

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

Application No : 18/05610/FULL1

**Ward:
Farnborough And Crofton**

**Address : Land Adjacent To 15 Sandy Bury
Orpington**

Objections: Yes

OS Grid Ref: E: 544927 N: 165060

Applicant : Mr Rana

Description of Development:

Erection of a three bedroom detached dwelling.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 14

Proposal

Planning permission is sought for the construction of a three bedroom, two storey house on land that currently forms the side residential amenity space for the dwelling at 15 Sandy Bury.

The development proposes the addition of a two storey building sited on the area of land to the south of No. 15 and sited such that a section of the house will project in front of the building line of Nos. 15 and 17. The dwelling will have a single storey appearance from the front, with a dual pitched roof and basement level with lower terraces to the front and rear. The principle elevation will be facing the rear amenity space of number 11 Sandy Bury and has no main frontage to the road. Parking is proposed to the front of the new dwelling, with access to this area via a driveway to the front of 15 Sandy Bury where an existing garage is sited. The topography of the land is steeply sloping towards the south-east, as such the proposed new dwelling will be sited at an elevated position when viewed from Tubbenden Lane. A cycle shed and bin store are proposed to be sited on the hardstanding.

The application is submitted supported by a Planning statement.

Location

The site is located at the southern end of Sandy Bury and currently forms part of the residential garden space for the property at 15 Sandy Bury. The property will be accessed to the front of numbers 17 and 15 Sandy Bury, which are orientated to the north-east, differing to the west facing properties

on the south side of Sandy Bury. Sandy Bury is a predominantly residential road, characterised by two storey, semi-detached houses and a few two storey detached houses.

Comments from Local residents and Groups

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

Objection:

- Out of character with surrounding development, poor external appearance and design
- Overdevelopment of the site – site is too small for a new house and would be too cramped
- Harmful visual impact and loss of outlook
- Excessive scale and massing - lack of any consultation by the developer, particularly given that this is the third application in respect of the site.
- As with previous applications it is out of keeping with other properties in this road and will increase the traffic in a road leading up to a very busy school and cause more parking problems.
- Concerns regarding sewerage and foul drainage and damage to existing sewers
- Increase in traffic and congestion in the road with disruption due to building work and parking
- Lack of privacy to neighbouring houses and loss of light
- Harmful visual impact
- The proposed site of the construction used to be the side garden of 15 Sandy Bury and inserting a new dwelling in such a cramped space will distort and disrupt the landscape as currently enjoyed by neighbours
- Concerns regarding landslide and stability of the ground at the site
- Quality and depth of foundations may not be sufficient and excavation will be substantial
- Poor quality of accommodation and lack of natural light reaching the rooms
- Lack of acceptable side space
- Green roof is unsuitable at the angle proposed
- Landscaping scheme is poor quality
- The proposed building extends outside the building line of No's. 15 & 17 Sandy Bury and will now also extend across the end of neighbouring garden.
- Discrepancies & inaccuracies in the application.

Comments from Consultees

Drainage Officer: Looking at the submitted photos, the applicant is proposing the use of green roofs as well as permeable paving which we encourage strongly. Please impose condition regarding surface water drainage.

Highways Officer: The site is within a very low (1a) PTAL area. There is parking shown for 2 vehicles which I would accept. The occupants of No 15 will need to drive over the area shown as the “6m turning circle” on the site plan to access the parking in their front garden. As long as they have the right to do that there would be no objection to the application and this has been confirmed by the applicant.

Environmental Health (Pollution) Officer: No objections subject to an informative.

Policy Context

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

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

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

The National Planning Policy Framework was published on 24th July 2018 and updated on 19th February 2019.

The development plan for Bromley comprises the Bromley Local Plan (2019) and the London Plan (March 2016). The NPPF does not change the legal status of the development plan.

