

SECTION '2' – Applications meriting special consideration

Application No : 19/01174/FULL1

Ward:
Crystal Palace

Address : Land Rear Of 58 To 60 Anerley Park
Castledine Road Penge London

Objections: Yes

OS Grid Ref: E: 534600 N: 170275

Applicant : Mr & Mrs J. COLLINS

Description of Development:

Erection of one single storey 2 bedroom dwelling, with associated private garden, formation of vehicular access and off-street parking

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 6

Proposal

Planning permission is sought for the erection of a single storey dwellinghouse to form a two bedroom residential dwelling which utilises part of the rear gardens of Nos. 58/60 Anerley Park, Anerley.

The proposed dwelling would be sited on the south eastern part of the formed site, positioned to related to the row of dwellings fronting Castledine Road, adjacent to No. 1.

In terms of space about the building, a side space of between 3.5-5m would be retained to the boundary with No. 1. The north western flank elevation of the building would be positioned a minimum of approx. 1.3m from the formed north western flank boundary of the site with the retained rear gardens of Nos. 58/60. These retained gardens would be approx. 9/10m deep in comparison with their existing depth of approx. 24m.

At the rear, a distance of 1m would be retained to the boundary with the rear part of the garden at No. 62.

1 no. car parking space would be provided to the side of the proposed dwelling, between the house and the formed rear boundary with No. 58 Anerley Park. Refuse/cycle storage would also be provided in this position. A new boundary wall and fence is shown to the front boundary of the site.

A Planning Statement & Design & Access Statement accompanies the site.

Location and Key Constraints

The application site lies on the north/north eastern side of Castledine Road, which is a street that is predominantly residential in character. The site has an area of approx. 0.2ha and currently comprises the end of residential gardens. It is bounded to the north by the retained full length rear garden at No. 62 Anerley Park, to the south east by No. 1 Castledine Road and to the north west by that part of the rear gardens of Nos. 58/60 Anerley Park it is proposed to retain.

Consultee comments

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

- Rubbish left on site
- Loss of biodiversity that once existed on that land now gone. Previously foxes, squirrels and birds were sighted daily. In addition our privacy has been completely lost. Any pedestrian walking down Castledine Road can now see through our bathroom window. Our privacy will be taken away further as the proposed plans show both the bathroom windows on the proposed build face towards our garden and towards our bathroom window.
- The plans show that the new build will be only 1.20m away from our garden fence and as a result our garden will not be as enjoyable as it is now if the build were to go ahead. Noise will increase, especially if the parking space is granted. We expect the foul smell of garbage bins to infiltrate our air when we are in our garden as the proposed build has positioned garbage bins on a side close to our property. As there is so little space between our fence and the proposed building there is the risk that our fence and our plants could be damaged during the building process.
- Destruction of what was previously some pleasant greenery.
- The plot has been made ugly through the cutting down of trees, removal of the fence along the pavement facilitating dumping of rubbish, and the scattering of half-broken pallets.
- Especially important are the problems of crowding in the area and the issue claimed about the moving of the boundary.
- Loss of natural sunlight and daylight and my current natural outlook will be lost as will my privacy.
- The proposal does not fit with Bromley's Local Plan (Adopted on 16th January 2019 with the aim of guiding future planning applications):

1. Bromley's Local Plan states: 'Any new housing complements and respects the character of the neighbourhood in which it is located, paying particular attention to the density of the neighbourhood in which it is located'. The proposed building does not fit with the Victorian/Period properties in the area, including my own. The proposed site is an already densely populated area of the borough

2. Bromley's Local Plan states: Open Space and the Natural Environment 1.3.2 and Health and Wellbeing 1.3.3 is recognised and afforded a high priority. Land, air and water environments are sustainably managed, ensuring that the wide range of different open spaces and habitats, with their distinctive animal and plant life. As well as helping conserve and enhance biodiversity, Bromley's natural environment supports the wellbeing of its communities, with open spaces and trees providing healthy environments and space. [Bromley aims to]: Manage, protect and enhance natural environments. Encourage the protection and enhancement of biodiversity. Improve the quality of open space and encourage provision in areas of deficiency and in any new development. The current proposal will destroy natural habitats, biodiversity and the quality of open space

3. Bromley's Local Plan states: Chapter 3: Supporting Communities, Health and Wellbeing: The proposal will impact on my own wellbeing and that of my neighbours and pedestrians walking by the site. Currently one can hear a variety of birds and wildlife and see greenery all of which research has shown enhance wellbeing. All of this will no longer exist if the plans go ahead.

