

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

Application No : 18/05461/FULL1

Ward:
Biggin Hill

Address : Site Of Former 41 Sunningvale Avenue
Sunningvale Close Biggin Hill

Objections: Yes

OS Grid Ref: E: 541567 N: 159533

Applicant : Alder Design and Build Ltd

Description of Development:

Erection of 4 x part two/three storey semi-detached houses in two blocks with ancillary car parking and bin stores (revision to planning permission reference 17/02081/FULL1 granted for the erection of a total of 8 houses (comprising of 6 x semi-detached and 2 x detached dwellings) with associated access road. ancillary parking and bin stores to northern end of Sunningvale Close to enable change of approved units 1-2 to provide 4 x part two/three storey semi-detached houses in lieu of 2 x two/three storey detached houses)

Key designations:

Biggin Hill Noise Contours
Biggin Hill Noise Contours
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 24

Proposal

In effect, this application represents a revision to the scheme permitted under permission reference 17/02081/FULL1 involving the erection of a total of 8 houses (comprising of 6x semi- detached and 2x detached dwellings) with associated access road, ancillary parking and bin stores to northern end of Sunningvale Close. It is proposed to replace the two detached houses approved within plots 1 and 2 of the approved scheme with 4 x part two/three storey semi-detached houses in two blocks with ancillary car parking and bin stores. These houses would occupy a broadly similar footprint to the formerly approved houses at units 1 and 2.

The application is accompanied by a Design and Access Statement.

Location and Key Constraints

The site forms what would have comprised part of the curtilage associated with the former No 41 Sunningvale Avenue (which was occupied by a single house). The site is characterised by its sylvan setting, straddling the eastern slope of the valley

which encloses much of the Biggin Hill settlement. The valley slope provides an important visual intercept between existing development at Biggin Hill Airport to its eastern side and the underlying development within the valley. The site previously benefited from its own access drive to Sunningvale Avenue, but that land is now occupied by a detached house. Access to the site is now gained via Sunningvale Close under which the site address is listed.

The site is now in the process of being developed with six of the eight houses originally permitted under ref. 17/02081/FULL1 now substantially complete.

Comments from Local Residents and Groups

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

- Proposed houses will overlook neighbouring properties
- No trees to the rear of the proposed houses to restrict overlooking
- suitable planting of an appropriate height should be provided along rear boundaries of proposed houses to deal with overlooking
- This development is already in an insufficient parking crisis and requires additional parking, bin store and turning circle facilities.
- Substituting 4 semi-detached dwellings for 2 detached dwellings increases the amount of households and people considerably.
- There are existing access problems in entering Sunningvale Close from Sunningvale Avenue
- Poor street lighting. Two lights previously provided by the developers are inadequate and have not been in working order for a considerable time
- Sunningvale Close is narrow, steep and I think already well on the way to being over developed
- Overbearing 'terraced' design of the new properties, failing to connect them to their woodland surroundings and to the existing predominantly detached and semi-detached houses and bungalows in the vicinity
- Design and external appearance of the proposal are not sympathetic with the surrounding topography of the overall site
- Increased drainage issues where there is already some drainage issues in the Close
- Additional housing will lead to a further visual compression of the site
- An obvious lack of recreational facilities in the current and in-build properties, where little or no gardens exist, necessitating the road as a playground, which is already causing concerns for the current householders
- Increased development resulting in more traffic, light, noise and air pollution, impacting on security and the general well-being of established residents and their homes and gardens
- Increasing the number of units could potentially see 40 more cars using Sunningvale Close
- The road infrastructure of the Valley is already under strain

- Parking is already at crisis point in the street and leading to dangerous conflicts
- Good use of redundant land

Comments from Consultees

No technical Highways objections have been raised, subject to conditions.

