

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

**Application No :** 19/01281/FULL1

**Ward:**  
**Bickley**

**Address :** Mulberries, Mavelstone Road,  
Bromley BR1 2PD

**Objections: Yes**

**OS Grid Ref:** E: 541997 N: 169896

**Applicant :** Mr James Burrell

**Description of Development:**

Demolition of existing dwelling and erection of a two storey detached 4 bedroom dwelling and new vehicle access onto Mavelstone Road.

Key designations:

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

**Proposal**

The proposal seeks planning permission to demolish the existing dwelling and erect a replacement two storey dwelling with a new vehicle access onto Mavelstone Road. The proposed replacement house will have a modern traditional design with a flat roof and will use a palette of eco-concrete and aluminium windows. The dwelling is specifically designed to accommodate an occupant with restricted mobility and their visiting carers.

The dwelling will have an overall height of 6.7m. The width will be 24.5m and the depth will be 11.3m. The dwelling will be constructed retaining a 1m side space to both side boundaries of the site.

The proposal includes a new vehicle access onto Mavelstone Road to provide a crescent driveway and an integral garage at ground floor level. Ramps will be provided to assist in access to the front of the house.

The application is accompanied by the following supporting documents:

- Arboricultural Report
- Design and Access Statement.

**Location and Key Constraints**

The site is located on the southern side of Mavelstone Road and comprises a chalet style detached residential house with accommodation in the roof space and is set within

a spacious plot. The wider area is characterised by similar residential development and the site falls adjacent to the Mavelstone Road, Bickley Conservation Area. The building to the east at Stotfold is a Statutory Listed Building.

### **Comments from Local residents and Groups**

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

Objections:

- Inconsistencies regarding land ownership on the application forms. Irregularities in the submitted drawings and documents.
- Detrimental and negative impact on residential amenity and loss of privacy
- Excessive bulk and scale for the plot
- Negative impact on the setting of the Grade II listed Stotfold and the Mavelstone Road Conservation Area.
- Lack of sufficient side space between dwelling and site boundaries
- Unsympathetic materials and design

Please note the above is a summary of objections received and full text is available on the Council's website.

### **Comments from Consultees**

Conservation Officer: The existing house is outside the CA so its demolition is acceptable in principle . The site is adjacent to both the CA and the statutory listed building at Stotfold. The replacement building is of similar height to the existing house albeit with a deeper projection into the rear garden. Given the substantial screening between the site and Stotfold in the form of garaging and trees so I see no increase in any harmful impacts to the setting of this listed building which is best appreciated from directly in front of the building, and therefore this complies with Policy 38. In terms of the CA itself the proposal would not harm views into or out of the area as per policy 42, I note the design is contemporary but this in itself does not conflict with either of the above policies and whilst it clear contrasts with Stotfold this cannot automatically be said to cause harm, indeed best practice suggests such a contrast rather than imitating historic styles.

Highways Officer: The application is for Mulberries, a resubmission of application reference 18/04541 so same comments as previous application. Mavelstone Road is a private road and therefore the development would be unlikely to impact on highway safety, given the scale and nature of the proposal. It would be better if the applicant created a little bit more space to allow a car to pass through easily in the proposed in and out drive in the presence of another car. Given the status of Mavelstone Road as an unadopted street/highway, the applicant should be advised via an informative attached to any permission that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant should, therefore, also be advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be

necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Mavelstone Road is laid out. Conditions and informatives are recommended.

Drainage Officer: This site has good opportunities to use SUDS to restrict surface water run-off to greenfield run-off rate. Please impose PC06.

