

SECTION '2' – Applications meriting special consideration

Application No : 18/02700/FULL1

Ward:
Farnborough And Crofton

Address : Bassetts Day Care Centre Acorn Way
Orpington BR6 7WF

Objections: Yes

OS Grid Ref: E: 543814 N: 164728

Applicant : London Square Developments Limited

Description of Development:

Proposed replacement of consented 3 no. 4 bed houses and 3 no. 5 bed houses (plots 39-40 and 49-52) of application ref. 15/04941/FULL3 and the replacement with two three storey blocks of flats to provide 10 no. one bed units and 12 no. two bed units with 24 associated vehicle spaces and 36 cycle spaces

Key designations:
Smoke Control SCA 11

Proposal

This application seeks full planning permission for the replacement of 6 consented family houses (comprising of 3 x 4 bed and 3 x 5 bed) to provide 22 residential flats with 24 parking spaces (comprising of 10 x 1 bed and 12 x 2 bed) at Site A (Plot 39 and 34 - Block C2) and Site B (Plot 49 to 52 - Block D3) within the former Bassetts Campus site. This proposal would provide an uplift of 16 residential units and 6 parking spaces within the whole of former Bassetts Campus site. The detail of the proposed and overall housing mix and tenure including the differences are tabled below:-

	<i>Approved</i>	<i>Proposed</i>	<i>Difference</i>
<i>1b/1p Flat</i>	0	5	+5
<i>1b/2p Flat</i>	23	28	+5
<i>2b/3p Flat</i>	8	14	+6
<i>2b/4p Flat</i>	22	28	+6
<i>3b/5p Flat</i>	2	2	0
<i>3b/5p House</i>	5	5	0
<i>4b/6p House</i>	10	9	-1
<i>4b/7p House</i>	42	40	-2
<i>5b/8p House</i>	3	0	-3
<i>Total units</i>	115	131	+16

The approved 2 x 5 bed detached houses at Site A (Plots 39 and 40) would be replaced by a 3 storey residential block (Block C2) providing 5 x 1 bed and 6 x 2 bed flats with 11 parking spaces. The proposed building would measure 11.7 metres high, 20 metres wide and 18 metres deep at its maximum depth. It should be noted that length of this proposed building has been reduced during the course

of this application and is sited approximately 4 metres away from the canopy of the tree group (TG8).

The approved 3 x 4 bed terrace houses and 1 x 5 bed detached house at Site B (Plot 49 to 52) would be replaced by a part 3 storey residential block (Block D3) providing 5 x 1 bed and 6 x 2 bed flats with 13 parking spaces including a visitor's space. The proposed building would measure 11.8 metres high, 13.6 metres deep and a maximum 27.8 metres wide at its maximum width. It should be noted that part of the site B would be positioned 350mm closer to the Bassetts Pond than the approved dwelling in this location.

The proposed 2 bedroom units are all designed with dual aspect. Each of the proposed units including 1 bed units would be provided with a private balcony and an internal storage area of a size compliant with the national space standard requirements.

The access to the former Bassetts site including Site A and Site B would remain the same, off Starts Hill Road. The access to the estate is controlled via a private gate and this would ensure the proposed parking spaces including visitors' parking spaces would be available for the future occupiers.

Each of the proposed buildings would be provided with a communal cycle storage area and a communal waste storage area. Solar panels are proposed within the roof space to provide on-site renewable energy.

The proposal would not result in a net loss of trees or planting. An updated landscaping scheme (Addendum) indicates that 2 additional trees would be added at the entrance of Site A and additional planting would also be introduced to the front of the proposed building, adjacent to the parking bays.

New hedgerow planting would be introduced adjacent to the Bassetts pond. A proposed street tree next to the visitor parking bay would become obsolete at Site B.

The external materials of the building would be a combination of red brick and render and this would be compatible to the design and appearance of the approved development.

The application is supported by the following documents:

Planning Statement (Montagu Evans, Dated June 2018)

This statement summarises the proposed development, pre-application and consultation works, planning application history, relevant development plan policies and planning merits of the proposal. The planning merits are: -

- Delivery of 22 high quality new homes on previously developed land to assist the meeting of identified needs;
- Optimisation of land and meeting the local need and demand for smaller units.
- Provision of S106 contributions towards on-site affordable housing, education and health infrastructure in the Borough;

- Making best of a constrained site without demonstrable adverse impacts on the amenity of existing or future residents.

Design and Access Statement (Stanford Eatwell Architecture, Dated November 2018)

This document describes the difference between the approved and proposed scheme. A schedule of consented and proposed accommodation along with the associated layout and access arrangement, car parks, cycle storage and landscaping are provided.

Statement of Community Involvement (prepared by Cascade, Dated June 2018)

This report indicates that a pre-application consultation with residents in the area and the Council's ward members for Farnborough and Crofton and residents was carried out in May 2018. A newsletter outlines the proposal and a questionnaire along with a free-post envelope was sent to the residents in the area. A dedicated website was also set up for residents to respond. A total of 75 responses were received. The key areas of interest and discussion were:

- Impact on existing traffic along Starts Hill road
- Number of parking spaces proposed and potential overspill into neighbouring road;
- Impact on infrastructures;
- Recognition there is local demand for 1 and 2 bed apartments.

The feedback received has been considered by the applicant and a total of 24 parking spaces proposed on Site A and B comply with Bromley's upper limited parking standard and London Plan. A total of 181 parking spaces would be provided across the site.

Landscape Statement Addendum (Prepared by FABRIK, Dated July 2018)

This document highlights the difference between the approved and consented scheme associated to site A and site B.

Site A: 1 additional parking bay has been added to Site A. The covered shelters over the parking bays have been removed. New and additional planting would be introduced at the front of the building. The planting mix has been based on the palette used in the consented scheme. 2 trees have been added to the main entrance along with additional buffer planting to the end of 3 car parking bays. Prunus avia, has been selected to respect the site wide tree planting strategy set out within the consented planning application and also to match the trees on the opposite side of the road.

Site B: 7 new parking spaces and associated hard paving would be added in the area which was previously a private rear garden. A low retaining wall and railing will be required to the east and south of the car park to address levels changes in this area. 1 proposed street tree has been removed together with the planting at the end of each car parking bay adjacent to the area. The private rear gardens with their path and sheds have been omitted.

Daylight and Sunlight Assessment (Prepared by Point 2 Surveyors Ltd; Dated 21st May 2018)

This report indicates that 9 windows within 16 Arden Grove were assessed and the technical analysis shows that the proposal would meet the VSC criteria, with no window experiencing more than 4% change from its existing value. This is well within the 20% reduction permitted by the Guidelines and will have an imperceptible effect upon the daylight to the windows within this proposal. The no Skyline assessment shows that there is no detectible change in the distribution of light within any of the rooms within the property. Therefore, the impacts are fully compliant with the BRE Guidance. The effect of the proposal will be very similar to the previously consented houses it is replacing.

Environmental Noise Assessment (Prepared by Paragon Acoustic Consultants; Dated 29th May 2018)

This report includes a noise survey which confirmed the site is not subject to an unacceptable level of noise for residential purpose and would comply with the World Health organization guidance, BS:8233:2014 Guidance on sound insulation and planning policy guidance.

Vehicle Noise Assessment to No. 16 Arden Grove (Prepared by Paragon Acoustic Consultants, Dated 29th May 2018)

Vehicles movements and noise associated to the use of parking spaces located to the rear of 16 Arden Grove has been assessed. This report indicates that the proposal is unlikely result in loss of amenity to 16 Arden Grove.

Flood Risk Assessment (Prepared by Banrard & Associates Ltd, Dated May 2018)

This report indicates that the site is located within flood zone 1 and is not subject to fluvial flooding. The proposal would not increase storm water run-off above the previously approved drawing proposed under planning reference 15/04941/FULL3. The future occupiers will not be vulnerable and can safely access and egress the development via a dry route surrounding the site.

Phase III Geo-environmental Investigation (Prepared by AP Geotechnics: Dated 6th June 2018)

This report indicates 22 windowless samplers holes were investigated and supported by a programme of in-situ and laboratory testing. This report indicates that the use of spread and piled foundations for the proposed buildings will be required. The contamination results were within acceptable limit and no remediation is expected to be required.

Arboricultural Impact Assessment (Prepared by KEEN consultants; Dated May 2018)

This report confirmed all the proposed dwellings are outside the root protection area of retained trees hence no special measures are required for their construction. No further trees would be removed as a result of this proposal. There is an area of parking for Site B that coincides with a root protection area. However, this area would be smaller than the previous approved scheme. The hard surfacing should follow the guidance of BS5837. All services and utility installation is sited remote from trees. New and replacement trees would be provided as part of this proposal and would ensure sustainability of green infrastructure in the future.

Energy Strategy (Prepared by DESCO Design and Consultancy Ltd; Dated 25th May 2018)

The total site carbon emissions (CO₂) are calculated as 26.95 kg CO₂ per year (TER) and 17.517 kg CO₂ per year (DER). Various technologies are considered and whilst wind turbines, combined heat and power, ground source heat pumps, centralised CHP, biomass boiler and air source heat pumps are not considered appropriate the use of photovoltaic panels, solar hot water, air source heat pumps and decentralised CHP are considered feasible and appropriate. Following the Be Lean, Be Clean, Be Green principles, the total reduction in emissions from energy efficiency measures is therefore calculated as 17.517 kg CO₂ per year, which equates to a reduction of 35% (% of TER).

Updated extended phase 1 survey and assessment (prepared by Richard Graves Associates Dated May 2018)

Part of the site, a pond and its surrounding area is designated as Site of Importance for Nature Conservation (SINC). The majority of the site comprise of buildings, hard standing and amenity grassland which are of low intrinsic ecological value and one large mature tree and a small area of unimproved acid grassland which are also of high ecological value. The previous report (2015) also noted that the SINC and an area of acid grassland had significant potential for enhancement which would lead to benefits in accordance with national and London Biodiversity Action Plans and potentially the improvement in the favourable nature conservation status of any European Protected Species (EPS) present.

Previous survey work undertaken by Richard Graves Associated Ltd found the SINC and some former buildings to support EPS, specifically bat and great crested newts (GCN). Badger setts were also present on site.

Appropriate mitigation licences and method statements were put in place to allow the demolition of the buildings as detailed in the planning consent (15/04941/FULL3), and the closing of disused mammal holes. As such, much of the site is now either built out or part of an active construction site. The SINC pond has protected and enhanced for EPS, with a new gabion wall installed, and hibernacula and refuge areas for GCN provided within the surrounding terrestrial habitat. Retained mature trees and the acid grassland habitat have been protected by Heras type fencing, and active badger setts still remain on site.