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

London Plan (2016)

- 3.3 Increasing Housing Supply.
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 5.13 Sustainable Drainage
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local Character
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 8.3 Community Infrastructure Levy

Local Plan

- Policy 1 – Housing Supply
- Policy 4 – Housing Design
- Policy 30 – Parking
- Policy 32 – Road Safety
- Policy 37 – General Design of Development

Policy 69 – Development and Nature Conservation Sites
Policy 72 – Protected Species
Policy 73 – Development and Trees

Supplementary Planning 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

There is extensive planning history associated with this site, which has been the subject of previous planning applications and appeals.

Planning permission was refused under ref. 89/03583 for 2 detached houses with an access road at 37-41 Sunningvale Avenue. The subsequent appeal was dismissed. The Inspector considered that the site formed a prominent and attractive feature of great importance in the wider landscape and that the proposed development would be damaging to both character and appearance of the area. The Inspector also found that the degree of overlooking and loss of privacy would be unacceptable, given the sharply rising nature of the land.

04/00522/FULL1

An application for 23 houses with associated parking and access road at 41 and 49 Sunningvale Avenue (ref. 04/00522) was refused on the following grounds:

1. The proposal would be overdominant and would be detrimental to the amenities that the occupiers of adjoining properties might reasonably expect to be able to continue to enjoy
2. The proposed development, would create an unacceptable amount of disturbance to a badgers sett, creating the risk of future abandonment,
3. The proposed development would necessitate an unacceptable loss of protected trees which contribute to the visual amenities and character of the surrounding area
4. The scale of the proposed development is considered to be excessive and would amount to overdevelopment within the context of the significant physical constraints of the site, including protected woodland, active badger setts and steep gradients.

A subsequent appeal was dismissed.

05/02385/FULL1

Planning permission was again refused under reference 05/02385 for 18 houses with associated parking and access road at 41 and 49 Sunningvale Avenue on the following grounds:

1. Detrimental to neighbouring amenities by reason of visual impact and overlooking
2. Unacceptable loss of protected trees
3. The proposed does not include on site provision of affordable housing units
4. Unacceptable amount of disturbance to badger sett
5. Development in the manner proposed will infringe Biggin Hill Airports protected surface and compromise conditions of safety contrary to the Civil Aviation Authority's guidelines for safeguarding the airport.

06/04524/FULL1

Under application ref. 06/04524 an application concerning the development of the sites at 41 and 49 Sunningvale Avenue with 18 houses (2 detached, 10 semi-detached, and 6 terraced houses) with associated parking and access from Sunningvale Close was refused on the grounds that:

1. The proposal would be overdominant and would be detrimental to the amenities that the occupiers of adjoining properties including those in Sunningvale Close might reasonably expect to be able to continue to enjoy by reason of visual impact overlooking and disturbance associated with the access
2. The proposed development would necessitate an unacceptable loss of protected trees, which contribute to the visual amenities, and character of the surrounding area
3. The scale of the proposed development, particularly in respect of the terraced units, is considered to be excessive and would amount to overdevelopment within the context of the significant physical constraints of the site, including protected woodland and steep gradients.

The 2006 application was subsequently part allowed and part dismissed at appeal, the Planning Inspector dismissing the appeal in relation to plots 2 – 7 concerning the front of the site fronting Sunningvale Avenue. The Inspector allowed the appeal insofar as it related to plots 1 and 8 – 18.

2008 applications (withdrawn)

In 2008 three applications concerning the sites at Nos. 41 and 49 Sunningvale Avenue were submitted but subsequently withdrawn. There are set out in the following table:

08/00715 – site at 41 Sunningvale Avenue	Demolition of remains of dwelling and erection of part 3 part 2 storey four bedroom dwelling with integral garage
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08/01069 – sites at 41 and 49 Sunningvale Avenue Demolition of existing buildings and erection of nine 4 bedroom detached dwellings, 2 detached garages with associated parking and access road from Sunningvale Close

08/01946 – site at 41 Sunningvale Avenue Demolition of existing buildings and erection of nine 4 bedroom detached dwellings, 2 detached garages with associated parking and access road from Sunningvale Close

2010-11 applications

Under references 10/00909 and 10/02850 applications for 9 and 8 houses respectively, and the formation of a new access road from Sunningvale Close were refused by the Council and subsequently allowed at appeal. These were proposed on the part of the site which had formed the No 49 curtilage. Permission was granted by the Council under ref. 11/01412 for a modified scheme incorporating three pairs of semis (as opposed to one terrace), and a terrace of three houses. In regard to this latter application, the Council included the following informative:

“The applicant is advised that any increase in the number of units or an expansion of the development site may result in a requirement for the provision of affordable housing.”