4. Bromley's Local Plan states: Transport Section 1.3.16: reduce road congestion and section 1.3.17 improve road safety and reduce air and noise pollution from traffic. The current proposal will increase road congestion, pollution and encourage more cars into the already congested area. Currently it can be difficult to cross the road safely both on Anerley Park (in front of my flat - crossing the road to post a letter in the post box opposite can take several minutes as cars come from all directions) and Castledine road (to the side) due to the sheer level of cars and the speed at which they are driving - there is a junction where 3 roads meet very close to the proposed site and Castledine Road adds a fourth road. Significant numbers of small children and teenagers cross the roads in this congested area in order to catch the 354 bus to school in the mornings, many elderly people use the 354 bus to get around and are particularly vulnerable to increases in traffic and associated air pollution. The proposed 'dropped kerb' is totally out of keeping with the street and surrounding area. It will divide the pavement in such a way that will add risk to pedestrians walking on the pavement (part of which will be lost to the dropped kerb). Pedestrians' right of way will be lost with the dropped kerb and will make walking down the street more stressful and dangerous due to having to keep an eye out on a car coming in or out of the proposed site.

5. The current proposal has already seen a loss of trees as the owner of the land chopped down some very mature, tall trees in anticipation of putting forward the above proposal. The loss of trees has resulted in a loss of privacy - pedestrians walking along Castledine Road can now look up from the street and see me in my kitchen and living room).

6. The location Plan & Site Plan put forward show minimal amounts of planting (compared to built space and current green space). There is inadequate landscaping in the proposal.

Support

- The proposed property would be a positive addition to Castledine Road and the immediate locale. It has been carefully and sympathetically designed to complement the surrounding properties and minimise negative impacts. The land the house will stand on is currently an eyesore with broken fences, dumped waste etc. The most positive aspect of the design is the green roof, which should be supported and be a key requirement of any planning permission granted.
- This property will enhance the varied architecture of Castledine Road. The new house opposite this site has set a positive precedent. I understand Bromley initially rejected the application for the property opposite and hope this won't happen again. The house has set a positive tone for the area and this proposed property will continue this evolution.
- From a planning perspective, this application fulfils the Draft New London Plan's H2 Small Sites policy. This states that 'small sites should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on small sites through both planning decisions and plan-making in order to: significantly increase the contribution of small sites to meeting London's housing needs diversify the sources, locations, type and mix of housing supply support small and medium-sized housebuilders support those wishing to bring forward custom, self-build and community-led housing'. This property would contribute to Bromley's small site housing target of 352 per annum.
- While there is some mention of secure by design principles in the application, I wonder if more could be done to integrate some of these features into the application. If this house is well lit (including onto the street), opens out onto the road and has good security features (e.g. discrete CCTV), it could improve natural surveillance on the street.

Comments from Consultees

Drainage Officer –

We accept in principle the use of Green Roofs, Permeable Paving and Soakaway to attenuate for surface water run-off. Please impose PC06.

Thames Water –

No objections; subject to in formatives.

Environmental Health Officer -

I have considered the above and have no objections within the grounds of consideration.

The application site is within an Air Quality Management Area declared for NOx. I would therefore recommend that the following conditions are attached:

The application site is located within an Air Quality Management Area declared for NOx: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NOx emission rate of <40mg/kWh (To minimise the effect of the development on local air quality within an Air Quality Management Area in line with NPPF p124 and Policy 7.14 of the London Plan)

I would recommend that the following informatives are attached:

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 2017 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.

Highways -

The development is in an area with PTAL rate of 2 on a scale of 0 - 6b, where 6b is the most accessible.

Vehicular access- the new access is from Castledine Road via a new vehicular crossover leading to the car parking area, which is acceptable in principle. However the applicant should be made aware that there is a telegraph/BT pole and a lamp column may need to be relocated; the cost of works must be funded by the developer.