The following site wide measures are recommended to minimize the impact:

- Site A and B will be subject to the requirements of the Ecological Management and Mitigation Strategy, submitted and approved to discharge condition 30 of planning consent 18/04941/FULL3);
- Any construction activity adjacent to the pond (Site B) will need careful supervision and an ecologist should be present during the works where considered necessary. Adequate tree protection fencing will also need to be in place prior to construction;
- Appropriate protection and mitigation measures must be put in place during construction of site A, such as fencing to protect the adjacent acid grassland habitat and having ramps into excavation pits to allow badgers safe means of escape.

- The site should continue to be monitored for Japanese knotweed during construction activities.

Bat Survey 2018 report (prepared by Richard Graves Associates; Dated June 2018)

Two dusk and dawn bat activity surveys were conducted in 2018 at the site covering site A and Site B as well as the remaining parts of the site. Common pipstrelle bats have been recorded commuting and foraging within and along the green and blue infrastructure across the site. Bat Activity was recorded in close proximity to site A and site B. However, site A and site B offer negligible bat roost potential and given the size and scale are considered to generally possess limited interest for bats overall. Further bat monitoring/bat survey is scheduled for 2019 to provide more information on the Bassetts bat population within the construction areas, including surrounding terrestrial and aquatic habitats.

Exterior lighting Assessment Site A and Site B replan (prepared by Desco Design and Consultancy Ltd; Dated 29th May 2018)

This report indicates 3 columns mounted and 3 bollard luminaires are required in car park areas and the pathway. The light output would be controlled using integral louvers to minimise upward light spillage. The impact of external lighting on biodiversity has been considered. The external luminaires would be LED lamps instead of mercury or metal halide lamps which emit high levels of UV. The luminaires would comprise of louvers and diffusers which direct light to the required areas and avoid unnecessary light spillage and upward light pollution. Low level bollards have been used and heights of columns have been kept to a minimum.

Car park management plan (prepared by WSP; Dated June 2018)

This document includes a car park management strategy which indicates parking spaces will be provided on a right to park basis with the leases including an allocated space. The right to park will be sold along with leases and freeholds to the residential properties but can be separated such that spaces can be reallocated should there be no demand from specific properties. An accessible car parking space would be provided for each wheelchair accessible dwelling. The visitors parking spaces would be managed by the estate and a private parking enforcement company will be appointed to monitor parking within the estate. Parking regulations and enforcement will be set up to ensure the spaces will not be rented out or sold to any third party.

Transport Statement (Prepared by WSP; Dated May 2018)

The vehicular access would be via Starts Hill. The trip generation expected to be generated by the uplift of this proposal has been modelled and can be accommodated by the approved site access. The trip generation analysis is based on the park hours between 8am to 9am and 4pm and 4 pm to 5pm. The layout of the car parking and the site in general has been tested for operability using swept path analysis.

The 2011 census shows the average number of car ownership per household is 1.44 cars for a house and 0.6 car per flat. In this respect, it is reasonable to expect a significantly lower car ownership among the flats and a lower parking demand

across the site as a whole. A total of 124 cars are therefore anticipated for the whole site (54 houses and 77 flats).

The proposals include an increase in the number of parking spaces across the site from 175 to 181. Of these, 77 spaces will be allocated to flats, representing a provision of 1 space per flat. 99 spaces are provided for houses at a ratio of 1.83 spaces per house, increasing from 1.68 spaces per house when compared with the pre-application scheme. 20 percent of parking spaces will be equipped with electric vehicle charging facilities. A further 20 percent of the spaces will be equipped with the necessary ducting should the demand for charging spaces exceed the supply.

The current proposal contains a significant proportion of (59%) 1 and 2 bedroom flats and each dwelling would be allocated with a minimum of 1 parking space. The proposed development seeks to maximise the level of car parking on site whilst providing facilities to encourage the use of non-car modes (such as cycle parking, electric vehicle charging and the measures outlined in the Travel Plan). It is not expected to have an adverse impact on the local transport network.

Construction Logistics Plan (Prepared by WSP; Dated 2018)

Outlines the potential construction vehicle routing and frequencies and assesses the anticipated impacts of construction traffic. Sets out that loading and unloading of materials would occur within the site boundary, minimising the likelihood of congestion on highways surrounding the site. A number of further mitigation measures are proposed including setting of delivery times and consolidating deliveries where feasible, limiting the size of vehicles to be used and providing on-site wheel washing facilities.

Location and Key Constraints

The former Bassetts Day Care Centre site, including the Bassetts Pond measures approximately 2.56 ha in area and is located to the east of Starts Hill Road and to the north of Farnborough Common (A21). The Bassetts pond is designated as a Site of Importance for Nature Conservation (SINC) in the Council's Proposal Map.

The construction works are on-going since planning permission was granted to provide 115 new dwellings in 2016. As part of the original consent, the Bassetts Pond is being preserved with mitigation measures to enhance the biodiversity of the site. A new gabion wall has been installed and hibernacula and refuge areas for Great Crested Newts are provided within the surrounding terrestrial habitat.

The application site, Site A and Site B are located within the former Bassetts day Care Centre site which measures approximately 1,730sq.m in area. Site B is located to the north of Bassetts pond, with parts of the eastern site boundary having a common boundary with the residential property at No 16 Arden Grove.

Darrick Wood Junior School is located approximately 400 metres north from the site and Princess Royal University Hospital is located approximately 500 metres from the site. The public transport accessibility of the site is rated at 1b. There are 2 bus routes (R4 and 358) operating in the area. The nearest bus stop is located approximate 166 metres from the site on Starts Hill Road.

Comments from Local Residents and Amenity Societies

Nearby owners/occupiers were notified of the application by letter. Site notices were displayed and an advertisement was placed in the local press. At the time of writing this report a total of 32 letters of objection were received. The grounds of objection are summarised as follow:

Inadequate parking spaces

- The proposed parking standard would comply with the maximum requirement in the London Plan. However, this is not adequate for the suburbs. The site has limited public transport service and residents rely on private motoring in this area;
- Each proposed unit would have more than one car. However, no garage would be provided. The 12 additional car park spaces would be inadequate. The unmet parking demand will spill out onto the neighbouring busy road.
- 24 parking spaces would be provided for 22 flats instead of the original 12 spaces for six houses.
- The school house on Starts Hill Road is comprised of 20 x 1 and 2 bed apartments and has 26 designated car parking spaces and 3 visitors' spaces. The number of proposed parking spaces has been underestimated;
- Each dwelling was approved with 2 parking spaces. The parking space ratio would drop to 1.09 spaces per residence.
- The proposal would provide 24 parking spaces for 22 flats. However, this represents an uplift/ net increase of 6 parking spaces for the wider site. London Square has asserted that car ownership for flat dwellers is lower than house dwellers. However, it should be noted that the proposed flats will be occupied by at least 2 adults and possibly more in the 2 bedroom flats. Occupiers living in the new flats within the Bassetts site have advised that they have 2 cars. There is a high dependency upon the car in the local area. 44 parking spaces should be provided instead of 24 spaces.
- The local authority has failed to insist the PRU hospital adhered to its promise to provide better on-site parking. The proposal increases the parking problem in the area. The provision of the cycle rack would not ease parking problems in the area.

Impact on parking and traffic conditions on Starts Hill Road and neighbouring roads

- Increase parking pressure and traffic on the neighbouring roads which are already being used by hospital staff and visitors. On-street parking within 400 metres from the site is already at capacity. Large vehicles (caravans and buses) often cannot get through with parked vehicles;
- The proposal will increase the number of cars in the area and result in further congestion to the nearby village school including Darrick wood school, A 21 and A232;
- Broadwater Gardens is an exit only route for the whole Darrick Wood Estate, Bridle Way and State Farm Avenue. The proposal would increase parking pressure on Broadwater Gardens. Pinecrest and Arden Grove are already full of non-resident vehicles;

Impact on traffic safety due to inadequate parking spaces

- Unsafe for cyclist cycling along Starts Hill Road with more vehicles parked on a narrow road. Residents' drives are blocked by inconsiderate parking and the proposal would be harmful to traffic safety.
- Increased chance of accidents with more residents on Starts Hill Road during rush hour periods. The proposal would also increase traffic hazards for school children using Starts Hill Road to school and have an impact on air quality.
- Vehicles are unable to access the estate when vehicles are parked on opposite sides of the road in an inconsiderate manner.

Excessive cycle storage spaces

- The cycle spaces provision is 1.5 spaces per flat and this is not an alternative for car spaces. Bicycles are stored in house to avoid theft and not store outside in a bike space. The proposed 36 cycle storage spaces are not likely to be fully used by residents. The cycle rack at the Sainsbury's in Locksbottom has never been parked with more than 2 bicycles.

Inadequate infrastructure

- Increase intolerable pressure on already overstretched local infrastructure (GP practice, hospital and school). The PRUH, Kings College Hospital is currently under special measures. Farnborough Primary had had a recent planning application rejected. The proposal would have an adverse impact on the quality of life for the existing community.
- Inadequate power and water utilities has occurred for a number of years. Broadwater Gardens already suffer from power cuts. A new substation should be provided to support the additional demand;
- Inadequate bus services in the area as there is only a R4 bus route on Starts Hill Road;

Impact on biodiversity

- The proposal would impact on biodiversity as an oak tree is being removed and a hedge has been replaced by a fence. Hedgehogs have not been seen since the building works commenced.
- Destruction of protected trees and wildlife. A number of trees have already been lost. The proposal would result in a further loss of green space in a conservation area which is unacceptable. 120 trees were felled and more mature trees will need to be removed to facilitate the proposed new blocks.
- The proposal would result in encroachment to green spaces and further loss of trees. There are protected great crested newts and bats near the pond and surrounding area. It is essential to maintain a healthy bat population and keep a right eco-balance.

Housing mix and need for family accommodation

- The site is more suitable for family rather than young couples. The approved plans provide a good mix of family housing of differing sizes with associated gardens/landscaping. The proposal would result in a disproportionate number of flats and would have a significant impact on the skyline.
- There is demand for family accommodation near to Darrick Wood School. Many existing 3 bed family houses have been extended in the area and it is clear that there is a demand for larger family homes. Justification put

forward by the applicant is not supported. The cost of miscalculations of housing provision by the developers should not have to be accommodated by the surrounding area.