12/01749/FULL1

Under ref. 12/01749 planning permission was sought for eight semi-detached 3 bedroom houses and one detached 3 bedroom house, provision of access road, ancillary car parking and bin stores. The application was refused by the Council for the following reasons:

1. Proposal, by reason of its excessive scale, amount to overdevelopment within the context of the significant physical constraints of the site, including protected woodland and steep gradients, and would be overdominant within its surroundings
2. Proposal constitutes an extension of the developments permitted under refs. 06/04524 and 11/01412 and would result in the development of 19 houses within the combined plot of Nos. 41 and 49 Sunningvale Avenue which is considered to form a single development site. In the absence of on site provision of affordable housing, the application fails to accord with the provisions of Policies H2 and H3 of the Unitary Development Plan and of the Council’s Adopted Supplementary Planning Document for Affordable Housing
3. In the absence of the making up of Sunningvale Close to an adoptable standard this proposal is likely to cause a deterioration of the road surface and conditions of general safety within the area.

The proposal was subsequently dismissed at Appeal. This was solely on the basis that the Inspector deemed it necessary for the appeal scheme to contribute to the supply of affordable housing.

14/00415/FULL1

Under reference 14/00415 an application concerning the erection of two detached houses (1 no 3 bedroom and 1 no 4 bedroom) and six 3 bedroom semi-detached house, and provision of access road, ancillary car parking and bin stores, was refused by the Council on the following ground:

“The proposal constitutes an extension of the developments permitted under refs. 06/04524 and 11/01412 and would result in the development of 18 houses within the combined plot of Nos. 41 and 49 Sunningvale Avenue which is considered to form a single development site; and in the absence of any provision of affordable housing, the application fails to accord with the provisions of Policies H2 and H3 of the Unitary Development Plan and of the Council's Adopted Supplementary Planning Document for Affordable Housing.”

A subsequent appeal was allowed in February 2015, the Planning Inspector concluding that the proposal did not fall within a threshold required to provide affordable housing. That permission has not been implemented but remains extant at the time of writing.

16/05754/FULL1

Under reference 16/05754/FULL1 an application for the erection of a total of 9 houses (comprising of 6 x semi-detached and 3 detached dwellings) with associated access road, ancillary parking and bin stores to the northern end of Sunningvale Close was refused by the Council in March 2017. The Council refused permission on the following ground:

“The proposal would result in the unacceptable loss of an important wildlife habitat and protected species and would be in conflict with the interests of nature conservation contrary to Policy NE5 of the Unitary Development Plan; Paragraph 118 of the National Planning Policy Framework; and Policy 7.19 of the London Plan.”

17/02081/FULL1

Under reference 17/02081/FULL1 planning permission was granted for the erection of a total of 8 houses (comprising of 6x semi- detached and 2x detached dwellings) with associated access road, ancillary parking and bin stores to northern end of Sunningvale Close.

17/02081/RECON

Under reference 17/02081/RECON the Council approved a variation of Condition 7 of planning permission reference 17/02081/FULL1 to enable the enlargement of units 3-8 to provide larger ground floor accommodation, internal reconfigurations, increase in the number of bedrooms per dwelling to four and the lowering of the

rear elevation to provide access to garden areas. This part of the development is under construction.

Considerations

As set out above, this application represents a revision to the scheme permitted under permission reference 17/02081/FULL1 in so far that it is proposed to replace the two detached houses approved under the previous planning application with 4 x part two/three storey semi-detached houses. The key considerations concern the following matters:

- Principle of development
- Design
- Density
- Standard of Accommodation
- Highways
- Neighbouring amenity
- CIL

Principle of Development

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

The National Planning Policy Framework (NPPF) states at paragraphs 11-14 that housing applications should be considered in the context of the presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development that should be restricted.

