

SECTION '2' – Applications meriting special consideration

Application No : 18/02745/FULL1

Ward:
Chislehurst

Address : Tahoma Lodge 70 Lubbock Road
Chislehurst BR7 5JX

OS Grid Ref: E: 543265 N: 169783

Applicant : Mr A Sargeson

Description of Development:

Conversion of two flats on the first and second floor into 5 flats (3 x one bedroom, 2 x two bedroom), insertion of two velux windows, removal of existing roof extension and replacement with larger roof extension, alterations to parking area and creation of additional vehicle crossover.

Key designations:

Conservation Area: Chislehurst
Smoke Control SCA 16

Proposal

Planning permission is sought for the conversion of two flats on the first and second floor into 5 flats (3 one bedroom, 2 two bedroom), insertion of two velux windows, removal of existing roof extension and replacement with larger roof extension, alterations to parking area and creation of additional vehicle crossover.

This will largely involve alteration within the existing structure of the building. External alterations to the building are detailed as a small roof top extension, blocking up a flank window, inserting two rooflights, and minor alterations to a flat roof section at the rear of the building. An existing external metal fire escape staircase is shown to be removed. The access bridge leading to the entrance door of the building is indicated to be rebuilt.

A new crossover adjacent to the boundary with 68 Lubbock Road is also proposed with on-site parking provision indicated at 6 spaces including the existing garage space.

A cycle store is proposed at the rear of the building with an additional refuse/recycling area is shown as additional bins on the submitted Block Plan. No works are proposed to the ground floor flat.

The application was supported by the following documents

- Design and Access Statement
- Planning and Heritage Statement
- Arboricultural Report

- Transport Statement

Location and Key Constraints

The site is located on the south side of Lubbock Road and currently comprises a three storey detached building. Much of the upper floor is contained within a steep sided roof space. The building is currently occupied as three separate flats with one flat on each floor. Two building entrances provide access and a single vehicle access is available from Lubbock Road.

The site was formerly part of a larger plot as originally built comprising the sites that now form No72 and 74 Lubbock Road and 30 and 32 Old Hill. Development of these sites appears to have taken place in the early 1980's.

The site is located within Chislehurst Conservation Area. The building is not listed or locally listed.

Comments from Local Residents and Groups

Nearby owners/occupiers were notified of the application and representations were received. Some letters have reiterated points in other letters. The main issues and points raised are summarised as follows:

Objections

- An over development and intensification of use inappropriate for a conservation area of mainly large detached houses.
- Site and position unsuitable for this kind of development.
- Concerns regarding overlooking from the glazed stairwell extension.
- Concerns regarding additional vehicle exit/entrance causing highway safety concerns and parking congestion on Lubbock Road.
- Level of parking provided is inadequate.
- Additional movements of vehicles will cause additional noise and disturbance to existing residents of the ground floor flat.
- Concerns regarding loss of trees to the front Lubbock Road.
- Loss of greenery will impact negatively on property appearance.
- Concerns regarding loss of inside structure to the house.
- Increase in parking spaces will impact on visual amenity.
- Increase in number of residents will cause increase in noise and disturbance.
- More building work not welcome.
- Comments regarding the finding of the submitted Transport Review.
- Glazed roof addition would undermine character of host dwelling and not preserve character of conservation area.
- Chimney stack serves ground floor flat and cannot be removed.
- Bats are roosting in the roof.
- Alterations to pedestrian access and provision of access stairwell will increase noise and disturbance to existing ground floor flat.
- Concerns with bin storage area.

- Concerns regarding noise impacts between floors and external car parking noise to existing ground floor flat.
- Revised access to garden will increase noise impacts to existing ground floor flat.
- Inaccuracies of the position of the red lined boundary of the application site.
- Concerns that vehicle manoeuvring will be over neighbouring access as well where there is no legal right of access.
- Comments that the site notice has not been displayed.
- Comments that the transport review is not accurate.

Officer Response

- A site notice was displayed on site on 3/7/18 confirmed by the applicant.
- Amendments have been received in respect of the commented site boundary position and transport impacts. The application was re-notified to neighbours in these respects.