Scale, layout and appearance

- The proposed two additional residential blocks would represent overdevelopment in an area already over-developed and over-populated. There was an over-concentration of dwellings in the approved scheme. However, the approved scheme did cover a reasonable spread of property types including detached dwellings which are suitable for the area. This proposal is driven by profit. The site is located in a conservation area but lip service appears to be being paid
- Out of character with the two storey houses on Starts Hill Road. The proposal would not be sympathetic to the surrounding buildings including houses in Arden Grove. The proposal would be taller than the houses on Arden Grove. The building completed behind No.14 Arden Gove is towering over the neighbouring properties and is not in keeping with the architecture of Arden Road. The proposal would dramatically change the character of Arden Road for the worse.
- The proposed parking spaces within the site may be used as an area of congregation for people.
- A meeting was arranged by London Square a few years ago and residents were advised that the proposed 3 storey buildings would not be taller than the surrounding properties due to the land levels. The 3 storey buildings are taller than the neighbouring houses. It appears some of the land levels within the site and not explained.

Impact on neighbouring residential amenities

- The proposal would be 5 metres closer to the neighbouring properties resulting in loss of natural light during the afternoon and evening hours, overshadowing, overlooking, loss of privacy, visual impact upon the residents on Arden Grove, in particular No. 10 and No.5 Arden Grove.
- Increase noise levels due to the close proximity of properties and parking spaces.
- The ground levels of the new properties being built around the pond in the site have been elevated. There is a retaining wall of approximately 5-6 foot around the water. No information is provided regarding to ground or slab levels. The proposed property is close to the pond and it is presumed that the newly elevated height will be continued and next to the pond. The proposal would effectively create an almost 4 storey building in height when compared with the 2 storey properties in Arden Grove.
- There are existing trees located between the proposed building and the neighbouring properties which are providing a degree of screening to the neighbouring properties. The proposed building would reduce the level of partial screening enjoyed by the residents during winter time.

Other

- Planning consent should be obtained prior to advertising the proposed units.

Consultee comments

Internal:

LB of Bromley - Housing

Officers have no comment regarding to the proposed housing mix for the overall site. The financial viability report including finding provided by the agreed independent consultant suggested that the level of affordable housing can only be 2 intermediate units. It would be difficult to find a registered provider to manage 2 units. Clarion Housing Association currently manages the affordable housing within the Bassetts Day Care site and it would be beneficial for Clarion Housing Association to take on the additional units.

LB of Bromley - Trees

The updated drawings would provide a further offset in excess of 2 metres from the tree grouping and would now enable more sympathetic pruning in the long term. An updated Arboricultural Method Statement (AMS) and landscaping scheme should be secured by planning conditions. Informatives to state works to comply with the British Standards

(a) BS: 3998:2010 Tree work - Recommendations and (b) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations should be attached.

LB of Bromley - Highway

The site has a low PTAL rating and is not located close to local facilities. The proposed parking ratio would be reduced from 1.5 spaces to 1.4 spaces per dwelling. The proposal would provide 9 visitors parking spaces and this would be the same as the approved scheme. However, it is considered that at least 3 parking spaces should be provided. UDP Policy requires 1 parking space to be provided for each flat, 1.5 spaces for each terrace and 2 spaces for each detached house. A drawing indicating the allocation of all parking spaces including the wider site should be provided and confirmed. The dimension of parking bays should comply with the space standard. 20% of the parking spaces should be provided with electric charging outlets and a further 20% of spaces should be identified for future conversion at a later date should there be any further development. The provision of 10% disabled parking spaces with a 1.2 metres accessibility zone to the rear and side is considered acceptable.

The trip generation analysis and the swept path analysis are provided and are considered satisfactory. The provision of cycle storage should be in line with the London Plan requirement. The Council is preparing to provide a cycle link from Locksbottom to Orpington Station and a financial contribution of £15,000 should be secured. Two car clubs spaces are proposed and the first space should be installed prior to the occupation of the unit. The second car club space should be installed if the usage of the first car club vehicle is over 25% during the evening and weekends over a year. The first car club space should be provide prior to the first occupation of the development with a minimum of 2 years free car club

membership and 20 hours of free drive time for each unit. The car club should be ideally located on the highway and also available for residents living near to this gated development.

LB of Bromley - Waste

The submitted drawings indicate that adequate storage provision would be provided.

LB of Bromley - Drainage Engineer:

No further comment will be provided for this revision.

LB of Bromley - Environmental Health

No objection to the proposal following the review of the Phase III Geoenvironmental Investigation (AP Geotechnics Report 4462 v3, 6 June 2018), Exterior Lighting Assessment (Desco Report 1382-63-RPT-02, 29 May 2018), Transport Statement (WSP Report 70011373, May 2018) and Vehicle Noise Assessment (Paragon Acoustics Report 3547_VNA_1, 29 May 2018).

External

Transport for London (TfL)

The nearest section of the Transport for London Road Network (TLRN) is 300 metres from the site. The site has a Public Transport Accessibility Level (PTAL) of 1b, which is considered to be very poor. The developer proposes to include 24 parking spaces as part of the scheme. With respect to the maximum parking standards for an Outer London area with a PTAL level of 0-1, set out in Policy T6.1 of the draft London Plan, this is considered to be acceptable. The proposed number of cycle spaces should be increased by 3 spaces (to a total of 39 spaces) for compliance with Policy T5 of the draft London Plan. The developer should ensure that the design of the cycle parking meets standards set out in Chapter 8 of the London Cycling Design Standards (LCDS). The proposed number of cycle parking spaces should be increased for TfL to support the proposed development.

Orpington Field Club

The proposal would result in a reduction of terrestrial habitat, albeit garden which will reduce foraging habitat for great-crested newts (especially Site B), invertebrates (and therefore foraging bats) and birds. The Updated Phase 1 Habitat Survey and Assessment documented the retention of the non-native and highly invasive and poisonous cherry laurel (*Prunus laurocerasus*) around the pond whilst there was no mention of the retention of willows which are very important for invertebrate species and species associated with pond habitat. The Updated Phase 1 Habitat Survey and Assessment also highlights an area of former amenity grassland that has not been managed for some time and is now considered to be semi improved grassland (bordering neutral). The Orpington Field Club would recommend that:

- Recommendations set out in the Updated Phase 1 Habitat Survey and Assessment are followed.

- The non-native, highly invasive cherry laurel (*Prunus laurocerasus*) and broad-leaved bamboo (*Sasa palmata*) must be removed from the pond area.
- We were pleased to see management plans for the pond area and acid grassland detailed in the Ecological Management and Mitigation Strategy.
- Since there is now an additional area of semi-improved grassland, this should be managed as hay meadow with one cut per year in autumn and removal of arisings to increase invertebrate prey for bats (and birds) and as mitigation for the loss of terrestrial habitat associated with the new proposals. This would also fit in with management of the acid grassland, though it would be important that if cut on the same day with the same machinery the acid grassland is cut before the semi-improved grassland to prevent any of the species of the semi-improved grassland being introduced to the acid grassland area.
- The production and distribution of leaflets to residents explaining the importance of these areas for wildlife.

Secured by design

Should planning permission be granted, a planning condition requiring the proposal to achieve secured by design accreditation should be attached. The proposal should be able to achieve the security requirements of Secured by Design with the assistance of the south east Design out crime officers and Secured by Design document "New Homes 2016". Developers are reminded that relevant doors and window should be tested to the relevant security standards and fully certificated by an independent third party accredited by UKAS (Notified Body). Secured by Design guidance documents can be found on the website www.securedbydesign.com.

Historic England - Archaeology

Archaeology fieldwork and historic building recording has been completed for the site as part of a previous application. No further archaeological work is required and there is no ongoing archaeological interest on the site. No further assessment or conditions are therefore necessary.

Natural England

Natural England has no comment to make on this application. The Standing advice published by Natural England should be used to assess the impact on protected species and your own ecology services should be consulted. The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. LPAs are advised to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

Environment Agency

No comment to make on this planning application as it falls outside Environment Agency remit as a statutory planning consultee.

Thames Water

Waste Comments

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

Water comments

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. The following informative should be attached to this planning permission.

1. 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.

2. The proposed development is located within 15m of Thames Waters underground assets, the development could cause the assets to fail if appropriate measures are not taken. Thames water guide 'working near our assets' should be follow to ensure works are in line with the necessary processes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-ourdevelopment/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

3. There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>

Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that the determination of these applications must be made in accordance with the plan unless material considerations indicate otherwise.

The list below is not an exhaustive list of policies, it contains some of the most relevant policies to the application:

Government Planning Policy Guidance/Statements
National Planning Policy Framework (2018) (NPPF)
National Planning Guidance Framework (March 2014) (NPPG)

London Plan 2016

2.6 Outer London: vision and strategy
3.1 Ensuring equal life chances for all
3.3 Increasing housing supply
3.4 Optimising housing potential
3.5 Quality and design of housing developments
3.6 Children and young people play and informal recreation facilities
3.8 Housing choice
3.9 Mixed and balanced communities
3.12 Negotiating affordable housing
3.13 Affordable housing thresholds
3.16 Protection and enhancement of social facilities
5.1 Climate change mitigation
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
5.9 Overheating and cooling
5.10 Urban Greening
5.11 Green roofs and development site environs
5.12 Flood Risk Management
5.13 Sustainable drainage
5.21 Contaminated Land
6.3 Assessing effects of Development on Transport Capacity
6.9 Cycling
6.10 Walking
6.12 Road Network Capacity
6.13 Parking
7.1 Lifetime neighbourhoods
7.2 An Inclusive Environment
7.3 Designing Out Crime
7.4 Local Character
7.5 Public realm
7.6 Architecture
7.13 Improving air quality

7.15 Reducing noise and enhancing soundscape

7.19 Biodiversity and access to nature

8.2 Planning Obligations

8.3 Community Infrastructure Levy

London Mayor's SPD/SPG

Homes for Londoners - Affordable housing and viability (2017)

Housing SPG (2015)

Sustainable Design and Construction SPG (2014)

Shaping Neighbourhoods: Character and Context (2014)

Shaping Neighbourhoods: Play and Informal Recreation (2012)

Planning for Equality and Diversity in London (2007)

Accessible London: Achieving an Inclusive Environment (2004)

Unitary Development Plan

H1 Housing Supply

H2 Affordable Housing

H7 Housing Density and Design

H9 Side Space

T1 Transport Demand

T2 Assessment of Transport Effects

T5 Access for People with restricted mobility

T6 Pedestrians

T7 Cyclists (see London Plan)

T9 Public Transport

T10 Public Transport

T12 Residential Roads

T15 Traffic Management

T18 Highway Safety

BE1 Design of New Development

BE4 Public Realm

BE7 Railings, Walls and Means of Enclosure

NE3 Nature Conservation

NE7 Development and Trees

NE12 Landscape Quality and Character

ER4 Sustainable and Energy Efficient Development

ER7 Contaminated Land

ER10 Light Pollution

ER15 Water Conservation

IMP1 Planning Obligations

Bromley SPD/SPG

Planning Obligations SPD

Affordable Housing SPD

Draft Local Plan

Draft Policy 1 - Housing Supply

Draft Policy 2 - Provision of Affordable Housing

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 34 - Highway Infrastructure Provision
Draft Policy 37 - General Design of Development
Draft Policy 113 - Waste Management in new Development
Draft Policy 115 - Reducing Flood Risk
Draft Policy 116 - Sustainable Urban Drainage Systems
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, Decentralised Energy Networks and renewable energy

Emerging Planning Policy

Statutory public consultation on the draft London Plan commenced on the 1st of December 2017 and is now closed. This is the first substantive consultation of the London Plan, but it has been informed by the consultation on 'A City for All Londoners' which took place in Autumn/Winter 2016. The current 2016 consolidation London Plan is still the adopted Development Plan. However the Draft London Plan is a material consideration in planning decisions. It gains more weight as it moves through the process to adoption, however the weight given to it is a matter for the decision maker.