Given that the site benefits from an extant planning permission, the principle of the development is considered to be acceptable in principle, subject to it achieving satisfactory standards of design and quality of accommodation, respecting neighbouring amenity and not undermining highways conditions. Furthermore, in light of Policy 2 of the Local Plan, on the basis that this scheme would not result in the provision of 11 residential units or more, there is no requirement for affordable housing or payment in lieu.

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

The proposed houses would form part of a self-contained residential development to the rear of Sunningvale Avenue. Whilst the quantum of development would be increased by two residential units, it is not considered that this would serve to undermine local character, particularly in light of the location and set-back of the proposed houses relative to surrounding properties, and the relatively modest increase in the amount of development within the site. Furthermore, the houses would remain within the parameters of the built-up part of the site and the design of the houses would remain identical to those of the approved scheme and of the wider residential development of which these would form a part.

Density

Policy 3.4 in the London Plan seeks to ensure that development proposals achieve the optimum housing density compatible with local context, the design principles in Chapter 7 of the plan, and with public transport capacity. Table 3.2 (Sustainable Residential Quality) identifies appropriate residential density ranges related to a site's setting (assessed in terms of its location, existing building form and massing) and public transport accessibility (PTAL).

The site has a PTAL rating of 1b and is considered to be within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be 40-65 dwellings per hectare. The proposed development would have a density of 41 dwellings per hectare. The proposed residential density would therefore be within the recommended range. Whilst these ranges should not be applied mechanistically, it is considered that the density is broadly appropriate for the area when taking into account the plot sizes, form and layout of development in the locality.

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 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 Government's 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.

Having regard to relevant space standards, the size of the proposed houses, as well as the shape and size of their rooms, these are considered to be satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specific use. It is considered that sufficient levels of natural light would be provided to all dwellings and each unit would have a dual aspect outlook. Each unit of accommodation would be provided with a private outdoor amenity space to the rear.

Highways

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

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

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

Each of the proposed four houses would be provided with two off-street parking spaces which complies with relevant parking standards. Accordingly, it is considered that the proposed houses could be adequately accommodated within the site without leading to deleterious effects on local highway conditions.

Neighbouring Amenity

Policy 37 of the 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.

It is considered that the proposed houses would maintain an adequate separation to the neighbouring properties to the rear fronting Sunningvale Avenue. Whilst this proposal would result in a more intensive development, it is considered that this impact could be adequately mitigated through appropriate landscaping along the interface between the rear boundary of the proposed dwellings and the neighbouring Sunningvale Close properties.

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 was considered that the development in the manner proposed is acceptable having regard to the principle of the development; its design, density, standard of accommodation, highways conditions and 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 (a) Prior to commencement of the development hereby approved (excluding demolition) details of turning area(s) within the site shall be submitted to and approved in writing by the Local Planning Authority.

(b) The turning area(s) shall be provided before any part of the development is first occupied and shall be permanently retained thereafter.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that adequate arrangements can be secured in order to enable vehicles to enter and leave the site in a forward direction, in the interest of pedestrian and vehicular safety and to comply with Policies 30 and 32 of the Bromley Local Plan

5 (a) Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a survey of the condition of the road shall be submitted to and agreed in writing by the Local Planning Authority.

(b) Any damage caused to the surface of the road during the construction phase of the development shall be reinstated to a standard at least commensurate with its condition prior to the commencement of the development (as evidenced in details submitted to satisfy part (a)) prior to first occupation of the development hereby approved.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that adequate protection of the road can be secured in the interest of pedestrian and vehicular safety and to comply with Policy 32 of the Bromley Local Plan

6 No development shall commence on site (including demolition) until such time as a Construction and Environmental Management Plan has been submitted to and approved in writing by the local planning authority. As a minimum the plan shall cover:

(a) Dust mitigation and management measures.