Car parking- one car parking space would be provided. This is acceptable.

Cycle parking- London Plan should be adhered to.

Bin store- Waste Management team should also be consulted.

Please include the following conditions with any permission:

OC03 - Parking bays

AG11 - Refuse storage

ND15 - Visibility splays ..access.. ..3.3m x 2.4m x 3.3m.. ..1m..

AG12 - Cycle parking
PC17 - Construction Management Plan
AG24 - Highway drainage

INFORMATIVE

DI16 - (Crossover)

Nonstandard informative - Street furniture/ Statutory Undertaker's apparatus "Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the creation of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant

Policy Context

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

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

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

The National Planning Policy Framework was published on 24th July 2018.

According to paragraph 48 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- C) The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF

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

London Plan Policies

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.10 Definition of affordable housing
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions

- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
- 7.19 Biodiversity and Access to Nature
- 7.21 Trees and Woodlands
- 8.3 Community Infrastructure Levy

Bromley Local Plan

- 1 Housing supply
- 4 Housing design
- 8 Side Space
- 30 Parking
- 32 Road Safety
- 33 Access for All
- 34 Highway Infrastructure Provision
- 37 General design of development
- 73 Development and Trees
- 77 Landscape Quality and Character
- 112 Planning for Sustainable Waste management
- 113 Waste Management in New Development
- 115 Reducing flood risk
- 116 Sustainable Urban Drainage Systems (SUDS)
- 117 Water and Wastewater Infrastructure Capacity
- 118 Contaminated Land
- 119 Noise Pollution
- 120 Air Quality
- 122 Light Pollution

- 123 Sustainable Design and Construction
- 124 Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

Supplementary Planning Guidance

SPG1 - General Design Principles

SPG2 - Residential Design Guidance

Housing: Supplementary Planning Guidance. (March 2016)

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

Planning History

There is no relevant planning history to report. As a supporting document the applicant has submitted a copy of an appeal decision dating from 2014 which related to the construction of a dwelling opposite the application site. Planning permission was refused by the Council for the proposal on the ground:

"The proposed dwelling would represent a cramped form of development by reason of the restricted dimensions of the land available, the limited amenity space and the lack of sufficient side space, harmful to the character of the streetscene and conducive to a retrograde lowering of the spatial standards currently enjoyed by surrounding properties, thereby contrary to Policies BE1, H7 and H9 of the Unitary Development Plan."

At appeal the Inspector noted that the proposed dwelling would replace an existing industrial/storage site described as an "eyesore" and reasoned that the retention of space to the side of the building would provide usable amenity space. The existing use was noted to have potential for noise and disturbance issues and its replacement by an addition to the Borough's housing stock was considered to be a material consideration.

Considerations

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

- o Design
- o Standard of residential accommodation
- o Highways
- o Neighbouring amenity
- o Sustainability
- o Trees
- o Other (drainage/flooding/noise/pollution)
- o CIL

Design

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.

Policy 3 (Backland and Garden Land Development) & Policy 4 (Housing Design) requires that the new residential development would have no impact upon the character, appearance or context of an area and that the design would be of a high quality and to recognise as well as complement the qualities of the surrounding areas. Density ranges should be compliant with the Technical Housing Standards and levels of residential amenity should be compliant with the London Plan.

Paragraph 124 of the NPPF (2018) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 of the NPPF (2018) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). New development shall also establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

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 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. Density ranges should be compliant with the Technical Housing Standards and levels of residential amenity should be compliant with the London Plan.

The submitted plans indicate that the new dwelling would be single storey; which is in contrast to the other two/three storey dwellings which reside within the immediate vicinity. However, the wider character of the road is mixed with a range of house types and designs. It is noted that the property opposite (No.2 Castledine Road, was allowed on appeal in 2014 for a two storey detached two bedroom dwellinghouse). It may be considered that a single storey detached dwellinghouse would not look particularly out of context in the streetscene.

New windows and doors would exist in the front, rear and flank elevation (looking towards the gardens of land rear of 58-60 Anerley Park Rd). The two new windows in the flank elevation are shown to be obscure glazed and would serve the two bathrooms; therefore privacy and overlooking are not considered to affect neighbouring amenity.