Tree Officer: The proposed removal of T1 would have a relatively small impact on visual amenity that could be adequately mitigated by replacement planting. It is considered that the proposed removal of T7 –T9 Limes would have some degree of impact on visual amenity. The value of T2-T9 as an arboricultural feature depends not only on their relative public visibility, good physiological condition and good visual form of each tree (i.e. those factors that are apparent to public such as crown symmetry etc.), but also on the uniformity of the group (i.e. the matching species, age and form of all 7 trees.) Moreover, this uniformity of appearance in combination with the group's single tree-depth linear arrangement, means that the value of the group would vary with the number in the line. A reduction in the number of group members would inevitably reduce their landscape value to some extent. Therefore it would be our strong preference for T2-T9 to be retained intact. However, unlike with the previous application, indicative replanting details have now been submitted. 3 new Limes trees are proposed as direct replacements. The extent to which the proposed replanting could adequately mitigate the loss of the removed trees is key to determining the acceptability of the scheme. The proposed replacement trees are considered to be too small but larger could be required by condition. With regard to the trees in rear garden, there are a number of low relatively low cypress trees that are proposed for removal. There is no objection to their removal on the grounds of their value in arboricultural terms. However, I understand concerns have been raised about their removal with regard to views into/out of the neighbouring property. As above, indicative planting has been proposed, specifically x4 Bay trees. I note the suitability of the replacement trees has been questioned with regard to species and number of trees. Given the relatively low value of the original trees and the lack of public visibility in this location, the x4 Bays proposed are considered appropriate. As a note of caution, if privacy or the views from the conservation area are a cause for concern it should be noted that the replacements will not provide the same degree of coverage as the original trees for decades. In summary, there is now provision (to be enhanced by condition) for mitigation, so whilst it would be preferable that T7-9 were retained, the Arb impact is considered to be within acceptable limits. In the event that permission is granted I would recommend the following 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 National Planning Policy Framework was published on 24 July 2018 and updated on 19 February 2019.

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

The application falls to be determined in accordance with the following policies:

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
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.18 Construction, Excavation and Demolition Waste
- 6.9 Cycling
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture
- 8.3 Community Infrastructure Levy

Bromley Local Plan

- 4 Housing Design
- 8 Side Space
- 32 Road Safety
- 37 General Design of Development
- 38 Statutory Listed Buildings
- 42 Development Adjacent to a Conservation Area
- 73 Development and Trees
- 77 Landscape Quality and Character
- 112 Planning for Sustainable Waste management
- 113 Waste Management in New Development
- 115 Reducing Flood Risk
- 116 Sustainable Urban Drainage Systems (SUDS)
- 117 Water and Wastewater Infrastructure Capacity
- 118 Contaminated Land
- 119 Noise Pollution
- 120 Air Quality
- 122 Light Pollution

123 Sustainable Design and Construction

124 Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

### Additional Guidance

Supplementary Planning Guidance 1 - General Design Principles

Supplementary Planning Guidance 2 - Residential Design Guidance

Supplementary Planning Guidance for the Mavelstone Road, Bickley Conservation Area.

The Mayor's Housing Supplementary Planning Guidance (March 2016)

DCLG Technical Housing Standards (March 2015)

### **Planning History**

18/04541/FULL1 - Demolition of existing dwelling and erection of a two storey detached 4 bedroom dwelling and new vehicle access onto Mavelstone Road – REFUSED

Grounds of refusal:

‘The proposed dwelling, by reason of its design, excessive massing, siting and proximity to the flank boundaries of the site, would constitute a cramped overdevelopment that would be detrimental to the established spatial standards of the area and harmful to the character of the site and the wider area, thereby contrary to Policies 4, 8 and 37 of the Bromley Local Plan.

The proposal would result in an unacceptable arboricultural impact as a result of the partial loss of a valuable group of trees in the street scene as well the overall loss of tree cover on a site adjacent to a conservation area, without provision for mitigation, thereby contrary to Policy 73 of the Bromley Local Plan.

Records indicate the original property dates from the 1960's with extension in the 1970's. Previous to this the site formed part of the curtilage to Stotfold along with other properties in the locality sold off historically.