London Plan (2016)

- Policy 3.3 Increasing Housing Supply.
- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.8 Housing choice
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.7 Renewable energy
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs
- Policy 5.12 Flood risk management
- Policy 5.13 Sustainable drainage

Policy 5.14 Water quality and wastewater Infrastructure
Policy 5.15 Water use and supplies
Policy 5.16 Waste self-sufficiency
Policy 5.17 Waste capacity
Policy 5.18 Construction, excavation and demolition waste
Policy 5.21 Contaminated land
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.6 Architecture
Policy 8.3 Community infrastructure levy

Bromley Local Plan

Policy 1 – Housing Supply
Policy 3 – Backland and Garden Land Development
Policy 4 - Housing Design
Policy 8 - Side Space
Policy 30 - Parking
Policy 32 - Road Safety
Policy 37 - General Design of Development
Policy 113 - Waste Management in New Development
Policy 115 - Reducing Flood Risk
Policy 116 - Sustainable Urban Drainage Systems
Policy 122 - Light Pollution
Policy 123 - Sustainable Design and Construction

Additional Guidance

Supplementary Planning Guidance 1 - General Design Principles
Supplementary Planning Guidance 2 - Residential Design Guidance
The Mayor's Housing Supplementary Planning Guidance (March 2016)
DCLG Technical Housing Standards (March 2015)

Planning History

93/01627/FUL - Single storey front extension - approved
97/00297/FUL - Proposed double garage and access to Leasons Hill - refused
06/04131/FULL6 - Proposed first floor side extension - approved
14/04491/FULL1 - Proposed three bedroom dwelling - Refused
15/01311/FULL1 - Proposed new 3 bedroom dwelling house - refused

Reasons for refusal:

1. The proposal does not comply with the Council's requirement for a minimum 1 metre side space to be maintained to the flank boundary in respect of two storey development in the absence of which the extension would constitute a cramped form of development, out of

character with the street scene, conducive to a retrograde lowering of the spatial standards to which the area is at present developed and contrary to Policy H9 of the Unitary Development Plan.

2. The proposed development would be out of character and scale with the surrounding area and would form backland development contrary to Policies H7 and BE1 of the Unitary Development Plan and Policy 3.5 of the London Plan.

3. The location of the proposed dwelling contributes to an overbearing form of development detrimental to the amenities of the owner/occupiers of 162 and 164 Tubbenden Lane contrary to Policies H1, H7 and BE1 of the Unitary Development Plan.

4. The proposed new dwelling fails to meet the minimum space standards of proposed new development therefore is considered to create a sub-standard level of residential development, harmful to the residential amenity of future owner/occupiers contrary to Policy BE1 and 3.5 of the London Plan.

The application was dismissed on appeal (APP/G5180/W/15/3137163), with the Inspector making the following comments:

- Number 15 and 17 are built sideways on to the road and the flank wall of number 17 stands next to the pavement on Sandy Bury, forward of the building line of the properties which face the road. Consequently, the houses do not reflect the prevailing pattern of development in the local area.
- The appeal plot stands on higher ground to the neighbouring properties on Tubbenden Lane to the east.
- Because of its size, blank design of its easterly facing wall and elevated position, the new house would appear very stark and prominent when viewed from the nearby properties
- Whilst the dwelling will be detached, it would be of a similar general style to number 15 when viewed from the road. In contrast to the generally spacious pattern of development on Sandy Bury, the new house would only be about 0.8m from the side wall of number 15. Whilst this is less than the minimum distance which UDP Policy H9 indicates would be required normally, taking into account the large area of visible space on the east side of the proposed house and its orientation sideways on to the road, the development would combine with number 15 and 17 to have an appearance in the street scene which would be similar in scale to some of the extended pairs of semi-detached properties nearby and it would not stand out as unduly cramped when viewed from Sandy Bury.
- Evidence has not been presented to demonstrate that there would be sufficient good quality and convenient internal living space for future occupiers of the development.
- Overall the front elevation of the proposed new house would reflect the general character and appearance of the development on Sandy Bury

- Whilst the new building would be an unattractive feature which would detract from the general amenity of the gardens on this part of Tubbenden Lane, because of the size and open feel to the gardens, the new house would not appear overbearing when viewed from the neighbouring houses or gardens.

17/00280/FULL1 - Proposed chalet bungalow on land adjacent to 15 Sandy Bury – Refused

Grounds of refusal:

1 The proposed development would be out of character and scale with the surrounding area contrary to Policies H7 and BE1 of the Unitary Development Plan and Policy 3.5 of the London Plan.

2 The proposal does not comply with the Council's requirement for a minimum 1 metre side space to be maintained to the flank boundary in respect of two storey development in the absence of which the extension would constitute a cramped form of development, out of character with the street scene, conducive to a retrograde lowering of the spatial standards to which the area is at present developed and contrary to Policy H9 of the Unitary Development Plan.