The Council is preparing a Draft Local Plan. Weighting of draft policies is guided by paragraph 216 of the National Planning Policy Framework and paragraph 19 of the Planning Practice Guidance (Local Plans). Accordingly as Local Plans pass progress through formal stages before adoption they accrue weight for the purposes of determining planning applications.

Planning History

- 15/04039/EIA - EIA not required
EIA Screening Opinion in respect of Demolition of existing building and redevelopment of site to provide 116 new residential dwellings (use Class C3) including the retention of and residential conversion of Bassetts House, together with associated car and bicycle parking and landscaping

- 15/04941/FULL3 - granted
Demolition of existing buildings except Bassetts House. Redevelopment of site comprising alterations to and change of use of Bassetts House to residential (Class C3) and conversion to form 13 flats (7 x 1 bed, 4 x 2 bed and 2 x 3 bed), erection of 102 dwellings (16 x 1 bed flats, 26 x 2 bed flats, 5 x 3 bed houses, 52 x 4 bed houses and 3 x 5 bed houses); and associated car parking (175 spaces), cycle parking and landscaping (including new boundary treatment) and other associated works.

- 15/04941/AMD - granted

AMENDMENT: Replacement of Arboricultural Method Statement dated October 2015 with recently approved Arboricultural Method Statement dated August 2016 in wording of Condition 2 of application 15/04941/FULL3.

- 16/04383/ADV - granted

Two non-illuminated gantry signs and five banner flags adjacent to Bassetts House

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The following planning conditions and applications associated to planning application 15/04941/FULL3 were granted:

- 15/04941/COND24: Condition 29 - Proposed Pedestrian Access to Plot 92
- 15/04941/COND26: Condition 6 - Proposed Boundary Treatment.
- 15/04941/COND22: Condition 11 - Privacy screening
- 15/04941/COND21: Condition 28 - Stage 2 Road Safety Audit
- 15/04941/COND20: Condition 30 - Ecological Management and Mitigation Strategy
- 15/04941/COND18: Condition 35 - Archaeological Evaluation
- 15/04941/COND17: Condition 33 - Site Wide Energy Assessment and Strategy
- 15/04941/COND16: Condition 26 - Surface Water Drainage Details and Condition 32 - Surface Water Drainage Scheme
- 15/04941/COND15: Condition 22 - Light the Access Drive and Car Park and Condition 31 - Lighting Strategy
- 15/04941/COND14 Condition 35 (A) - Implementation of a Programme of Building Record; Condition 35 (B) - Implementation of a Programme of Archaeological Evaluation
- 15/04941/COND13: Condition 36 - Piling Method Statement
- 15/04941/COND12: Condition 30 - Ecological Management and Mitigation Strategy
- 15/04941/COND11: Condition 25 - Construction Management Plan
- 15/04941/COND10: Condition 24 - Car Park Management
- 15/04941/CONDT9: Condition 23 - Stopping up of Access from Broadwater Gardens
- 15/04941/CONDT8: Condition 20 - Refuse and Recycling Storage and Condition 21 - Cycle Storage
- 15/04941/CONDT7: Condition 14 - Tree Protection Fencing Details.
- 15/04941/CONDT6: Condition 12 - Minimise Risk of Crime
- 15/04941/CONDT5: Condition 8 - Slab Levels
- 15/04941/CONDT4: Condition 7 - Car Port Details
- 15/04941/CONDT3: Condition 6 - Boundary Treatments
- 15/04941/CONDT2: Condition 5 - Landscaping
- 15/04941/CONDT1: Condition 4 - Bassetts House External Materials
- 15/04941/CONDIT: Condition 3 - New Build Dwellings and External Materials
- 17/01624/FULL1 - granted

Erection of entrance gates with brick wall and piers across the vehicular access road to Bassetts Campus from Starts Hill Road serving the residential development granted under ref. 15/04941/FULL3

- 17/00958/ADV - granted

Two internally illuminated fascia signs to front and side elevations of marketing suite (Plot 99).

- 18/02404/FULL4 - currently under consideration
- Section 106A application to amend the terms of the legal agreement attached to planning permission ref. 15/04941/FULL3

Considerations

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

- Land Use/Principle of Development
- Housing Issues
- Design
- Standard of residential accommodation
- Highways
- Neighbouring amenity
- Sustainability
- Trees and biodiversity
- CIL and planning obligations

Land Use / Principle of Development

The National Planning Policy Framework (NPPF) states in Paragraph 11 that there is 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. NPPF Paragraph 117 requires planning policies and decision to promote an effective use of land in meeting the need for homes while safeguarding and improving the environment and ensuring safe and healthy living conditions.

The London Plan Policy 3.3 requires the Borough to make provision for at least 641 additional dwelling completions per year 2015-2025. UDP Policy H1 seeks to meet the minimum required housing supply target and make the most efficient use of land.

In June 2016, planning permission was granted for the redevelopment of this site to provide housing. This proposal would introduce additional housing and positively contribute to the Council's housing supply. It is considered that the proposal would be acceptable in land use terms. However, consideration should be given to the identified planning issues and these are assessed in the following sections of this report.

Housing Issues (density, mix and standard of accommodation)

- 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). This approach is supported by UDP Policy H7.

The site has a PTAL rating of 1b and is within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be between 150-200 habitable rooms per hectare or 35-55 dwellings per hectare. The proposed residential density of the Bassetts site would be increased from 196 to 202.7 habitable rooms per hectare which is marginally above the recommended density threshold. However, Paragraph 3.28 of the London Plan states residential density is only the start of planning housing development, not the end. It is not appropriate to apply Table 3.2 mechanistically. Its density ranges for particular types of location are broad, enabling account to be taken of other factors also relevant to optimising potential such as local context, design and transport capacity which are particularly important. The London Housing SPD (para. 1.3.9) also states that it is essential when coming to a view on the appropriate density for a development that proper weight is given to the range of relevant housing quality as set out in the London Plan (Policy 3.5 and chapter 7 of the London Plan).

- Mix

The London Plan seeks to achieve mixed and balanced communities. London Plan Policy 3.9 states that communities should be mixed and balanced by tenure and household income, supported by effective design, adequate infrastructure and an enhanced environment. Policies 3.11 and 3.12 confirm that Boroughs should maximise affordable housing provision, where 60% of provision should be for social housing (comprising social and affordable rent) and 40% should be for intermediate provision where priority should be accorded to the provision of affordable family housing. This is supported by UDP Policies H2 and H7.

The proposed amendment would provide an uplift of 22 residential units with a wider housing mix including 1 bed/1 person unit and 2 additional affordable units (intermediate units) which would make a positive contribution to housing supply in the Borough. Whilst 6 larger private family houses would be replaced by smaller units, it should be noted that there are 56 family units would be retained on site, of which 54 of these family units are houses. As such, it is considered that proposal is acceptable in terms of housing mix as a high proportion of family housing can be maintained. Furthermore, the 2017 London Strategic Housing market Assessment indicates that the net annualised requirement for new homes in London is 65,878 between 2016 and 2041, of which 55% of these units should be 1 bed, 16% should be 2 bed, 14% should be 3 bed and 15% should be 4 bed or more. The provision of additional 1 or 2 bed units is supported at this location.

- Affordable housing

The financial viability assessment submitted within the application indicated that the proposal would not be viable to provide affordable housing based on a small surplus and a payment in-lieu was proposed. This report has been assessed by an independent viability consultant who confirmed that 2 intermediate units would be the maximum reasonable amount of affordable housing that can be provided on

site. The applicant has confirmed that 2 intermediate units can be provided on site and this will be secured via a s106 legal agreement.

As a result of the changes in housing mix with less private family units across the wider site, the education payment secured under the original permission would be reduced and there will be an overpayment of education contribution of £19,715. The applicant has agreed that this overpayment can be added onto the financial contribution on affordable housing. This will also be secured via a S106 legal agreement.

Having considered the number of retained large family houses at the wider site and the fact that the proposal would provide a better range of housing type and choice, it is considered that the proposal would be acceptable and would comply with the policies above.

- Inclusive Design/Wheelchair units

Policy 3.8 of the London Plan requires 10% of new housing to meet building regulation M4 (3) 'wheelchair user dwellings'. Bromley's Affordable Housing SPD confirms that 10% of all housing including affordable housing should be wheelchair accessible in developments of 20 or more units.

In line with the policy requirements, 2 additional units should be provided within the site and no additional wheelchair units have been indicated. However, it should be noted that a total of 12 wheelchair units have already been secured under the previous consent. In this case, one additional wheelchair units would be required when considering the overall provision across the site. This provision would be secured by a planning condition. The remaining units would be required to be provided and comply with building regulation M4 (2) Accessible and adaptable dwellings and Policy 3.8 of the London Plan. These provisions would be secured by planning conditions.

- Standard of accommodation

(Floor area)

The technical housing standard - Nationally described space standard, UDP Policy H7 and the Residential Standards SPD sets out the requirements for new residential development. The Mayor's Housing SPG, which was updated in March 2016 sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out baseline and good practice standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including cycle storage facilities) as well as core and access arrangements.

