

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

**Application No :** 18/04305/FULL1

**Ward:**  
**Bickley**

**Address :** 2 - 4 Lewes Road, Bromley BR1 2RN

**Objections:** Yes

**OS Grid Ref:** E: 541565 N: 169368

**Applicant :** Mr John Cummins

**Description of Development:**

Erection of first and second floor extensions over existing garage to provide 4x new 1-bedroom flats and 1x refurbished existing flat (net gain 4 units), internal alterations and alterations to front elevation.

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Local Distributor Roads  
Open Space Deficiency  
Smoke Control SCA 13  
Smoke Control SCA 12

**Proposal**

Planning permission is sought for erection of first and second floor extensions over existing MOT/service centre garage to provide 4x new 1-bedroom flats and 1x refurbished existing flat (net gain 4 units), internal alterations and external alterations to front elevation.

The application was supported by the following documents:

- Application forms,
- Application drawings,
- Acoustic/noise report
- Design and Access Statement

**Location and Key Constraints**

The application site is No. 2-4 Lewes Road, Bromley, a part single storey/part two storey building located on the western side of the highway almost halfway along its length and adjacent to The Oak House Tavern. The building comprises a cluster of attached buildings including a former two storey dwelling with an attached single storey shed; comprising a remaining residential dwelling at the northern end with an attached MOT/service garage at the southern end. The land slopes downwards gradually from north to south and the plot is filled to all the boundaries by the buildings. To the north the site abuts the public house, to the east it fronts directly on to the highway, to the south a local business centre, and to the east a residential garden. The area is residential in nature and is characterised mainly by two storey terraced pre-war cottages. The site does not lie within or adjacent to a Conservation Area or an Area of Special Residential Character, it is not listed however it does abut the locally listed public house on Widmore Road.

## **Planning History**

The relevant planning history relating to the application site is summarised as follows:

93/02687/EUC – Continued use as a motor engineer's with repairs shop was granted a Lawful Development Certificate on 16 June 1994.

08/01556/FULL1 – Alterations to front elevation and enclosure of courtyard area was approved on 7 July 2008.

## **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 Bromley Local Plan (2019). The NPPF does not change the legal status of the development plan.

### London Plan Policies

- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and Design of Housing Developments
- Policy 7.4 Local character
- Policy 7.6 Architecture

### Bromley Local Plan

- Policy 1 Housing Supply
- Policy 4 Housing Design
- Policy 8 Side space
- Policy 9 Residential Conversions
- Policy 30 Parking
- Policy 33 Access for All
- Policy 37 General design of development
- Policy 39 Locally Listed Buildings
- Policy 115 Reducing Flood Risk

Policy 116 Sustainable Urban Drainage Systems  
Policy 118 Contaminated Land  
Policy 119 Noise Pollution

### Supplementary Planning Guidance

Bromley's SPG No.1 – General Design Principles  
Bromley's SPG No.2 – Residential Design Guidance

### **Comments from Local Residents and Groups**

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

#### Objections

- Neighbouring properties have not been notified,
- Properties in Beechfield Road that would be affected by the development have not been directly notified, only via a site notice,
- Planning applications should be decided on their merits and not in relation to other nearby developments,
- The plans are not clear,
- The proposal would be excessive for the road and would overdevelop the area,
- The proposed rear flats would overlook neighbouring properties opposite in Lewes Road, properties and gardens in Widmore Road and Beechfield Road and The Oak public house; harmful to their privacy,
- The Juliet balconies would be out of keeping within the area,
- The proposal; mainly the amount of glazing, would detract from the cottage character of the existing neighbouring houses and local area and would not provide the symmetry the Applicant states would be provided by the proposal,
- There would be no on-site parking; increasing on-street parking and exacerbating existing parking congestion in Lewes Road and in surrounding roads,
- Additional traffic would exacerbate traffic and pedestrian hazards at the junction of Widmore Road, Plaistow Lane and Lewes Road,
- The proposal would increase population density placing more strain on local services and infrastructure,
- The proposal (and other previous developments) benefit the developer(s) and inconvenience/disrupt neighbouring residents which is unfair,
- The proposal does not include refuse storage/collection area,
- There would be no amenity spaces for residents,
- The residents would be affected by The Oak public house (opening hours),

#### Support

- The proposal would make a positive contribution to the appearance of the street,

### **Comments from Consultees**

Thames Water: No comments received

Environmental Health Pollution Officer: Given the use of the ground floor as a vehicle servicing and MOT centre the potential impact on neighbouring residential amenities from noise and vibration would require assessment and potentially mitigation. In absence of this planning permission should be refused.