The design of the building in terms of its height and width/proportions is considered acceptable. The key materials are noted as buff brick, black brick, anthracite grey aluminium windows which would go some way to contributing to the materials of neighbouring properties and softening the appearance of the new building.

A 1.3m gap has been left to the boundary of the rear gardens of No.58-60 Anerley Park Road and between a 3.5m-5m gap with No. 1 Castledine Road. A 1m gap exists to the boundary of the site. An area of amenity space lies to the right hand side of the property. Taking into account the separation retained to the boundaries, including the formed boundary with the host dwellings, it is considered that there will be reasonable space left around the new dwelling for it not to be considered cramped given the site forms the previous rear gardens of No.58-60 Anerley Park Road.

While the formed site's width relative to its depth would not be immediately characteristic of neighbouring sites, and would result in the shortening of the host gardens, on balance it is considered that the proportions of the site may be acceptable in context with the varied residential character of the locality, and that the provision of an additional unit of residential accommodation on the site may be appropriate.

Standard of residential accommodation

Policy 3.5 of the London Plan (2016) Table 3.3 sets out the minimum space standards for new development.

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 proposal is also M4(2) compliant making it an accessible and adaptable dwelling.

Policy H4 of the UDP sets out the requirements for new residential development to ensure a good standard of amenity. The Mayor's Housing SPG sets out guidance

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

It is considered that the proposed would provide residential accommodation of a satisfactory standard of amenity to serve the needs of prospective occupants. The amenity space to the side of the building would be of an acceptable size to have utility and to meet the needs of a dwelling of the size proposed.

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.

A new access is proposed from Castledine Road via a new vehicular crossover leading to the car parking area, which is acceptable in principle. The Highways Officer states that the applicant should be made aware that there is a telegraph/BT pole and a lamp column may need to be relocated; the cost of works must be funded by the developer.

No technical objections points are raised from a highways perspective subject to standard conditions and informatives.

Neighbouring amenity

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

The main impact of the proposal in terms of the amenity of neighbouring residents would be upon the amenities of No. 1 Castledine Road and No. 62 Anerley Park. It is noted that the dwelling at No. 1 has a first floor front facing window set back from the main front elevation, and the proposed dwelling would be sited in close proximity and projecting forwards of this window.

On balance, the separation of the first/second floor building from the rear boundary/rear garden of No. 62 Anerley Park may be considered adequate to not cause undue harm to neighbouring residents in terms of overlooking, privacy and visual impact.

The single storey design is considered to reduce the impact to immediate neighbours and the quality of materials together with the introduction of a green roof will seek to soften the impact of the development in this location.

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.

It is noted that the new dwelling would provide a green roof to aid with building cooling and a SUDs surface water run-off system.

Trees

Mature trees were present along the front of the site but it appears following a recent Officers site visit that these have been removed by the applicant. This assumption appears to be verified by neighbour's objections.

CIL

The Mayor of London's CIL is a material consideration. CIL would be payable on this proposal

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 19/01174/FULL1 and any other applications on the site 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 shall be retained strictly in accordance with the application plans, drawings and documents hereby approved.**

Reason: To ensure that the development is retained in accordance with the approved documents, plans and drawings submitted with the application in the interest of the appearance of the building and the visual amenities of the area and in order to comply with Policy 37 of the Bromley Local Plan

- 3 The materials to be used for the external surfaces of the building shall be as set out in the planning application forms and / or drawings unless otherwise agreed in writing by the Local Planning Authority.**

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.

- 4 (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

5 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.

6 (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

7 Before any part of the development hereby permitted is first occupied the shall be provided with 3.3m x 2.4m x 3.3m visibility splays and there shall be no obstruction to visibility in excess of 1m in height within these splays except for trees selected by the Local Planning Authority, and which shall be permanently retained thereafter.

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

8 (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.

9 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.

- 10 (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

- 11 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, extensions, 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 37 of the Bromley Local Plan

You are further informed that :

- 12 You should consult the Street Naming and Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk

- 13 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

- 14 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2))

of the Community Infrastructure Levy Regulations (2010). If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

- 15 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 2017 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

16 **WASTE COMMENT**

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-nearor-diverting-our-pipes>.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

WATER COMMENT

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

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