3 The proposed new dwelling fails to meet the minimum space standards of proposed new development therefore is considered to create a sub-standard level of residential development, harmful to the residential amenity of future owner/occupiers contrary to Policy BE1 and 3.5 of the London Plan.

The application was dismissed on appeal (APP/G5180/W/17/3185241), with the Inspector making the following comments:

An Inspector writing in 2016 on appeal reference APP/G5180/W/317163 did not appear over-concerned by that proposal failing to provide the separation, stating that *'taking into account the large area of visible space on the east side of the proposed house and its orientation sideways on to the road, the development would combine with Nos 15 and 17 to have an appearance in the street scene which would be similar in scale to some of the extended pairs of semi-detached properties nearby and it would not stand out as unduly cramped when viewed from Sandy Bury.'*

That proposal appears to have been for a two storey, three-bedroom 5-person house as opposed to a chalet bungalow with less accommodation now proposed, and it could be that being similar in height and style to numbers 15 and 17 it would have appeared as an extension of those dwellings when seen along the front line, albeit having a gap between. The current proposal would have the low eaves and large sloping roof of a chalet bungalow in order to accommodate rooms within the roof and the effect relative to number 15 would be of a

significantly different building form in too close a proximity. Taking account of the large dormer near the boundary, the form appears as two storey high and more than the 1m gap in this instance would be reasonable to reconcile the differences in scale and form.

In fact, it is the form of the proposed building that causes the main identifiable harm to the character and appearance of the area. Not only is a chalet bungalow not part of the local building form, but the near-coincidence of the roof planes of the dormers and those of the main roof could lead to an unattractive flashing detail and the dormers appear over-large for the area of roof within which they are placed.

It has been decided to place the eaves at the level of the first floor window cills to numbers 15 and 17, where there is a change from brick to render. This is higher than the proposed window head level of the ground floor, leaving an unattractive area of brickwork between. This may well suppress the overall roof size while providing headroom on the first floor, as indicated on the cross section drawing, but would appear disruptive to the street-scene.

As a result the building would not sit comfortably adjacent to number 15 and would cause visual harm to the character and appearance of the area, failing to reach the standard of design sought in the Framework or the Development Plan policies previously cited.

with regard to the living conditions of prospective occupiers, whilst the Gross Internal Area sought in the London Plan Policy 3.5 for only a flat appears to be met, doubts must remain over the space lost by the stairs and the quality of the accommodation relative to the requirements of Unitary Development Plan Policy BE1.

the Inspector for the 2016 appeal concluded that due to the distance and position of neighbouring dwellings on Tubbenden Lane, the proposal would not unduly affect the living conditions of those occupiers. As then though, they would experience the shortcomings identified in the first main issue, as would other occupiers nearer the site.

The proposal would provide housing in an urban area and make better use of land that appears underused. However, the design of the proposal would fail to reach the standard sought in Development Plan and national policy and in a Local Authority area that can demonstrate a 5 year supply of housing land, there is no overriding reason to allow the development as proposed. For the reasons given above it is concluded that the appeal should be dismissed.

Considerations

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

- Resubmission
- Design
- Standard of Residential Accommodation
- Highways
- Neighbouring Amenities
- Sustainability
- CIL

Resubmission

Following the dismissed appeal under ref. 17/00280, the current proposal has altered the design of the dwelling to incorporate a single storey appearance from the front with lower ground floor/basement area leading out to the main amenity space which is at a lower land level to the rear of the house. The design change results in a low eaves and ridge height, giving the dwelling a genuine single storey appearance with no dormers or roof accommodation when viewed from Sandy Bury. The siting of the house will remain adjoining the flank boundary next to No. 15, as previously proposed and the development will retain the access and parking arrangements previously proposed.

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.

Paragraph 124 of the NPPF (2019) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 of the NPPF (2019) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). New development shall also establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

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

Policy 37 of the Bromley Local Plan requires new buildings to complement the scale, form, layout and materials of adjacent buildings and areas, and seeks to protect the amenities of neighbouring properties. Policy 4 requires the design of new residential development to be of a high quality and to recognise as well as complement the qualities of the surrounding areas.