Local Groups

- The Chislehurst Society has commented in summary with regard to the intensification of use and additional access exacerbating traffic and highway impacts that need to be addressed. Concerns are also raised regarding loss of trees and increased overlooking of adjacent premises from the glazed roof extension.

Comments from Consultees

APCA:

The proposal represents a considerable intensification harmful to the character of large single family dwellings and large flats where buildings have been converted. There is concern about pressure for car parking in Lubbock road and considerable loss of trees which are part of the essential character of the area.

Conservation Officer:

The proposed changes to the building and the loss of a small section of hedging to create an entrance would have only a very minor impact on the CA and I take the view that the character and appearance of the CA would be maintained.

Environmental Health Pollution Officer:

No objections

Drainage Engineer:

No comments.

Highways:

The proposal involves the conversion of Flats 2 and 1, at first and second floor level respectively into 5 x flats, with no alterations to Flat 3 at ground and basement level. Improved access is proposed by forming a vehicle new crossover opposite the existing garage.

I am satisfied with the additional information submitted in support of this application.

Tree Officer:

The application has supplied a tree survey and report detailing the tree constraints. This alleviates my concerns associated with the proposals. Trees proposed for removal on the front boundary are insignificant in terms of the conservation area. The elm tree has a low retention span as a result of Dutch elm disease. This disease takes hold in the teenage years of the species. The holly tree is likely to have been planted as part of an earlier scheme. Holly is considered a dominant species here and I have no objections with the loss of the tree to accommodate a new access.

On this occasion, I would request tree protection measures be addressed as part of any planning permission be granted.

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 Hearings from 4th December 2017 and the Inspectors 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 Policies

- 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
- 3.10 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
- 6.13 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
- 7.8 Heritage Assets and Archaeology
- 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
- 7.21 Trees and Woodlands
- 8.3 Community Infrastructure Levy

Unitary Development Plan

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- BE11 Conservation Areas
- BE14 Trees in Conservation areas
- ER7 Contaminated Land
- NE3 Wildlife Features
- NE7 Development and Trees
- NE8 Conservation and Management of Trees and Woodlands
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- H11 Residential Conversions
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T18 Road Safety

Emerging Local Plan

- 1 Housing Supply
- 4 Housing Design
- 8 Side Space
- 9 Residential Conversions
- 30 Parking
- 32 Road Safety
- 33 Access for All
- 34 Highway Infrastructure Provision
- 37 General design of development
- 41 Conservation Areas
- 43 Trees in Conservation areas.
- 70 Wildlife Features
- 73 Development and Trees
- 77 Landscape Quality and Character
- 112 Planning for Sustainable Waste management
- 113 Waste Management in New Development
- 115 Reducing flood risk
- 116 Sustainable Urban Drainage Systems (SUDS)
- 117 Water and Wastewater Infrastructure Capacity
- 118 Contaminated Land
- 119 Noise Pollution
- 120 Air Quality
- 122 Light Pollution
- 123 Sustainable Design and Construction
- 124 Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

Supplementary Planning Guidance

SPG1 - General Design Principles

SPG2 - Residential Design Guidance

Housing: Supplementary Planning Guidance. (March 2016)

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

SPG: Chislehurst Conservation Area Statement

Planning History

There is no recent planning history relating to the site except for works to trees in 2014.

Older records indicate two applications in 1997 relating to removal of walls at ground and basement levels and a replacement staircase to the property.

Considerations

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

- Principle
- Density
- Design and Heritage Impact
- Standard of residential accommodation
- Highways
- Neighbouring amenity
- Sustainability
- Trees
- Other (drainage/flooding/noise/pollution)
- CIL

Principle

The NPPF (2018) 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 an up to date local plan, applications should be approved without delay. Where a plan is out of date, permission should be granted unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

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.

Policies including 3.3 of The London Plan 2016, H1 of the UDP 2006 and Draft Policy 1 have the same objectives. The London Plan's minimum target for Bromley is to deliver 641 new homes per year until 2025.