	<i>Minimum required internal floor area (sq.m)</i>	<i>Proposed internal floor area (sq.m)</i>
<i>1bed/1 person</i>	39 with bathroom 37 with shower room	39.3 to 40.7

<i>1bed/2 person</i>	50	50
<i>2bed/3 person</i>	61	62.2 to 64.5
<i>2bed/4 person</i>	70	72.2

Officers are satisfied that all of the proposed units are compliant with the space standards. It should be noted that the proposed internal floor areas are all above the requirement confirming adequate internal living space can be provided.

(Floor to ceiling)

Standard 31 of the London Housing SPG states that "A minimum ceiling height of 2.5 metres for at least 75% of the gross internal area is strongly encouraged". All proposed homes meet the minimum National Described Space Standard and would be provided with bedrooms and dedicated storage areas, which meet the minimum requirements.

(Dual aspect)

Standard 29 of the London Housing SPG states that "Single aspect dwellings that are north facing or exposed to noise level which contained 3 or more bedrooms should be avoided. The proposed 2 bedroom units are all designed with opening windows on at least two sides. Whilst the proposed one bedroom units are designed as single aspect, the proposed floor plans have also been annotated with essential furniture which demonstrates that all units could comfortably accommodate the necessary furniture and circulation spaces. All habitable rooms would be provided with a window with good outlook. It should be noted that some of the one bed single aspect units are south facing. As such, it is considered a good quality internal living environment would be provided for the future occupiers.

(Private outdoor space)

Standard 26 and 27 of the Housing SPD states a minimum of 5sq.m private outdoor space should be provided for a 1 to 2 person dwelling and an extra 1sq.m should be provided for each additional occupant. The minimum depth and width for all balconies should be 1500mm.

The proposal would comply with the minimum required internal space standard and each unit would be provided with a private balcony or private terrace ranging between 5sq.m to 7.4sq.m. As such, it is considered that adequate private outdoor space would be provided for the future occupiers.

- Outdoor playspace

The Mayor's 'Shaping neighbourhoods: Play and informal recreation' SPG sets a benchmark standard of a minimum of 10sq.m of child plays space per child for new development. Based on the mayor's SPG and the child yield calculator, a minimum of 10sq.m for 1 child would be required.

As part of the approved scheme, an area of playspace has been identified in the approved landscape plans and site layout, with indicative play equipment shown. Given that a child play area has been identified within the wider Bassetts site and the additional child yield would be limited to 1, it is considered that adequate and

acceptable child play opportunity can be provided for the future occupiers and the proposal would comply with London Plan Policy.

Design

In this section of the report, officers will consider the acceptability of the design of the proposed buildings, having regard to:

- Height, scale and massing
- Quality or architecture and detailed design

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

London Plan Policy 7.4 'Local Character' requires developments to have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. Policy 7.6 'Architecture' states that buildings should be of the highest architectural quality, be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm and comprise details and materials that complement, not necessarily replicate, the local architectural character; not cause unacceptable harm to surrounding amenity or land in relation to privacy, overshadowing and microclimate; incorporate best practice in resource management and climate change; provide high quality indoor and outdoor spaces and integrate well with the surrounding streets; be adaptable to different activities and land uses; meet the principles of inclusive design; and optimise the potential of sites.

Policy BE1 requires that new development is of a high standard of design and layout. It should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas and should respect the amenity of the occupiers of neighbouring buildings.

Scale and massing

The proposed buildings mark an increase in building scale when compared with the approved buildings within the site. Officers have given consideration to the acceptability of this in the context of the character and appearance of the surrounding area. The prevailing height in the surrounding area is of 2 to 3 storeys buildings including the locally listed Bassetts building. As part of the approved development, the newly completed buildings are also between 2 to 3 storeys in height. Objections have been received in relation to the scale, massing and height of the proposed building which considered that the proposed height is not in keeping with the surrounding area and represent over-development.

Site A: It is proposed to replace 2 detached houses with a three storey residential building. The detached houses comprise of three floors and each measure 9.8

metres wide (with a combined width 19.6 metres), 7.6 metres deep and 10.5 metres high. The proposed building would measure 20 metres wide, 11.7 metre high and 18 metres deep. It is noted that the scale and massing of the proposed building would be increased when compared with the approved scheme. However, it should be noted that the height of the proposed building would be limited to 11.7 metres and would not be significantly higher than the approved scheme or the adjacent houses (Plot 38 and Plot 40 measures 11.4 metres). The plot size of Site A measures 23 metres wide and 36 metres deep. Having considered the differences in scale and massing and the plot size of the site, it is considered that the scale and massing of the proposed three storey residential building would be acceptable and would be compatible with the approved development within the wider Bassetts site.

Site B: It is proposed to replace 3 terraced houses and a detached house with a three storey residential building. The terrace houses comprise of three floors measuring 10.8 metres deep, 15.4 metres wide and 11.3 metres high. The detached houses also comprise of three floors measuring 7.6 metres deep, 9.8 metres wide and 10.5 metres high. The proposed building would measure 11.8 metres high, 13.6 metres deep and 27.8 metres wide of a scale greater than the approved scheme. However, the proposed building would be sited on a parcel of land of generous size measuring approximately 30.6m wide and 30m deep. The proposed building would also be limited to three floors and of a height comparable to the approved buildings constructed within the site. On balance, it is considered that the scale and massing of the proposed building would be acceptable.

- Detailed design and materiality

The proposal does represent a more intense development when compared with the approved scheme and layout. However, the siting and layout of the proposed buildings are well designed and aim to optimise the potential of the site. The proposed buildings would be facing a private access road and would fit in with the overall form and layout of its approved development within the estate.

Officers have given regard to the detailed design of the proposed buildings and consider them to be well-proportioned with appropriate solid to void ratios. The design is contemporary and would adequately reflect the newly completed residential buildings within the estate. The detailing is considered to successfully break down the scale and massing of the proposed building. The key elevations of the proposed buildings are well articulated with a good vertical proportion typically in a symmetrical arrangement and avoid any unduly monotonous appearance. The proposed windows would be surrounded by reconstituted stone. The external materials would comprise of red brick (Wienerberger Hathaway Brindled Multi Red Stock brick with natural colour mortar), clay vertical hanging tile (Marley Eternit Hawkins Fired Sienna), white ashlar render and clay roof tile (Marley Eternit Hawkins Dark Heather). It is considered that the selection and choice of proposed external finishes are acceptable and of good quality. It is therefore considered the proposal would positively integrate with its surrounding area and the proposal would provide a good quality built environment.

Residential amenities

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.

- Sunlight and daylight

A daylight and sunlight assessment prepared in accordance with the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' is submitted as part of this application. The Vertical Sky Component (VSC) test has been applied. This test measures the amount of daylight received at the centre of the window face, before and after the proposed development is constructed. This is considered to be the most appropriate test for measuring the level of impact upon a neighbouring residential building. When the VSC is below 27% as existing, the BRE guidelines recommend that daylight values are not reduced by more than 0.8 of the former value (i.e. more than a 20% reduction in daylight as a result of the proposal).

Site A: Based on the siting of the proposed buildings, 16 Arden Grove is the nearest neighbouring property which would be affected by the proposal. A total of 9 windows (which includes all rear facing windows and a ground floor front window) are tested. The result demonstrates that the VSC value would be ranged between 29.24% and 31.38% and above the required 27%. The result also indicates that no window would experience more than 4% change from its existing value and this well within the 20% reduction permitted by the BRE guidelines. Officers therefore consider that impact of this proposal would be imperceptible and the residential amenities in terms of daylight remain acceptable.

With regards to sunlight, the BRE guidance states that only windows with an orientation within 90 degrees of the south need be assessed. An annual probable sunlight hour (APSH) is used to measure the amount of sunlight that a given window may expect over a year period. The BRE guidance recognises that sunlight is less important than daylight in the amenity of a room as the impact is heavily influenced by its orientation. Given that the windows within 16 Arden Grove face north and there are no windows within 90 degrees of south, the sunlight test is not a consideration for this property.

In summary, the proposal will have a negligible effect upon the daylight enjoyed by 16 Arden Grove. The proposal would comply and meets the BRE guidance and would not result in a significant or unacceptable harm to neighbours' amenities.

Site A and Site B: In terms of impacts upon No. 5 Arden Grove and 14 Arden Grove, the proposed buildings would be located in excess of 20 metres away from the flank and rear wall of the neighbouring properties. Due to this distance, it is considered that the proposal would not have a significant impact on residential amenities in terms of loss daylight and sunlight.

- Outlook, loss of privacy and sense of enclosure

Site A: The proposed three storey building would be visible from Starts Hill Road, as per the approved detached houses with front and rear windows. However, it should be noted that the proposed building would be sited approximately 36 metres from the front the front walls of 56 and 58 Starts Hill Road. Due to this distance, it is considered that the proposal would not have an adverse impact in terms of loss of outlook, loss of privacy and unneighbourly increase sense of enclosure.

Site B: The rear wall of the proposed three storey building would be sited approximately 4.1 metres closer than the approved scheme to the flank wall of 16 Arden Grove. However, it should be noted that a distance of 11.4 metres will be maintained and there are habitable room windows located opposite to the neighbours habitable room windows. It should also be noted that the proposed rear facing windows serve a bathroom, landing and communal corridor windows. Officers note that objections on residential amenities are raised, the proposal would maintain a good rear and side distance between the proposal and the neighbouring property. The previous scheme is designed with habitable room windows facing the neighbouring property and the current proposal is designed without any habitable room windows facing the neighbours' property and its garden. Furthermore, it should be noted that the proposal would be screened by mature trees. Having compared the approved scheme and the proposed internal layout, it is considered that the proposal would not have a significantly greater impact on residential amenities enjoyed by the neighbouring properties.

With regard to the nearby properties on Arden Grove, the flank wall of No. 14 Arden Grove is sited 18.5 metres from the rear of Site A. The front wall of No. 5 Arden Close is located 24 metres from the rear of the Site A. Due to the distance and the rear facing windows being non-habitable room windows, it is considered that the proposal would not have an adverse impact on residential amenities.

- Noise

5 additional parking spaces would be introduced to the rear of Site A and would be located approximately 14 metres from the rear and flank wall of No. 16 Arden Close. A vehicle noise assessment is submitted and the results indicate that an acceptable internal and external sound environment will be achieved in accordance with the British Standard BS8233:2014 and no mitigation measures would be required. It is therefore considered that the additional parking spaces being located 14 metres away from the neighbouring properties would be acceptable and would not result in any undue harm on residential amenities.

Highways

The site is located within an area with poor access to public transport links (PTAL rating of 1b, on a scale between 0 to 6b where 0 is worst and 6b is best). There are a number of representations received from local residents and objections are raised on the grounds of traffic, parking and highway safety conditions in the area and the proposed parking spaces being inadequate. The site is located close to the Princess Royal University Hospital with vehicles parked on both side of Starts Hill

Road creating traffic hazards for cyclist and buses travelling along Starts Hill Road and the neighbouring road.