### **Considerations**

The main issues in determining any application relating to these proposals are as follows:

- Resubmission
- Design
- Standard of Accommodation
- Neighbouring Amenity
- Highway Safety
- Trees
- Sustainability
- CIL

## Resubmission

Following the refusal of application ref. 18/04541, the current proposal reduces the width of the dwelling at ground floor level so that a 1m side space is retained. The depth of the development has also been reduced and redesigned so that the depth of the dwelling is reduced from 12.8m previously proposed to 11.3m currently proposed. The updated Arboricultural Report includes the provision of three new lime trees at the front of the house to replace the removed Lawson Cypress trees. Replacement evergreen bay trees are proposed to the side boundary adjacent to Stotfold House and three new Himalayan Birch trees will be planted along the rear boundary.

## 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.

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

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

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

Policy 4 of the Local Plan sets out criteria to assess whether new housing developments are appropriate subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, community safety and refuse arrangements.

Policy 41 of the Local Plan requires new development to enhance and preserve the character and appearance of Conservation Areas. New development will be expected to respect or complement the layout, scale, form and materials of existing buildings

and spaces; and respect and incorporate in the design existing landscape or other features that contribute to the character, appearance or historic value of the area.

Policy 8 requires that new residential development for a proposal of two or more storeys in height a minimum of 1m side space from the side boundary is maintained and where higher standards of separation already exist within residential areas. Proposals will be expected to provide a more generous side space.

The site is immediately adjacent to the Mavelstone Road, Bickley Conservation Area. The associated SPG is of relevance to the site and details that the Mavelstone Road Conservation Area is in a locality with strong representation by the Arts and Crafts style of architecture (in its late nineteenth century and early twentieth century manifestations) and housing layout. The Area's most significant building is "Stotfold" which is a Grade II statutory listed building. The application site is immediately adjacent to this to the east and therefore the Council must take account of the setting of this building within the immediately adjacent Conservation Area and to the character and appearance of the conservation area generally.

The existing building on site represents an infill development dating back to the 1960's with subsequent extensions. Its contribution to the setting of the adjacent conservation area is considered neutral. The predominant character surrounding the site in this part of Mavelstone Road is of large detached houses on good sized plots. This generally creates an open setting to the site and the spacious heritage setting of the Listed Stotfold.

As it is considered to make a neutral contribution to the character of the area and adjacent Conservation Area, no objection is raised to the loss of the existing bungalow. The wider setting of the site has a relatively spacious feel and has evolved over time in the street layout. In this location any replacement building must have a sympathetic mass, scale and footprint in order to avoid an obtrusive and incongruent impact on the wider sensitive setting.

The proposed replacement building would occupy a large amount of the site and would retain a minimal 1m side space to both flank boundaries. The footprint of the building would be substantial with a width of 24.5m and a depth of 11.3m. Whilst the footprint and site coverage is considerable, the dwelling will have a low flat roof of 6.7m in height and has been designed to be partially sunken into the ground at the western side. The result is a dwelling that would appear to have a low height when viewed in the context of the street scene and the overall bulk has been reduced from the previous application. Mavelstone Road is characterised by a sense of generous spacing between buildings and therefore the introduction of a policy-compliant side space to both side elevations is considered to improve the building's relationship within the street scene compared to the previously refused proposal.

The proposal will introduce a modern design into the area which, although at odds with the general character, would not be objected to subject to appropriate massing and scale. The design and footprint proposed is considered to be in keeping with the expected mass and scale of a replacement building on the site and would not overdevelop of the site in light of the material reductions made following the previous refusal. On balance, the development is not considered to negatively affect the

streetscape value of the existing layout that contributes to the local spatial and architectural townscape of Mavelstone Road and the neighbouring Conservation Area.

In terms of the design approach, proposals for new development will be expected to recognise and complement the qualities of the surrounding area, and in this regard the provision of juxtaposing modern design is not objected to in principle provided that the design quality is high and the local context is recognised and respected. In this case, because of the low height and lack of dominance that the building would have in the street scene, the proposal is considered to complement the wider area without competing detrimentally with its inherent characteristics, form and layout.