Policy H11 states that a proposal for the conversion of a single dwelling unit into two or more self-contained residential units or into self-contained accommodation will be permitted provided that the amenities of occupiers of neighbouring dwellings will not be harmed by loss of privacy, daylight or sunlight or by noise and disturbance; the resulting accommodation will provide a satisfactory living environment for the intended occupiers; on street or off street parking resulting from the development will not cause unsafe or inconvenient highway conditions nor affect the character or appearance of the area; and the proposal will not lead to the shortage of medium or small sized family dwellings in the area.

Draft Policy 9 reiterates this approach but refers more generally to housing choice to ensure that a conversion does not impact detrimentally to housing choice in a given locality.

The host property is a large detached building occupied over the ground and upper floor as three single residential units on each floor with a good level of internal floor space. Given the size of the property it is not considered that its conversion to smaller sized flatted units will lead to a loss of medium or small size family dwellings. On this basis the principle of further conversion appears acceptable in principle only, subject to compliance with other policies as assessed below.

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 2 and is within a suburban urban setting. In accordance with Table 3.2, the recommended density range for the site as a whole would be 40-80 dwellings per hectare or between 150-250 habitable rooms per hectare.

The LPA's software indicates the site area to be approximately 1800m². The cumulative density of the building as a whole including the ground floor flat would be approximately 34 dwellings per hectare per hectare.

The proposed cumulative density of the resultant conversion would therefore be considered acceptable. However, a numerical calculation of density is only one aspect in assessing the acceptability of a residential development. 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.

Design and heritage Impact

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.

The NPPF sets out in section 16 the tests for considering the impact of a development proposal upon designated and non-designated heritage assets. The test is whether the proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset and whether it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits. A range of criteria apply.

Paragraph 196/197 state where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset

Within or adjacent to a Conservation Area Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a requirement on a local planning authority in relation to development in a Conservation Area, to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

Interpretation of the 1990 Act in law has concluded that preserving the character of the Conservation Area can not only be accomplished through positive contribution but also through development that leaves the character or appearance of the area unharmed.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

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 127 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.

Policy BE1 and H7 of the UDP set out a number of criteria for the design of new development. With regard to local character and appearance development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping and relationships with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

Policy BE11 of the UDP requires that in order to preserve or enhance the character or appearance of conservation areas, a proposal for alteration or extension to a building within a conservation area will be expected to respect or complement the layout, scale, form and materials of existing buildings and spaces; respect and incorporate in the design existing landscape or other features that contribute to the character, appearance or historic value of the area; and ensure that the level of activity, traffic, parking services or noise generated by the proposal will not detract from the character or appearance of the area.

Policy H8 states that the scale, form and materials of construction should respect or complement those of the host dwelling and be compatible with development in the surrounding area, space or gaps between buildings should be respected or maintained where these contribute to the character of the area and dormer windows should be of a size and design appropriate to the roofscape and sited away from prominent roof pitches, unless dormers are a feature of the area.

The Chislehurst Conservation SPG details the size plots and grandeur of residences as a characteristic of the conservation area incorporating Camden Park Road, Lubbock Road and Lower Camden.

The alterations to the external fabric of the building are minimal with the main alteration being the addition of the glazed roof extension and minor alterations to a flat roof to the south east corner of the building. The structure will replace an

external terrace and existing smaller glazed structure. The structure is required to allow stairwell access to the upper level. An existing external metal fire escape staircase is shown to be removed and the access bridge leading to the entrance door of the building is indicated to be rebuilt. A first floor south east flank window will be blocked up with matching materials and two small roof lights are indicated within the existing roof slope.

The Council's Conservation Officer has reviewed the scheme and not raised concern with the proposed alterations.

As such the extensions and other alteration are considered to be very modest and appear to preserve the character and appearance of the building and conservation area.

A new vehicular entrance to provide an in-and-out arrangement is proposed. It is noted that this will not substantially increase the hardstanding on the front curtilage from the current level although some loss of visual amenity will take place due to the loss of some category C trees to create the additional vehicle entrance. A landscaping scheme has been indicated on the site plan that shows the related car parking arrangement in this in this respect. The minor loss of greenery in the context of the wider streetscene is not considered sufficient to withhold planning permission as the overall character and appearance of the conservation area will be maintained in this regard.

