically, the proposed density would fall within the recommended range and therefore is considered acceptable in this case.

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 nationally described space standard requires 50m² for a one bedroom two person flat, 61m² of gross internal floor area for a two bedroom three person flat over one level and 70m² of gross internal floor area in relation to a two bedroom four person unit over one level. The floor space size of each of the proposed units in the building ranges from 50m² and up to 73m² respectively. On this basis, the floorspace provision for all of the units is compliant with the required standards and is considered acceptable.

The shape, room size and layout of the rooms in the proposed building are considered satisfactory. None of the rooms would have a particularly convoluted layout which would limit their use. The shape and room size in the proposal is considered satisfactory. The double bedroom in each flat has an indicated minimum floor area of 11.5sqm and a minimum width of 2.75m. Likewise, the single bedrooms meet the minimum 7.5 sqm area and 2.15m width. Each unit will be provided with sufficient natural light and will all be dual aspect. The development would provide sufficient levels of natural light and the house will have a dual aspect outlook.

All habitable rooms would have satisfactory levels of light and comply with the internal room space requirements as found within the Technical Housing Standards (2015).

In terms of amenity space, private amenity space is provided for only 3 the flats, however the area is spacious and the site will be provided with a large communal amenity space to the rear of the building. On balance it is considered that the provision of a large rear communal garden would satisfactory compensate for the shortfall of private amenity space in this location.

Impact on Residential Amenity

Policy BE1 in the Adopted UDP states that the development should respect the amenity of occupiers of future occupants and should also respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing.

The height of the proposal matches that granted under ref. 17/02691, with the addition of further roof bulk to accommodate the proposed second floor one bedroom flats. This additional bulk does not increase the overall roof height previously permitted and instead increases the height of the flank walls when viewed from neighbouring properties.

The additional bulk at roof level will create additional impact on the upper floor flank windows at The Hurns, which serve bedrooms and bathrooms, however the upper floor has been set 1.6m away from the two storey main flank wall, thereby providing some separation at second floor level. The overall relationship with The Hurns is considered not to be significantly different from that previously permitted and the overall change to roof bulk would not introduce a further impact in terms of visual impact or loss of light. It is also considered that there would be a minimal loss of privacy resulting from the upper floor rear balcony due to the provision of a 1.7m tall privacy screen and the fact that the steep slope of the land results in the upper floor presenting a first floor level of elevation above ground level at the back of the building. It is also noted that there will be no flank windows proposed facing either The Hurns or Alisma.

To the opposite side of the site, the proposal will retain a suitable separation of 6.5m from Alisma and there are no windows or balcony areas proposed either facing Alisma or in close proximity to this house.

The use of the building as 6 flats would intensify the use of the site, however the impact on neighbouring amenities is not considered to be significant as a result of this. On balance it is considered that the proposal would not impact harmfully on the amenities of neighbouring residential properties.

Parking and Highway Safety

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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

It is considered that the development would not have a detrimental impact on highway safety in light of the planning history and the small increase in number of flats. The number of bedrooms remains similar to the previous application and therefore there is not considered to be a significant impact on highway safety subject to conditions.

Sustainability

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.

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. Further standards and guidance are set out in the Housing SPG.

CIL

The Mayor of London's CIL is a material consideration. CIL is payable on this proposal and the applicant has not completed the relevant form.

Conclusion

Having had regard to the above it is considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area. No impact on highway safety or trees would result.

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.

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 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.

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

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

- 4** Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed in accordance with the approved details.

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

- 5** 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.

- 6** 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.

- 7** The floor(s) of the garage(s) shall be constructed at such level(s) that the gradient of the access drive(s) does not exceed 1:10 at any point, as calculated from the levels of the back edge of the footway to the front of the garage floors.

Reason: In order to comply with Appendix II of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

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

Reason: In order to comply with Policy T7 and Appendix II.7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

- 9** Prior to the commencement of the development hereby permitted, a survey of the condition of the road shall be submitted and agreed by the Local Planning Authority and any damage caused to the surface of the road during the construction phase of the development will be reinstated to a standard at least commensurate with its condition prior to the commencement of the development.

Reason: In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

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

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

- 11** 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.

- 12** 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.

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

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

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

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

- 15 Notwithstanding the details hereby approved, no development shall commence until detailed plans at a scale of 1:20 showing screening details for balconies and for the third floor communal terrace have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.**

Reason: In order that the local planning authority may be satisfied as to the detailed treatment of the proposal and to comply with Policies H7 and BE1 of the Unitary Development Plan.

You are further informed that :

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

Infrastructure Levy Regulations (2010). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010).

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

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

- 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 The applicant is advised that discharging surface water run-off to public sewer without attenuation is not acceptable.**
- 5 As Southill Road is an unadopted street/highway, the applicant is advised that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant should, therefore, also be advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Southill Road is laid out.**
- 6 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.**

If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.