Policy 8 of the Bromley Local Plan states that when considering applications for new residential development, including extensions, the Council will normally require a proposal of two or more storeys in height to retain a minimum 1 metre space from the side boundary of the site for the full height and length of the flank wall of the building. Where higher standards of separation already exist within residential areas, proposals will be expected to provide a more generous side space. This will be the case on some corner properties.

The site is prominently situated to the eastern elevation of the property at No. 15 Sandy Bury and appears as flank garden land comprising an enclosed area of grassland in a poor state of upkeep with various low level shrubs and litter prominent. The site has restricted views from Sandy Bury due to the sites location away from the main highway and to the eastern flank elevation of No. 15 however it has been noted through correspondence that the fencing along the boundary with number 15 is to be removed should the application be permitted, exposing the front of the site. The site is highly visible from the rear garden space at Nos. 162 and 164 Tubbenden Lane exacerbated by the sites elevated position. The site would not be considered to contribute to local visual amenity due to the restricted views from the main highway however does allow a degree of openness when viewed from the rear amenity space of the properties facing Tubbenden Road.

When considering the previous appeals, the Inspectors have not raised concerns with the principle of the development, rather the visual appearance of the proposals, their relationship with No. 15 and their impact on the character of the area in two storey form. Similarly, the positioning of the dwelling adjoining the flank boundary of the site has not been objected to as the dwelling would not appear unduly cramped in the street scene, subject to a modest height and scale.

Previous Inspectors have raised concerns over the stark flank wall facing properties on Tubbenden Lane and the relationship of a two storey dwelling or chalet roofed dwelling with the neighbouring house at No. 15. Previous appeals have focussed on these issues, concluding that the relationships would be unacceptable due to the bulk of the building and blank elevations. Both Inspectors considered that the resulting relationship would create harm to the character of the area.

The current proposal introduces a design amendment following the two refused applications and will present a single storey appearance to the front of the site and in relation to the neighbouring house at No. 15. The design includes a basement level that will provide lower level accommodation and access to the rear garden. The changes result in a single storey appearance within the street scene with a low pitched roof that will have a height of 4.0m when viewed in context with the adjacent dwelling at No. 15. The proposed eaves height will be 2.9m, sited adjoining the side boundary. In contrast to the previous proposals, the southern side elevation will have a low eaves height of 2.3m with a landscaped area and fencing to the side, and this is considered to reduce the visual impact of the dwelling when viewed from the neighbouring houses on Tubbenden Lane. The overall bulk and massing of the dwelling has been significantly reduced by the introduction of the basement level and it may therefore be considered that the relationship with No. 15 would not be awkward or detrimental to the character of the area. The proposal omits all roof accommodation and replaces it with a shallow low pitched roof, thereby removing the conflicting relationship with No. 15.

The new dwelling is sited adjacent to the boundary with number 15, 1m from the flank elevation of the neighbouring house. The first Inspector noted that taking into account the large area of visible space on the east side of the proposed house and its orientation sideways on to the road, the development would combine with number 15 and 17 to have an appearance in the street scene which would be similar in scale to some of the extended pairs of semi-detached properties nearby and would not stand out as unduly cramped. The second Inspector considered that a larger gap would be required to reconcile the scale and relationship of the buildings. The current application includes a low eaves height that would be lower than the first floor windowsill height at No. 15 and would appear as a single storey development in the street scene as a result of the basement level design. The development would therefore read in a similar manner as an extension to No. 15. Given that the side space policy is intended to avoid a cramped appearance and unrelated terracing, it is considered that the design of the proposal would result in an acceptable relationship, given the 1m, single storey appearance from street level and the Inspectors' collective views.

As such, it is considered that the dwelling, whilst constituting a technical breach of side space policy, would not appear as a cramped form of development within the street scene and would not contravene the objectives of Policy 8 of the Bromley Local Plan.

Standard of Residential Accommodation

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

Part M of the Building Regulations) where additional internal area is required to accommodate increased circulation and functionality to meet the needs of wheelchair households.

Policy 4 of the Bromley Local Plan sets out the requirements for new residential development to ensure a good standard of amenity. The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. The standards apply to new build, conversion and change of use proposals. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including refuse and cycle storage facilities) as well as core and access arrangements to reflect the Governments National Technical Housing Standards.