Standard of residential accommodation

In March 2015 the Government published The National Technical Housing Standards. This document prescribes internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. The Gross Internal Areas in this standard will not be adequate for wheelchair housing (Category 3 homes in Part M of the Building Regulations) where additional internal area is required to accommodate increased circulation and functionality to meet the needs of wheelchair households.

Policy H7 of the UDP sets out the requirements for new residential development to ensure a good standard of amenity. The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. The standards apply to new build, conversion and change of use proposals. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including refuse and cycle storage facilities) as well as core and access arrangements to reflect the Governments National Technical Housing Standards.

The London Plan makes clear that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3)

'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The relevant category of Building Control Compliance should be secured by planning conditions.

The floor space of the proposed flats is 50m² for the two person flats, 61m² for the three person flat and 70m² for the four person flat respectively. The nationally described space standard requires a GIA of 50m² (single level 1 bed 2 person flat), 61m² (single level 2 bed 3 person flat) and 70m² (single level 2 bed 4 person flat) respectively in relation to the number of persons and bedrooms provided in each unit in this building. On this basis, the floorspace GIA provision for all of the units is compliant with the required standards.

The shape, room size and layout of the proposed flats are considered satisfactory. It is noted that the constraints of the existing building limit the alterations to some extent. On balance, none of the rooms would have a particularly convoluted layout which would limit their use to an unacceptable standard of quality. All habitable rooms would have satisfactory levels of light and outlook.

All units must benefit from a minimum of 5m² private amenity space for one or two person dwellings and an extra 1sqm should be provided for each additional occupant (Standard 26). It is noted that a communal space is provided in lieu of this which is considered acceptable in this case.

Highways

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 transport issues should be considered from the earliest stage of both plan making and when formulating development proposals and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

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.

The Council's Highway Officer has reviewed the application and raised no objections to the level of parking provision or the creation of the additional vehicular access that is provided for the additional flats subject to securing and maintaining suitable visibility splays.

Two vehicle turning areas are provided within the site at the northern side and a second to the south. Although the south turning area is in part over adjacent land

on a shared vehicle access way, a complete turning area is located within the site to the north. This is deemed acceptable for vehicles to enter and exit in a forward gear.

On this basis the provision for parking and highway impacts for the additional flats are not considered to have a significant impact on the surrounding road network.

Cycle parking

Cycle parking is required to be 1 space per studio/1 bedroom flats and 2 spaces for all other dwellings. The applicant has provided details of a location for cycle storage within the rear north west flank curtilage of the site. A planning condition is recommended as necessary in this regard for further details to provide for detailed bicycle storage numbers and to secure a suitable lockable area in perpetuity.

Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of a refuse storage area with additional bins provided for the upper level flats adjacent to the side of the main access steps. A planning condition is recommended as necessary in this regard for further details.

Neighbouring amenity

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 outlook from all elevations from predominantly the same window apertures as existing. Notwithstanding the increased intensity of occupation proposed the proposal is not considered to increase overlooking or loss of privacy detrimentally to surrounding residential uses.

Concerns have been raised regarding increased overlooking and loss of privacy from the stairwell atrium extension. The extension is a circulation space to provide access to the upper level flats where persons will pass through generally without lingering. The extension also removes a previous external terrace area. On balance it is considered that privacy will be improved with a reduction in potential overlooking due to the alterations. A planning condition is recommended to prevent the remaining small area of flat roof being used as an external terrace/balcony.

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.

London Plan Policy 5.4 Retrofitting, details the environmental impact of existing urban areas should be reduced through policies and programmes that bring existing buildings up to the Mayor's standards on sustainable design and construction.

No specific details are proposed within the scheme or other measures to promote a sustainable building. An informative is recommended to ensure that the development strives to achieve the above sustainability objectives.

Trees

Policy NE7 of the UDP advises that when considering development proposals, the Council will seek the retention and the long-term health and stability of as many trees as possible. Trees and shrubs are located within the plot which should be retained within any proposal.

Policy BE14 states that development will not be permitted if it will damage or lead to the loss of one or more trees in conservation area, unless (i) removal of the tree/s is necessary in the interest of good arboricultural practice, or (ii) the reason for the development outweighs the amenity value of the tree/s. (iii) in granting permission for the development, one or more appropriate replacement trees of a native species will be sought either on or off site through the use of conditions or planning obligations.