The Applicant has since conducted an acoustic assessment with recommendations for sound insulation from the ground floor business use and glazing to manage noise impacts from the street outside. However sound and vibrations should not be transmitted (particularly from any fixed machinery) through the structure of the building; by-passing the acoustic ceiling, and into the residential units above. The calculation that noisy activity will only be conducted for 50% of the working day thereby reducing the average decibel level of those activities is not an appropriate assumption given that the impact arising from any noisy activity would be the same regardless of whether it is constant or intermittent.

The Applicant should provide for the Council's approval a scheme of insulation for the proposed residential units from the existing garage use; capable of achieving internal noise levels within BS8233:2014. Specific attention should be paid to any areas where machinery may reasonably be expected to create more noise, and any possible flanking pathways. Furthermore combined plant noise should not exceed typical background noise levels at any noise sensitive location. Mechanical plant noise shall be measured to ensure it is within acceptable limits and any mounting to the building structure shall be insulated to minimise transmission of sound/vibration through the building. These matters could be managed by planning condition.

Drainage Engineer: There would be no increase to the existing building footprint. No comment.

Highways: The application site is located in Lewes Road, close to the junction with Widmore Road. The site has a Public Transport Accessibility Level (PTAL) of 1b (where 0 has the lowest/poorest access and 6b has the highest/best access to public transport services) and is therefore considered to have a "Very Poor" level of accessibility to local public transport links and a higher reliance on private transport including the private motor car. The site also lies close to the Council's Controlled Parking Zone (CPZ). Lewes Road and all of the roads in the vicinity have a high parking stress level and this can affect highway safety, the free-flow of traffic, amenity, and access by emergency services, refuse collection and delivery of goods. The Applicant should provide an up-to-date parking stress survey showing the availability of on-street parking during the day and late evening. This survey should be in accordance with Lambeth Council's Parking Survey Guidance Note' (Lambeth Council, 2012). Given the proximity to the Council's Controlled Parking Zone (CPZ) if planning permission is granted the Applicant should be aware that the Council would be likely to resist granting Residents Parking Permits to the future occupiers of the development and may seek an agreement to restrict their eligibility in this respect.

The Applicant referred to an existing parking stress survey; recently commissioned for a neighbouring site, which provided details/statistics in support of the proposal to demonstrate that there is sufficient on-street parking to serve the development. Furthermore if it is concluded that local parking levels are poor then the Applicant offered to restrict the future occupants from receiving residents' parking bay permits. The Council's Highway Department concluded that the neighbouring development to which the previously conducted parking stress survey related has now been completed and it is occupied; the parking situation has changed and the results of that survey would now be out of date. The current situation should therefore be surveyed and a new baseline established in order to inform the current parking stress. The application site lies outside the Bromley Controlled Parking Zone where there is no on-street parking control or restriction including residents' bays where permits are required. Therefore the Applicant's suggestion to forego parking permit eligibility would not have a meaningful effect in this circumstance.

**Further comments on the submitted Parking Stress Survey:**

The Applicant has conducted a recent/current parking stress survey in the area and based on this no objection is raised (subject to relevant recommended conditions).

Waste Services: No comments received.

## **Considerations**

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

- Procedural matters
- Principle and location of development
- Design and landscaping
- Standard of residential accommodation
- Neighbouring amenity
- Highways
- Sustainability
- Other (drainage/flooding/waste collection)
- CIL

## **Assessment**

### Procedural matters

The Council has carried out notification in accordance with the planning regulations and its Statement of Community Involvement including writing directly to properties that physically abut the application site and/or are located opposite (and can be identified by a postal address), and by placing a site notice on or near to the site to notify other parties that may not be physically abut the site and/or where a postal address could not be identified. Notwithstanding this, any one is entitled to comment on a planning application whether they have been notified directly or not. All comments received up until the point the decision is made will be carefully considered as the planning application is assessed.

### Principle and location of development

The NPPF (2019) sets out in paragraph 11 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with an up to date local plan, applications should be approved without delay. Where a plan is out of date, permission should be granted unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

The site lies within the urban and built up area of Bromley where there is no objection in principle to new development; including new residential development. The proposal is subject to an assessment of the impact of the proposal on the appearance/character of the building, the surrounding area, the residential amenity of the adjoining and future residential occupiers of the scheme and car parking and transport implications.