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. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. 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, UDP and draft Local Plan Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. The proposal would provide 10 one bed and 12 two bed units and the proposal would provide a total of 24 parking spaces.

The London Plan sets a maximum parking standard for residential development which states that less than 1 parking space should be provided per 1 to 2 bed units, up to 1.5 parking spaces should be provided for 3 bed unit and up to 2 parking spaces should be provided for 4 or more bed units. The parking standard required by the London Plan is (up to) 22 spaces and the proposal would provide 24 parking spaces.

The UDP sets a parking standards which requires 2 parking spaces be provided for each semi-detached or detached house, 1.5 parking spaces per terrace and 1 parking space per flat. The parking standard required by the UDP is also 22 spaces and the proposal would provide 24 parking spaces.

The draft Local Plan requires 1 space be provided for each 1 to 2 bed unit and 1.5 spaces be provided for each 3 bed unit. The proposal would comply with the parking required as set out in the draft Local Plan.

In addition, it should be noted that each of the proposed dwellings (1 or 2 bed) would be allocated with 1 parking space and the remaining 2 spaces would be allocated for the residential accommodation within the approved scheme. As such, it is considered that adequate parking provision can be provided for the future occupiers and the proposal would not be contrary to the policy requirement above.

With regard to the parking provision within the wider Bassetts Campus site, it is noted that the proposed parking ratio for the overall site would be reduced from 1.5 spaces per dwelling (175 spaces and 115 units) to 1.4 spaces per dwelling (181 spaces and 131 units) when compared with the approved scheme. However, it should be noted that the proposal would continue to meet the adopted parking standards set out in the London Plan and the UDP.

Based on the maximum standards in the London Plan and the updated proposed housing mix (75 x 1 or 2 bed, 7 x 3 bed and 49 x 4 bed), less than 184 parking spaces should be provided. The proposal would provide 181 and would comply with London Plan Policy.

The Council's UDP requires 2 spaces to be provided for semi-detached and detached houses, 1.5 spaces to be provided per terrace house and 1 space to be provided per flat. Based on the proposed housing mix and taking this into account more than 1 space should be provided for terrace, semi-detached and detached dwellings, and a minimum of 165 parking spaces should be provided. The proposal would provide 181 parking spaces and would comply with UDP policy.

For sites with a PTAL rating of 0-2, the Draft Local Plan requires a minimum of 1 space for 1-2 bedroom units, a minimum of 1.5 spaces for 3 bed units and at least 2 spaces for larger (4+ bedroom) units. In this instance and given the low PTAL rating of the site, 184 parking spaces would be required. Whilst the proposal would provide 181 spaces, it should be noted that the draft Local Plan Policy 30 is yet to be adopted and can only be afforded limited weight at this stage. Given that 181 parking spaces would be provided and the proposal would comply with adopted London Plan and UDP standards, it is considered that adequate parking spaces would be provided for the future occupiers.

Officers have noted that the site is not located within an area with good public transport accessibility, it would be essential to ensure the proposed parking spaces are provided for the future residents within the site and the parking spaces would be used by the future residents in the most effective and efficient manner. The applicant has advised that each of the proposed semi-detached houses and detached houses would be provided with 2 allocated parking spaces and each of the new flats would be provided with a minimum of 1 parking space. The remaining/surplus parking spaces including 9 visitors and wheelchair parking spaces would be allocated, managed and reviewed by the freeholder of the site based on the demand and need of the future residents living within the estate. In order to ensure that the parking spaces would be made available and provided for the future residents only, it is considered that the parking provision and a car parking management plan be secured via a planning condition.

As part of this application and to encourage sustainable travel behaviour, two car club spaces are proposed and would be provided in agreement with the Council's Highways Department. The first car club space shall be installed prior to the first occupation of the units. The second spaces would be provided should the usage of the first car club vehicles/spaces be over 25% during weekend and evening over a year. The car club facilities will be open for the members of public to use and would assist to reduce the demand for private ownership in the area. It is considered these provisions would adequately mitigate any unexpected demand of car use.

The Transport Assessment submitted with the application demonstrates that the local transport network can adequately accommodate trips from the development. The capacity modelling demonstrates that the net vehicular trip generated by the site can be accommodated by the site access. Swept path analysis is provided and demonstrates vehicles can safely access the parking spaces.

The London Plan (2016) requires a minimum of 20% of all car parking spaces to be provided for electric vehicles. The proposed plans indicate that 6 out of the 24 proposed parking spaces (exceeding 20%) will be allocated for electric vehicles. Whilst the location and number of spaces are indicated and would comply with the policy requirement, the design detail and specification of the electric charging points should be secured by a planning condition.

- Cycle storage

Table 6.3 of the London Plan (Policy 6.9) sets the minimum cycle storage standards for new development of which, 1 long stay cycle storage space for each one bedroom unit and 2 long stay spaces should be provided for 2 bedroom or more units. In addition, a minimum of a short stay cycle storage space should be provided for every 40 new dwellings. As such, a minimum of 35 storage spaces should be provided.

A communal cycle storage area would be provided within each of the proposed buildings. A total of 38 cycle storage spaces would be provided. As such, it is considered that adequate cycle storage facilities would be provide and the proposal would comply the policy above.

Waste and recycling provision

Policy 5.17 of the London Plan (2016) states that development proposals should minimise waste and achieve a high reuse and recycling performance. The Council's waste storage and collection guidance set out guidance for new residential development which requires 1 x 1,100 litre euro bin for non-recyclable waste, 1 x 240 litre bin for bottles and 1 x 240 litre bins for paper to be provided for every 6 residential flats.

The proposed floor plan indicates that each of the proposed buildings would be provided with a communal waste storage area containing 2 x 1,100 litre euro bins for non-recyclable waste and 5 x 240 litre recyclable bins. The proposed floor plan indicates that the proposed waste storage areas are designed with sufficient space to accommodate euro bins side by side and access to the front edge of the lid for easy opening and access to the recycling aperture are achieved. As such, it is considered that the proposal would provide adequate refuse storage and recycling facilities and the proposal would comply with the policy requirements above.

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.

The Applicant has provided an energy statement which is considered compliant with the London Plan Policy 5.2, 'Be Lean, Be Clean, Be Green'. A total of 92 solar PV panels would be installed and the amount of carbon reduction is calculated within the submitted energy assessment. On site regulated carbon dioxide emissions (Building Regs 2013 Compliant Development) equates to 26.95 tCO₂ per annum. It is proposed to reduce on site carbon emissions from energy measures and renewables to 9.43 tCO₂ per annum leaving a shortfall of 17.52 tCO₂ per annum. In line with the Council Planning Obligation SPD, a payment-in-lieu amount has been calculated as £31,536 which will be secured via a section 106 agreement.

Flood Risk and Surface Water Drainage

Policy 5.13 of the London Plan states that Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other policy objectives of this Plan, including water use efficiency and quality, biodiversity, amenity and recreation.

The site is located within Flood Zone 1 and is not subject to fluvial water flooding. The Flood Risk Assessment has considered the residual risk within the development and it is confirmed that the proposal would be acceptable. The Environment Agency was consulted and there was no objection received concerning this revised proposal.

With regard to surface water drainage, it is proposed to incorporate soakaway and water butts and these measures would be in line with the approved surface drainage scheme for the wider site in 2016. In order to ensure adequate surface water run-off can be restricted to 5l/s for all events including the 1 in 100 plus 30% climate change. It is considered that an updated surface water drainage strategy should be secured by a planning condition.

Trees, Landscaping and Ecology

London Plan Policy 7.9 (Biodiversity and access to nature) states development proposal should wherever possible make a positively contribution to the protection, enhancement creation and management of biodiversity. When considering proposal that would affect a site of recognised nature conservation interest, the proposal should avoid adverse impact to the biodiversity interest; minimised impact and seek mitigation; only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts seek appropriate compensation.

UDP Policy NE2 (development and nature conservation sites) states that proposals that may significantly affect a site of importance for nature conservation (SINC) will be permitted only: (i) if it can be shown that the reasons for the development or benefits to the local community from the development outweigh the interest or value of the site; or (ii) any harm can be overcome by mitigation measures, secured through conditions or planning obligation.

UDP Policy NE3 states where development proposals are otherwise acceptable, but cannot avoid damage to and/or loss of wildlife features, the Council will seek through planning obligations or conditions (i) inclusion of suitable mitigation measures; and, (ii) the creation, enhancement and management of wildlife habitats and landscape features.

UDP Policy NE5 states planning permission will not be granted for development that will have an adverse effect on protected species unless mitigation measures can be secured to facilitate reduced disturbance or provide alternative habitats.

Part of the site including the Bassetts Pond is designated as a Site of Importance for Nature Conservation (SINC) and is considered of high ecological value. Site B is adjoining to the Bassetts Pond to the north and Site A is located approximately 25 metres from the pond. Site B would be extended approximately 350mm south towards the Bassetts Pond. In order for the development to be acceptable in biodiversity terms, the development should not cause unacceptable harm to biodiversity and should ensure that opportunities to incorporate and enhance biodiversity at the site had been taken advantage of.

An updated Extended Phase 1 Survey and Assessment (Dated May 2018) and an updated dusk and dawn bat survey has been submitted to assess the impact of this proposal on habitats and protected species. The site was inspected in April 2018 and a dusk and dawn bat survey was carried out in May 2018 by the applicant's ecologists.

The bat surveys confirmed the presence of common Pipistrelle and Noctule bats within the wider site and in a close proximity to Site A and Site B. The level of bat foraging activity recorded over the Bassetts Ponds was higher than the previous surveys. However, Site A and B currently consist of a temporary site compound and/or porta cabins which offers negligible bat roost potential and possess limited interest for the bats. As part of the monitoring and mitigation measures, bat boxes have been installed within the site and further bat monitoring and survey work is scheduled in 2019 to provide more information on the bat population within the site.

In 2015, a series of amphibian surveys were carried out which confirmed the presence of Great Crested Newt and the presence of badgers, common reptiles and birds. The updated Extended Phase 1 Survey and Assessment (Dated May 2018) indicates that since planning permission was granted for the redevelopment of this former Bassetts site in 2016, relevant mitigation licences (EPS licence 2017-27617-EPS-AD2) from Natural England and method statements as required by the planning consent and planning legislations were put in place. The Bassetts pond has been protected and enhanced to support European Protected Species (EPS). A new gabion wall was installed and hibernacula and refuge area for great crested

newts (GCN) are provided within the surrounding terrestrial habitat. The retained trees and the acid grassland habitat have been protected by Heras type fencing and badger setts still remain on site.