On balance, the proposal is not considered to have a detrimental impact on the character of the area, the character of the adjacent Conservation Area or the setting of the Listed Building and therefore the development is considered to comply with Policies 4, 8, 37 and 42 of the Bromley Local Plan.

### Standard of 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.

The shape, room size and layout of the rooms in the proposed building are considered satisfactory and are specifically designed to comply with Part M4 (2) to accommodate an occupant with restricted mobility. 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 comply with the internal room space requirements within Policy 3.3. The bedrooms and living areas will be provided with adequate natural light and outlook.

In terms of amenity space the depth of the rear garden is of sufficient depth and proportion to provide a usable space for the purposes of a four bedroom dwellinghouse.

### 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.

The dwelling will replace the existing house and be constructed with a 1m side space to the side boundaries of the site. The ground floor will project to the rear of Cedarcroft by 3.0m. At first floor level, the development will not project to the rear of Cedarcroft. The first floor bedroom areas will project further to the rear but will be significantly separated from Cedarcroft, with the previously proposed upper floor void also reduced and sited further from this side boundary. The resulting relationship is considered to be acceptable, with the two storey bulk acceptably separated from this immediately neighbouring dwelling.

To the west, the building at Stotfold is sited on higher ground and with a separation from the shared boundary. There is a driveway serving garages to the side of Stotfold and the resulting separations and topography are such that the dwelling would not have a detrimental impact in terms of visual impact. Concern has been raised by local residents regarding overlooking, particularly from the proposed upper floor bedroom in close proximity to the boundary adjoining Stotfold House. The proposed plans and Arboricultural Report proposes replacement and supplementary vegetation along this boundary, including the planting of evergreen bay trees. It is considered that such planting will assist in the protection of the privacy of neighbouring occupiers and subject to suitable conditions to ensure compliance with the arboricultural recommendations, the development is not considered to impact harmfully on the amenities of occupiers of Stotfold House in terms of privacy and overlooking.

It is considered that there would not be a significant loss of amenity to neighbouring properties and therefore the proposal is considered to comply with Policy 37 of the Local Plan in this respect.

### 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 development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

London Plan and 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.

Mavelstone Road is a private road and therefore the development would be unlikely to impact on highway safety, given the scale and nature of the proposal. The proposal is not considered to have a detrimental impact on highway safety and would therefore comply with Policy 32 of the Local Plan.

### Trees

The Council's Tree Officer has reviewed the Arboricultural information submitted. The proposed removal of T1 would have a relatively small impact on visual amenity that could be adequately mitigated by replacement planting. It is considered that the proposed removal of T7 –T9 Limes would have some degree of impact on visual amenity. The value of T2-T9 as an arboricultural feature depends not only on their relative public visibility, good physiological condition and good visual form of each tree (i.e. those factors that are apparent to public such as crown symmetry etc.), but also on the uniformity of the group (i.e. the matching species, age and form of all 7 trees.) Moreover, this uniformity of appearance in combination with the group's single tree-depth linear arrangement, means that the value of the group would vary with the number in the line. A reduction in the number of group members would inevitably reduce their landscape value to some extent. Therefore it would be our strong preference for T2-T9 to be retained intact. However, unlike with the previous application, indicative replanting details have now been submitted. 3 new Limes trees are proposed as direct replacements. The extent to which the proposed replanting could adequately mitigate the loss of the removed trees is key to determining the acceptability of the scheme. The proposed replacement trees are considered to be too small but larger could be required by condition.

With regard to the trees in rear garden, there are a number of low relatively low cypress trees that are proposed for removal. There is no objection to their removal on the grounds of their value in arboricultural terms. However, it is understood concerns have been raised about their removal with regard to views into/out of the neighbouring property. As above, indicative planting has been proposed, specifically x4 Bay trees. It is noted that the suitability of the replacement trees has been questioned with regard to species and number of trees. Given the relatively low value of the original trees and the lack of public visibility in this location, the x4 Bays proposed are considered appropriate. [As a note of caution, if privacy or the views from the conservation area are a cause for concern it should be noted that the replacements will not provide the same degree of coverage as the original trees for decades.]