A planning appeal decision was issued on 26th June 2019 that has implications for the assessment of planning applications involving the provision of housing. The appeal at Land to the rear of the former Dylon International Premises, Station Approach Lower Sydenham SE26 5BQ was allowed. The Inspector concluded that the Local Planning Authority cannot support the submission that it can demonstrate a five year housing land supply having given his view on the deliverability of some Local Plan allocations and large outline planning permissions. According to paragraph 11d) of the NPPF in the absence of a 5 year Housing Land Supply the Council should regard the Development Plan Policies

for the supply of housing including Policy 1 Housing Supply of the Bromley Local Plan as being 'out of date'.

In accordance with paragraph 11(d), for decision taking this means where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

This application includes the provision of four additional dwellings, which would represent a modest contribution to the supply of housing within the Borough. This aspect of the proposal will be considered in the overall planning balance set out in the conclusion of the report having regard to the presumption in favour of sustainable development.

### Design and landscaping

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

The application site is currently occupied fully by the existing vehicle maintenance workshop and adjoining residential property which together fill the site. The proposal would essentially comprise a first and second floor extension to be occupied by the new residential accommodation. Although this would increase the size and mass of the existing building it would not exceed the current ridge height of the tallest part of the existing building and the additional upper floor extension over the workshop would not span the full width of the building; leaving some space to the neighbouring property No. 4a. The

proposed extension would project beyond the rear of the existing upper floor element of the building however it would not fill the full depth of the plot. Overall the additional building coverage and its size and scale would not appear excessive, it would not appear as an overdevelopment of the site or cramped and overcrowded. The design would be traditional with a conventional pitched roof and dormer windows complementing that of the existing building. The Juliet balconies would be a more contemporary feature however they would not be overly prominent and they would link with and would complement the larger ground floor windows below thereby adding some consistency through the overall design and contributing to the identity of the building as a new development in the street. The proposed external materials would complement the design and would not appear out of keeping within the locality and they could be managed by planning condition.

As mentioned the existing buildings and structures fill the site and as such it does not contain trees or landscaping. Although the proposal would enlarge the building and the physical built form on the site and would not offer the opportunity for new planting this would not detract from the site and the street scene and as such in this particular context the absence of existing or proposed vegetation is not out of keeping.

#### Standard of residential accommodation

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

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

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

The proposal would provide 5x 1-bedroom 2 person flats (1b2p) in the places of the existing 2-bedroom 4 person dwelling (2b4p). The submitted drawings show that the 5 flats would all exceed the minimum floor area relating to the corresponding dwelling size as required by the Nationally Described Space Standard (taking account of the areas with less than 1.5m headroom in the uppermost floor which cannot be included) and they would provide some internal built-in storage space. In all other respects the proposed units would provide room dimensions in accordance with the Standard. Most of the flats would have a single aspect, with the exception of flat Nos. 4 and 5, however the habitable rooms;

including the main living space, kitchens and bedrooms, would have a decent outlook through standard windows/Juliet balconies and the non-habitable rooms including bathrooms and circulation spaces would be positioned nearer the centre of the building; although some are still served by roof light windows. On this basis the proposal would provide a reasonable level of outlook.

The Council's Environmental Health Department notes the ground floor vehicle maintenance workshop and the potential impact on the proposed residential properties above. The Applicant's acoustic assessment recommends that any noise from plant and machinery should not exceed typical background noise levels at any noise sensitive location, the installation of sound insulation capable of achieving internal noise levels within BS8233:2014 and for any machinery fixings/mountings to be properly insulated to minimise transmission of sound and vibration through the building structure to the residential properties above and for appropriate glazing to be installed to manage noise impacts from the street outside; including the neighbouring land uses such as the public house and the general street noise.

The proposal would not offer on-site private amenity space however the 5 units would be 1-bedroom units and unlikely to be occupied by families expecting private garden amenity space for children. Nonetheless the site is approximately 35m from the Widmore Recreation Ground to the south and approximately 800m from the Havelock Road Recreation Ground and 1.1km from Whitehall Recreation Ground as well as leisure and recreation facilities including gyms and swimming pools in the Bromley Town Centre. On this basis the proposal would be relatively well served by nearby amenity spaces albeit that this is not provided on site.

#### Neighbouring amenity

Policies 6 and 37 of the Bromley Local Plan seek 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.