The updated Extended Phase 1 Survey and Assessment (Dated May 2018) also indicates that the majority of the Bassetts site comprise of buildings, hard standing and amenity grassland which are of low intrinsic ecological value. There is a large mature tree and a small area of un-improved acid grassland near to Site A which are considered to be of high ecological value. The acid grassland had significant potential for enhancement which would lead to benefits in accordance with national and London Biodiversity Action Plans and potentially an improvement in the favourable nature conservation status of any EPS present.

This report recommended that the ecological management and mitigation strategy, submitted and approved under the previous consent (condition 30 of planning permission ref: 15/04941/FULL3) be applied to the current application. The construction activity adjacent to the pond (Site B) will need careful supervision and an ecologist should be present during the works where considered necessary. Adequate tree protection fencing will also need to be in place prior to construction. Appropriate protection and mitigation measures must be put in place during the construction of the site including fencing to protect the adjacent acid grassland habitat and having ramps into excavation pits to allow badgers safe means of escape. The site should continue to be monitored for invasive Japanese Knotweed during construction activities.

Conditions are recommended to secure the details of mitigation during demolition and construction work and the long term ecological management of the site, including the on-going treatment of invasive species (Japanese Knotweed) on the site.

Natural England has no comment to make on this application and officers should seek advice from specialist ecologists to determine the environmental impacts of this proposed development. The Council has commissioned an independent ecologist to review the finding and recommendation of the submitted reports. It was considered that the habitat loss will be primarily restricted to a small amount of amenity grassland (private garden area in Site A) and a very small amount of SINC towards the Bassetts Pond in Site B (350mm closer to the pond). The recommended mitigation measures in the updated Extended Phase 1 Survey and Assessment (Dated May 2018) are considered to be deemed appropriate. The additional light spill to the trees could have a potential ecological impact. However, given the historic light spill associated with the former care home development and the associated consented development, it is considered that the proposal would be unlikely to have a significant impact on the local bat population when compared with the consented scheme. The proposed planting adjacent to the Bassetts ponds should ideally be native hedgerow. An additional detailed planting plan (D2350.L.350 REVC) confirming native species would be planted along the southern boundary of Site B has also been provided and reviewed by the independent ecologist. It was considered that the overall amendment will have an acceptable impact in terms of ecology within the site. No further ecological enhancement works would be required.

Officers note that the scale and massing of the proposed buildings would be greater than the approved houses. The development footprint of Site B would move towards the Bassetts Pond by circa 350mm. However, it should be noted that the siting of the proposed buildings would be broadly similar to the approved scheme and the difference between the approved and proposed buildings would be limited as described in the scale and massing in the above section of this report.

Officers note that objections were raised regarding to the loss of trees and harm to the existing trees including an Oak tree which had suffered lightning damage during the summer. The damage was reported to the Council and consent was granted to carry out necessary tree works to remove the damaged branches. It should be noted that the oak tree would be retained on site and protective fencing would continue to be in place until construction works are completed. The identified trees to be retained on site under the previous consent are retained.

With particular regard to trees, the arboricultural impact assessment indicates that the proposal would not result in the loss of additional trees and the proposed buildings would not infringe the root protection area of retained trees. However, the proposed buildings at Site A would give rise to a degree of future pruning pressure and further to an accompanied site inspection with the Council's Tree officer, revised drawings have been received which indicate that the length of the proposed building would be reduced and would be sited 2.2 metres further away from the trees (Ground TG8). The Council's Tree officers have received the updated drawings and consider that the proposal would maintain an acceptable distance to the retained trees. An updated arboricultural method statement shall be secured by a planning condition.

The comments from the Orpington Field Club on this proposal are noted. The Club also suggested that the recommended works set out in the updated Extended Phase 1 Survey and Assessment (Dated May 2018) should be followed and an arboricultural method statement be secured by planning conditions. The non-native and highly invasive cherry laurel and broad-leaved bamboo must be removed from the pond area.

With regard to landscaping, a proposed street tree would be omitted at Site B, 2 additional trees would be planted and an additional planting area would be introduced at Site A and located at the front of the proposed building. Officers acknowledge that the ground level across the site is not even and it is considered that the slab level details should be secured by a planning condition.

Planning Obligations

The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and,

wherever appropriate, be sufficiently flexible to prevent planned development being stalled. The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:

- (a) Necessary to make the development acceptable;
- (b) Directly related to the development; and,
- (c) Fairly and reasonably related in scale and kind to the development.

Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis, making it illegal to secure a planning obligation unless it meets the three tests. From 5th April 2015, it is necessary to link Education, Health and similar proposals to specific projects in the Borough to ensure that pooling regulations are complied with.

Policy IMP1 (Planning Obligations) and the Council's Planning Obligations SPD state that the Council will, where appropriate, enter into legal agreements with developers, and seek the attainment of planning obligations in accordance with Government Guidance.

In this instance it would be necessary for the development to mitigate its impact in terms of the following matters:-

- Health (£11, 906);
- Carbon offsetting (£31, 356);
- Affordable Housing (2 intermediate units and a financial contribution of £19,715.25 - this is an education overpayment associated with the original planning permission); and,
- Highways financial contributions car club and cycle link.

The scheme would also be subject to Mayoral CIL.

Implications for Disadvantaged Groups

The implications for disadvantaged groups identified below are an integral part of the consideration of the development and community benefits as set out in the report: The proposed development is designed to achieve building requirement M4 (2), which requires that all dwellings be accessible to wheelchair user. The proposal would provide an uplift of affordable housing and would not result in a net loss of affordable housing across the site.

Conclusion

The proposal would provide 22 additional residential flats (an uplift of 16 units) comprising a mixture of 1 bed and 2 bed flats. Whilst there are no family units proposed in this application, it should be noted that 56 family units (43%) would be retained within the wider site and a good mixture of residential flats and houses including family housing would be maintained. The proposal would provide a wider housing mix, size and choice. The proposal would also contribute to the Council's housing and affordable housing stock and optimise the development potential of the site.

The internal layout of the proposal demonstrates that a good quality living environment can be provided for the future occupiers with adequate parking provision and arrangement. The proposal is designed to ensure the residential amenities of the neighbouring properties can be maintained and it is demonstrated that the proposal would not have an adverse impact on residential amenities.

The updated Extended Phase 1 Habitat Survey and Bat Survey have demonstrated that the proposal would not have a significant impact in terms of ecology and adequate mitigation measures would be secured by conditions to ensure the long term ecological value of the site can be maintained. The recommended works are endorsed by an independent ecologist and conclude the impact on ecology is acceptable and no further enhancement work would be required.

Officers have considered the particular circumstances of the planning application against the relevant planning policies. Subject to the suggested planning conditions and the completion of a S106 agreement, the proposal is considered to be acceptable in planning terms.

RECOMMENDATION: PERMISSION subject to the following conditions and completion of a S106 Legal Agreement.

- 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: In accordance with Section 91 of the Town and Country Planning Act 1990.

- 2 Drawings**
 - **1447-P-010 Rev P3 - SITE LOCATION PLAN;**
 - **1447-P-020 Rev P1 - CONSENTED SITE A GROUND FLOOR BLOCK PLAN;**
 - **1447-P-021 Rev P1 - CONSENTED SITE A FIRST FLOOR BLOCK PLAN;**
 - **1447-P-022 Rev P1 - CONSENTED SITE A SECOND FLOOR BLOCK PLAN;**
 - **1447-P-030 Rev P1- CONSENTED SITE B GROUND FLOOR BLOCK PLAN;**
 - **1447-P-031 Rev P1 - CONSENTED SITE B FIRST FLOOR BLOCK PLAN;**
 - **1447-P-032 Rev P1 -CONSENTED SITE B SECOND FLOOR BLOCK PLAN;**
 - **1447-P-110 Rev P5 - PROPOSED SITE PLAN - SITES A & B REPLAN;**
 - **1447-P-120 Rev P2 - PROPOSED SITE A (BLOCK C2) GROUND FLOOR BLOCK PLAN;**
 - **1447-P-121 Rev P3 - PROPOSED SITE A (BLOCK C2) FIRST FLOOR BLOCK PLAN;**
 - **1447-P-122 Rev P3 -PROPOSED SITE A (BLOCK C2) SECOND FLOOR BLOK PLAN;**
 - **1447-P-130 Rev P1 - PROPOSED SITE B (BLOCK D3) GROUND FLOOR BLOCK PLAN;**

- 1447-P-131 Rev P1 - PROPOSED SITE B (BLOCK D3) FIRST FLOOR BLOCK PLAN;
 - 1447-P-132 Rev P1 - PROPOSED SITE B (BLOCK D3) SECOND FLOOR BLOCK PLAN;
 - 1447-P-470 Rev P1 - PROPOSED SITE SECTIONS;
 - 1447-P-650 Rev P5 - FLAT BLOCK C2 PROPOSED FLOOR PLANS & ELEVATIONS;
 - 1447-P-651 Rev P5 - FLAT BLOCK D3 PROPOSED FLOOR PLANS & ELEVATIONS;
 - 1447-P-660 Rev P1- ADAPTABLE DWELLING FLOOR PLAN;
 - D2350 L.200 REV.H DETAILED HARD LANDSCAPE GENERAL ARRANGMENT;
 - D2350L.201 REV J- DETAILED HARD LANDSCAPE GENERAL ARRANGEMENT;
 - D2350 L.220 REV F BOUNDARIES PLAN SHEET 1 or 2;
 - D2350 L.221 REV F BOUNDARIES PLAN SHEET 2 or 2;
 - D2350 L.250 Rev B - DETAILED HARD LANDSCAPE GENERAL ARRANGEMENT PLAN;
 - D2350 L.260 Rev B - BOUNDARIES PLAN;
 - D2350 L.304 REV F DETAILED PLANTING PLAN SHEET 1 OF 2;
 - D2350 L.305 REV F DETAILED PLANTING PLAN SHEET 2 OF 2;
 - D2350 L.350 Rev B - DETAILED PLANTING PLAN;
 - D2350 L.410 Rev F - TYPICAL DETAILS - WALL AND GATE;
 - D2350 L.432 Rev D - TYPICAL DETAIL - TREE PLANTING;
 - 1447-P-470 REV P1 PROPOSED SITE SECTIONS;
 - 8850/01 Rev D - TREE CONSTRAINTS PLAN;
 - 8850/02 Rev 07 - TREE PROTECTION PLAN;
 - 7001373-SK-012-ATR-02 Rev C - BLOCK C LAYOUT REVIEW SWEEP PATH ANALYSIS;
 - 7001373-SK-012-ATR-03 Rev C - BLOCK D LAYOUT REVIEW SWEEP PATH ANALYSIS;
 - 7001373-SK-014-REV A - BLOCK C REFUSE AND FIRE VEHICLE ACCESS SWEEP PATH ANALYSIS;
 - 7001373-SK-015-REV A - BLOCK D REFUSE AND FIRE VEHICLE ACCESS SWEEP PATH ANALYSIS;
 - 1447-P-160- Rev P1 - "As Consented" schedule of accommodation;
- and,
- 1447-P-155- P11 - Schedule of accommodation dated 13th Nov, 2018.