(b) The location and operation of plant and wheel washing facilities

(c) Measure to reduce demolition and construction noise

(d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-

(i) Rationalise travel and traffic routes to and from the site as well as within the site.

(ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.

(iii) Measures to deal with safe pedestrian movement.

(iv) Full contact details of the site and project manager responsible for day-to-day management of the works

(v) Parking for operatives during construction period

(vi) A swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary.

(e) Hours of operation

(f) Other site specific Highways and Environmental Protection issues as requested on a case by case basis

(g) The development shall be undertaken in full accordance with the details approved under Parts a-f

Reason: Required prior to commencement of development to ensure sufficient measures can be secured throughout the whole build programme in the interests of pedestrian and vehicular safety and the amenities of the area. In order to comply with Policies 30, 31, 32 and 119 of the Bromley Local Plan of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

7 Prior to commencement of development (excluding demolition) 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 . The development shall be completed strictly in accordance with the approved levels.

Reason: Required prior to commencement in order to ensure that a satisfactory form of development can be undertaken on the site in the

interest of visual amenity and to comply with Policy 37 of the Bromley Local Plan

- 8 (a) Prior to commencement of above ground works, details (including samples) of the materials to be used for the external surfaces of the building which shall include roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate shall be submitted to and approved in writing by the Local Planning Authority.**

(b) The development shall be carried out in accordance with the approved details.

Reason: In order to comply with Policy 37 of the Bromley Local Plan and in the interest of the appearance of the building and the visual amenities of the area

- 9 Before any part of the development hereby permitted is first occupied, boundary planting to provide screening between the development hereby approved and the neighbouring properties to the west (Nos. 41, 45 and 47 Sunningvale Avenue) of a type to be agreed shall be planted in such positions along the boundaries of the site. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.**

REASON: In order to comply with Policy 37 of the Local Plan Plan and in the interest of visual amenity and the amenities of adjacent properties.

- 10 (a) Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority prior to construction of any above ground works**

(b) The arrangements as approved under part (a) shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: In order to comply with Policy 37 of the Bromley Local Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects

- 11 (a) Details of arrangements for bicycle parking (including covered storage facilities where appropriate) shall be submitted to and approved in writing by the Local Planning Authority prior to construction of any above ground works**

(b) The arrangements as approved under part (a) shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

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

12 (a) Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground works.

(b) The approved scheme shall be self-certified to accord with BS 5489 - 1:2003

(c) The lighting scheme as shall be implemented in full accordance with details submitted under Part (a) before the development is first occupied and the lighting shall be permanently retained thereafter.

Reason: In order to comply with Policies 30 and 37 of the Bromley Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

13 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the 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.

14 While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

Reason: In the interest of pedestrian and vehicular safety and in order to comply with Policy 32 Bromley Local Plan.

15 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 building, structure, extension, enlargement or alteration permitted by Class A, B, C, or E of Part 1 of Schedule 2 of the 2015 Order (as amended), 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 37 of the Bromley Local Plan

- 16 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4 'wheelchair user dwellings' for the units identified in the application as wheelchair units and shall be permanently retained thereafter.

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

- 17 The landscaping scheme as shown on the submitted drawings shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species to those originally planted. Furthermore any boundary treatments shall be retained in perpetuity.

Reason: In order to comply with Policies 37, 73 and 74 of the Bromley Local Plan to secure a visually satisfactory setting for the development and to protect neighbouring amenity.

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

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

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) A full specification for the installation of boundary treatment works.
- e) A full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
- f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.

g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.

h) A specification for scaffolding and ground protection within tree protection zones.

i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.

j) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires

k) Boundary treatments within the RPA

l) Methodology and detailed assessment of root pruning

m) Arboricultural supervision and inspection by a suitably qualified tree specialist

n) Reporting of inspection and supervision

o) Methods to improve the rooting environment for retained and proposed trees and landscaping

p) Veteran and ancient tree protection and management

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

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policy 37, 73 and 74 of the Bromley Local Plan and pursuant to section 197 of the Town and Country Planning Act 1990