In summary, there is now provision (to be enhanced by condition) for mitigation, so whilst it would be preferable that T7-9 were retained, the Arb impact is considered to be within acceptable limits. Conditions are recommended.

### Sustainability

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the

need for sustainable development. All new development should address climate change and reduce carbon emissions.

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy. Further standards and guidance are set out in the Housing SPG.

### CIL

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

### **Conclusion**

Having had regard to the above it is considered that the development in the manner proposed is acceptable in that it would not result in a detrimental impact on the character of the area and would have no significant impact on the amenities of neighbouring residential properties. No impact on trees or highway safety would result.

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

### **RECOMMENDATION: PERMISSION**

#### **Subject to the following conditions:**

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

**Reason: 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 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

- 6 (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**

- 7 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. The x3 Tilia cordata indicated in the Replacement Tree Planting Plan shall be a minimum 16-18cm girth at 1m above ground level, as opposed the 12-14cm indicated. Bay trees of minimum 4m in height shall be planted in sufficient number and proximity to each other such that the edges of the crowns touch each other at the time of planting and the line extends for a minimum 10m section of the boundary with Stotford. The replacement trees shall be planted in accordance with the details of the Replacement Tree Planting Plan in the first planting season after completion or prior to first occupation of the development, whichever is the sooner.**

**Any new tree planted as a requirement of this condition, or any existing tree indicated to be retained in the plans hereby approved, that dies, is removed or becomes severely damaged or diseased within 5 years of planting shall be replaced with a number and species of trees to be determined by the Local Planning Authority. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.**

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

- 8 The flat roof area of the development shall not be used as a balcony or sitting out area and there shall be no access to the roof area.**

**Reason: In order to comply with Policy 37 of the Bromley Local Plan and in the interest of the amenities of the adjacent properties.**

- 9 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.

**10 (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**

**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) Surface water from private land shall not discharge on to the highway.**

**(b) Prior to the commencement of above ground works details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority.**

**(c) Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the details approved under Part (b) and shall be retained permanently thereafter.**

**Reason: To ensure satisfactory implementation of the surface water drainage proposals can be secured before additional pressure is placed on existing arrangements and to accord with to London Plan Policy 5.13 Sustainable Drainage and Policies 115, 116 and 117 of the Bromley Local Plan**

**13 (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**

**14 Prior to the commencement of the development hereby approved (including demolition and all preparatory work), tree protection measures shall be installed in accordance with the approved Tree Protection Plan). Such measures shall not be moved or removed, but shall be retained in situ until completion of the development and all materials and machinery have been removed from the site, unless otherwise agreed in writing by the LPA. The development shall thereafter be carried out in accordance with the approved Arboricultural Method Statement (dated 18th February 2019) or any variation as may subsequently be agreed in writing by the LPA.**

**Reason: Required prior to the commencement of development in order that the Local Planning Authority may be satisfied that the trees to be retained will not be damaged during development works and to ensure that, as far as is possible, the work is carried out in accordance with the approved details pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with Polices 37, 73 and 74 of the 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**

**You are further informed that :**

- 1 With regard to the laying out of the crossover(s) and or reinstatement of the existing crossover(s) a Vehicle Crossover Application will need to be made to the Highway's Department. The application fee is a non-refundable £100 pounds and the forms can be found through the webpage**

**[https://www.bromley.gov.uk/info/200083/roads\\_highways\\_and\\_pavements/279/access\\_to\\_your\\_drive\\_crossovers\\_dropped\\_kerbs/2](https://www.bromley.gov.uk/info/200083/roads_highways_and_pavements/279/access_to_your_drive_crossovers_dropped_kerbs/2)**

- 2 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.**