Documents

- Planning Statement (Montagu Evans, Dated June 2018);
- Design and Access Statement (Stanford Eatwell Architecture, Dated November 2018);
- Statement of Community Involvement (prepared by Cascade, Dated June 2018);
- Landscape Statement Addendum (Prepared by FABRIK, Dated July 2018);
- Daylight and Sunlight Assessment (Prepared by Point 2 Surveyors Ltd, Dated 21st May 2018);
- Environmental Noise Assessment (Prepared by Paragon Acoustic Consultants, Dated 29th May 2018);
- Vehicle Noise Assessment to No. 16 Arden Grove (Prepared by Paragon Acoustic Consultants, Dated 29th May 2018);
- Flood Risk Assessment (Prepared by Banrard & Associates Ltd, Dated May 2018);

- Phase III Geo-environmental Investigation (Prepared by AP Geotechnics: Dated 6th June 2018);
- Arboricultural Impact Assessment (Prepared by KEEN consultants, Dated May 2018);
- Energy Strategy (Prepared by DESCO Design and Consultancy Ltd; Dated 25th May 2018);
- Updated extended phase 1 survey and assessment (prepared by Richard Graves Associates Dated May 2018);
- Bat Survey 2018 report (prepared by Richard Graves Associates; Dated June 2018);
- Exterior lighting Assessment Site A and Site B replan (prepared by Desco Design and Consultancy Ltd; Dated 29th May 2018);
- Car park management plan (prepared by WSP; Dated June 2018);
- Transport Statement (Prepared by WSP; Dated May 2018);
- Construction Logistics Plan (Prepared by WSP; Dated 2018);
- Financial Viability Assessment (Prepared by Montagu Evans - June 2018), and
- Application form; CIL form.

Reason: For the avoidance of doubt and in the interests of proper planning, to ensure that the development is implemented in accordance with the approved plans.

- 3** The external materials to be used on the buildings hereby permitted shall be strictly in accordance with the specification outlined in the Design and Access Statement (Nov 2018). Should there be any changes to the approved details, full details and sample boards of all relevant external materials and finishes shall be submitted to and approved in writing by the Local Planning Authority before the work is carried out. The development shall be carried out in accordance with the approved details.

REASON: In the interest of the appearance of the building and the visual amenities of the area and comply with Policy BE1 of the Unitary Development Plan, Policy 7.4 of the London Plan.

- 4** The demolition and construction works shall be carried out in accordance with the approved construction management plan and construction logistics plan.

Reason: To prevent nuisance and protect environmental health and local amenity and to comply with Policies 5.3 and 6.3 of the London Plan and the London Mayor's Sustainable Design and Construction SPG.

- 5** Within two months from the date of this decision notice, updated landscaping details including a landscaping management strategy shall be submitted to and approved by the Local Planning Authority. The landscaping scheme shall include details of:

- soft landscaping
- hard landscaping including the materials of paved areas and other – hard surfaces
- any retaining walls
- street furniture
- boundary treatment and planting schedule including the edge of Bassetts Pond

The landscape strategy and management plan shall include the following elements:

- detail, extent and type of new planting (planting to be of native species where possible);
- details of maintenance regimes;
- details of any new habitat created on site (to include the design and creation of green roofs);
- details of treatment of site boundaries and/or buffers around the Bassetts Pond

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 10 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.

REASON: In order to ensure the character and amenities of the area compliance with Policy BE1 of the Unitary Development Plan, Policies 7.19 and 7.21 of the London Plan

- 6 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 prior to commencement of work on the relevant site. 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.

- 7 Twenty (20) of the twenty-two (22) units hereby approved (90%) shall be designed and constructed in accordance with Building Regulations Part M4 (2). Evidence from an approved building control inspector demonstrating compliance, together with detailed plans of the completed units, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the first occupation of the development hereby approved and the development shall be retained in accordance with these approved details thereafter.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements.

- 8 Details confirming the proposal would achieve secured by design accreditation shall be submitted to and approved in writing by the Local Planning Authority. The approved Secured by Design measures shall be implemented in accordance with the approved details, completed prior to the first occupation of the development and retained for the lifetime of the development.

REASON: In the interest of security and crime prevention and to accord with Policy BE1 of the Unitary Development Plan and Policy 7.3 of the London Plan.

9 Prior to the commencement of the development hereby approved (including demolition and all preparatory work), 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:

- Location and installation of services/ utilities/ drainage.
- Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- Details of construction within the RPA or that may impact on the retained trees.
- A full specification for the installation of boundary treatment works.
- 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.
- 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.
- 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
- Boundary treatments within the RPA
- Methodology and detailed assessment of root pruning
- Arboricultural supervision and inspection by a suitably qualified tree specialist
- Reporting of inspection and supervision
- Methods to improve the rooting environment for retained and proposed trees and landscaping

REASON: 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 Unitary Development Plan, Policies 7.19 and 7.21 of the London Plan.

10 Prior to the occupation of the development, the waste and cycle provisions shall be provided and in accordance with the approved plans unless agreed in writing with the Local Planning Authority. The waste and cycle provisions shall be permanently retained thereafter.

REASON: in order to provide adequate refuse and cycle storage facilities can be provided for the future occupiers and comply with Policy BE1 of the UDP, Policy 5.16 and 6.9 of the London Plan.

11 Details of a scheme for the management of the car parking areas shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is first occupied. The plan shall include the following:

- details and location of parking spaces for people with disabilities;

- details and location of 20% electric vehicle charging points and details of a further 20% passive provision;
- details of parking layout and allocations (including details as to how the occupancy will be maximised through the lease of sales)
- details of measures proposed to restrict parking to designated bays only and prohibit parking on the access road

The car parking areas shall thereafter be operated in accordance with the approved scheme at all times unless previously agreed in writing by the Authority.

REASON: In order to minimise carbon dioxide emissions and to ensure compliance with Policies T3 and T18 of the Unitary Development Plan and Policy 6.13 of the London Plan.

- 12 Prior to the commencement of the development, a surface water drainage scheme for the site based on sustainable drainage principles, where possible, 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 a greenfield runoff rate. The development shall be carried out and retained for the lifetime of the development in accordance the approved details.

Reason: To prevent the increased risk of flooding, both on and off site and to ensure compliance with Policy 5.13 of the London Plan (2016).

- 13 The demolition, earth removal, piling work and any mechanical building operations required to implement this development shall only be carried out between the hours of:
- Monday to Friday 8.00 AM - 6.00 PM;
 - Saturdays 8.00 AM - 1.00 PM;
 - And not at all on Sundays and Public and Bank Holidays.

Reason: To safeguard the amenities of neighbouring properties and the area generally and ensure compliance with London Plan Policy 7.15.

- 14 The Ecological Management and Mitigation Strategy as approved under Condition of 30 of an earlier planning application reference 15/04941 shall be continued unless agreed in writing by the Local Planning Authority. In addition, the following details should be provided prior to the commencement of any construction works:

- **Site A:**
Details of protection fencing adjacent acid grassland habitat; and.
Details of protection and mitigation measures for badger during constructions works.

- **Site B:**
Ecological supervision of the construction of the car parking space closest to the SINC pond;
Adequate RPA fencing for the surrounding retained trees;
Removal of Cherry Laurel and broad-leaved bamboo from the pond area;
and,

ongoing measures for the removal and control of invasive species (Japanese Knotweed)

The approved works shall thereafter be implemented, maintained and operated in accordance with the approved scheme at all times unless previously agreed in writing by the Authority.

REASON: To safeguard the on-going ecological interest of the site, the SINC and protected and priority species, in accordance with Policy NE2 of the Unitary Development Plan and Policy 7.19 of the London Plan.

- 15 The external lighting details hereby by permitted shall be strictly in accordance with the approved document. The lighting shall be installed and be operational prior to the first occupation of the development in accordance with the approved details and shall permanently be retained thereafter.

REASON: To ensure the submission of satisfactory lighting proposals in the interest of safeguarding the amenities of neighbouring residents and future occupiers of the development and the wildlife interest on the site, in accordance with Policies BE1 and NE2 of the Unitary Development Plan and Policy 7.19 of the London Plan.

- 16 An updated car park management plan incorporating the as approved details under Condition 24 of an earlier planning application reference 15/04941 shall be submitted and approved in writing by the Local Planning Authority. The plan shall include the following detail:

- Car parking layout;
- Spaces allocation by dwelling type and size;
- Management of parking demand of the site include the wider site;
- Control of site gate; and,
- Monitoring and enforcement process.

The car park management plan as approved shall be implemented prior to occupation of the Development and shall thereafter be retained and maintained in accordance with the approved details.

Reason: To ensure that safe and secure off-street parking is maintained and managed to that satisfaction of the Council and ensure compliance of Policy 6.13 of the London Plan.

- 17 Before any work on site is commenced above ground floor slab level a site wide energy assessment and strategy for reducing carbon emissions shall be submitted to and approved by the Local Planning Authority. The assessment shall include details of measures to incorporate PV panels in the development. The results of the strategy shall be incorporated into the final design of the buildings prior to first occupation. The strategy shall include measures to allow the development to achieve an agreed reduction in carbon dioxide emissions of at least 25% above the TER level required by the Building Regulations 2013. The development shall aim to achieve a reduction in carbon emissions of at least 20% from on-site renewable energy generation. The final design, including the energy generation shall be retained thereafter in operational working order, and shall include details of schemes to provide noise insulation and silencing for and filtration and purification to control odour, fumes and soot emissions of any equipment as appropriate.

REASON: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 and 5.7 of the London Plan

You are further informed that :

- 1** The applicant is advised that condition 24 (Car Park Management Plan) associated to the original application (ref: 15/04941/FULL3) shall be re-submitted and discharged.
- 2** 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.
- 3** Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control of the requirements of these conditions prior to the commencement of development.
- 4** There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

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.