The London Plan makes clear that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The relevant category of Building Control Compliance should be secured by planning conditions.

The London Plan suggests that the minimum size of a three bedroom five person dwelling over two levels should be 93 sqm. The submitted plans indicate a floor area of in excess of 100 sqm and therefore the dwelling is considered to comply with the requirements of the Technical Space Standards. Each of the double bedrooms will have a minimum floor area of 11.5m and the third bedroom will have a floor area of 10 sqm and therefore the third bedroom is suitable for single occupation. Each bedroom will have a minimum width of 2.75m and 2.15 m for the double and single rooms respectively.

The shape and layout of the rooms in the proposed building is considered satisfactory. None of the rooms would have a particularly convoluted layout which would limit their use. All habitable rooms would have satisfactory levels of light and the development would be compliant with the London Plan Housing Standards.

In terms of amenity space the depth of the rear garden is of sufficient proportion to provide a usable space for the purposes of a three bedroom dwelling house that would likely be occupied by a family. Similarly the remaining area to No15 is considered to be of sufficient size to provide a useable amenity space, if smaller than the neighbouring residential properties.

Accordingly, it is concluded that the new house would meet the requirements of London Plan Policy 3.5 and Bromley Local Plan Policy 37.

Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that transport issues should be considered from the earliest stage of both plan making and when formulating development proposals and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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

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

The site is within a very low (1a) PTAL area. Policy 30 requires a minimum of 1.5 spaces per unit. There is parking shown for 2 vehicles which given the size of the unit proposed and the locality would be acceptable in this instance. The access and parking arrangements are satisfactory, and the applicant has confirmed that No. 15 has rights to share the access with the new development.

Neighbouring amenity

Policy 37 of the Bromley Local Plan seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

In terms of the impact on neighbouring residential amenity, the Inspector considered that because of the size and open feel to the gardens, the new house would not appear overbearing when viewed from the neighbouring houses or gardens on Tubbenden Lane. The Inspector did, however, consider the design to cause visual harm to the character of the area. The current design proposes a lower flank wall facing Tubbenden Lane, a lower chalet style hipped roof and a lower overall bulk, including a genuine single storey appearance with basement level. The result of the design change is a less visually intrusive and incongruous feature that may be considered to have an acceptable visual appearance and an acceptable impact on the amenities of neighbouring properties as a result.

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.

CIL

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

Conclusion

Having had regard to the above it is considered that the development in the manner proposed is acceptable in that it has fully addressed the previous reasons for refusal, would not result in a significantly detrimental impact on the character of the area and would not impact on highway safety or neighbouring amenity.

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

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

Reason: To comply with Section 91 of the Town and Country Planning Act 1990

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

Reason: In order to comply with Policy 37 of the Bromley Local Plan and in the interests of visual and residential amenity.

3 (a) Prior to commencement of the development hereby approved (excluding any ground clearance or demolition) a scheme for the provision of surface water drainage shall be submitted and approved in writing by the local planning authority.

(b) Before the details required to satisfy Part (a) are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 and the advice contained within the National SuDS Standards.

(c) Where a sustainable drainage scheme is to be provided, the submitted details shall:

i. provide information about the design storm period and intensity, the method employed to delay (attenuate) and control the rate of surface water discharged from the site as close to greenfield runoff rates (8l/s/ha) as reasonably practicable and the measures taken to prevent pollution of the receiving groundwater and/or surface water

(d) The drainage scheme approved under Parts a, b and c shall be implemented in full prior to first occupation of the development hereby approved

Reason: Details are required prior to the commencement of any new operational development in order to ensure that a satisfactory means of surface water drainage, to reduce the risk of flooding can be achieved before development intensifies on site and to comply with the Policy 5.13 of the London Plan and Policies 115, 116 and 117 of the Bromley Local Plan

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

Reason: In order to comply with Policy 30 of the Bromley Local Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient

to other road users and would be detrimental to amenities and prejudicial to road safety.

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

Reason: In the interests of protecting residential amenity in accordance with Policy 37 of the Bromley Local Plan.

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no buildings, structures, alterations, walls or fences of any kind shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

Reason: In the interests of protecting the character of the area and residential amenity of neighbouring properties in accordance with Policy BE1 of the UDP.

You are further informed that :

- 1 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

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