The Council's Tree Officer has not raised objection in principle following review of the submitted Arboricultural Report containing a Tree Survey and Tree Constraints Plan as detailed above. This is subject to details of tree protection measures being submitted and approved prior to the commencement for any works on site.

Ecology

London Plan Policy 7.21 states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy NE5 of the UDP gives safeguarding to protected species in development.

Third party comments have been received that bats maybe present in the roof structure of the building. It is recommended that an inspection is carried out and a

report is provided prior to commencement of any works on site in this respect. A planning condition is recommended in this regard.

CIL

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

Conclusion

Taking into account the issues discussed above it is considered that the development proposed would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers. It is considered that the development would not be detrimental to the character and appearance of the conservation 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.

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 16.08.2018

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 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

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 (i) 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 prior to construction of any above ground works
(ii) 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.

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

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

- 6 No development shall commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall cover:-

- (a) Dust mitigation measures.
- (b) The location and operation of plant and wheel washing facilities
- (c) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
- (d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
 - (i) Rationalise travel and traffic routes to and from the site.
 - (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.
 - (iii) Measures to deal with safe pedestrian movement.
- (e) Construction hours of operation.
- (f) Full contact details of the site and project manager responsible for day to day management of the works.

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply Policy T5, T6, T7, T15, T16 and T18 of the Unitary Development Plan and Policy 5.3 of the London Plan.

- 7 Before the development hereby permitted is commenced, details of the specification and position of fencing (and any other measures to be taken) for the protection of any retained tree shall be submitted to and approved in writing by the Local Planning Authority. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be retained during the course of building work.

Reason: In order to comply with Policies NE7 and NE8 of the Unitary Development Plan to ensure works are carried out according to good arboricultural practice and in the interest of the health and visual amenity value of trees to be retained.

- 8** The vehicle turning area as detailed on the Drawing 171002_S1_P1C within the site shall be provided before any part of the development is first occupied and shall be permanently retained thereafter.

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

- 9** No wall, fence or hedge on the front boundary or on the first 2.5 metres of the flank boundaries shall exceed 1m in height, and these means of enclosure shall be permanently retained as such

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

- 10** Before any part of the development hereby permitted is first occupied that part of a vehicle sight line of 28m x 2.4m x 27m which can be accommodated within the site shall be provided in both directions at the new vehicle entrance and with the exception of trees selected by or the Local Planning Authority no obstruction to visibility shall exceed 1m in height in advance of this sight line, which shall be permanently retained as such.

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

- 11** Before the access hereby permitted is first used by vehicles, it shall be provided with 3.3m x 2.4m x 3.3m visibility splays and there shall be no obstruction to visibility in excess of 1m in height within these splays except for trees selected by the Local Planning Authority, and which shall be permanently retained thereafter.

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

- 12** 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.

- 13** 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.

- 14 The ceilings and walls between the existing ground floor flat and the upper floors of the building shall be so adapted as to achieve a reasonable resistance to airborne sound as far as is practical having regard to existing construction. These works shall be implemented before the use of the additional flats hereby permitted commences in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and shall be permanently retained thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and to ensure a satisfactory standard of amenity for adjoining properties.

- 15 No building works shall take place until a survey has been carried out to ascertain if any bats are roosting in the buildings concerned. If any bats are discovered, details shall be submitted to and approved in writing by the Local Planning Authority of the timing of the works and any necessary mitigation measures. The works shall be carried out in accordance with the approved timing and mitigation measures.

Reason: In order to comply with Policies NE3 and NE5 of the Unitary Development Plan and in order to safeguard the interests and well-being of bats on the site which are specifically protected by the Wildlife and Countryside Act 1981 (as amended).

- 16 The use of the flat roofs adjacent to the second floor stairwell extension on the building hereby approved shall be as set out in the application and no development or the formation of any door providing access to the roof shall be carried out, nor shall the roof area be used as a balcony, roof garden or similar amenity area.

Reason: In order to prevent any unacceptable loss of privacy to adjoining properties and the area generally and to comply with Policy 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 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.**