As mentioned the proposal would enlarge the existing building and it would be visible from the street and from the neighbouring properties. Notwithstanding this, as mentioned, the proposed building would not exceed the height and width of the largest parts of the existing building and it would not appear excessive in size, height or overall bulk. Furthermore the proposed building would be separated from the neighbouring properties opposite by approximately 13m; including the public highway in between, and from the neighbouring properties on Widmore Road by approximately 13m-17m and from the other neighbouring properties in Beechfield Road by approximately 54m. For these reasons, although the proposal would be visible from neighbouring properties, it would not have a significantly more harmful impact by reason of overshadowing or overbearing effect.

The proposal would provide some additional first floor and second floor rooms/windows facing towards some of the neighbouring properties; mainly those on the opposite eastern side of Lewes Road. However the buildings are separated by a total of 13m and the public highway of Lewes Road. Although the proposal would increase the amount of windows this is an existing relationship and furthermore it is not an uncommon relationship where properties on opposite sides of the highway face towards one another; particularly in urban/suburban areas where development densities are higher and where some degree of mutual overlooking is expected. Indeed the overlooking to the front (east) would be to the front elevation(s) of the properties opposite and not to their rear elevations or private amenity spaces and in light of all this it would not be unduly harmful. The proposal would also face towards some of the properties to the rear (west) in Beechfield Road however

they are separated by a greater distance of approximately 50m and those to the north west in Widmore Road are separated by approximately 20-30m and are positioned at an oblique angle and in these cases there would also be no significantly harmful additional impact by reason of overlooking.

### Highways

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

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

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

Although the proposal would not offer on-site/off-street parking the Applicant's parking stress survey demonstrates that parking for the proposed development could be accommodated on the public highway and there is no objection from the Council's Highway Department subject to relevant recommended planning conditions. Notwithstanding this however the Council's Highway Department advises that it would be unlikely to award residents' bay permits to the future occupants of the proposed development and this could be managed by planning condition or informative.

### Other

#### *Drainage*

There is no objection from the Council's Drainage Engineer.

#### *Waste collection*

The proposed bin store shows capacity for two bulk storage container bins (Chamberlain or Continental type) and it would be positioned leading directly on to the highway and therefore within 18m of the refuse/recycling collection vehicle (RCV) and this would accord with the Council's adopted Standard.

### Sustainability

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of

the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

The proposal is not for major development, where carbon dioxide saving mechanisms are required, however it would offer the opportunity to incorporate energy efficient construction measures such as glazing, insulation, water supply features and renewable energy generating technology such as solar roof panels to reduce carbon dioxide emissions; provide cost savings to the occupants and improvements to the environment and the developer is encouraged to incorporate these features accordingly.

## **Conclusion**

In this particular case there are no areas under protection or assets of particular importance and therefore NPPF paragraph 11 d) i. does not apply. In this particular case, as discussed in the preceding paragraphs, it is concluded that there would be no significantly adverse effects of granting permission for the current scheme. Furthermore in this particular case this proposal would provide four additional units which would contribute towards the Borough's housing supply and would provide a modest additional benefit. As such in this case there would be no significantly adverse effects of granting permission and furthermore the proposal would also provide a modest benefit to the Borough's housing supply and for these reasons there would be no conflict with paragraph 11 d) ii. of the NPPF and it is recommended that planning permission is granted.

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 the interest of the appearance of the building and the visual amenities of the area and in order to comply with Policies 6 and 37 of the Bromley Local Plan 2019.**

- 3 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be permanently retained thereafter.**

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

- 4** Prior to the commencement of above ground works details of the materials to be used for the external surfaces of the buildings shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.  
Reason: In the interest of the appearance of the building and the visual amenities of the area and in order to comply with Policy 37 of the Bromley Local Plan 2019.
- 5** At any time the combined plant noise rating level shall not exceed the measured typical background L90 level at any noise sensitive location. For the purposes of this condition the rating and background levels shall be calculated fully in accordance with the methodology BS4142:2014. Furthermore, at any time the measured or calculated absolute plant noise level shall not exceed 10dB below the typical background noise level (LA90 15 minute) in this location.  
All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels.  
Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.  
Following installation, but before the new plant comes into operation, measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.  
Reason: In the interest of the amenities of the future occupants and the wider area and in order to comply with Policy 119 of the Draft Local Plan 2019.
- 6** Before the commencement of the development a scheme for insulating the adjacent uses from noise generated within the garage, including any validation certificates, shall be submitted in writing to and approved by the Local Planning Authority. This scheme must be capable of achieving internal noise levels within BS8233:2014 for the adjacent residential use. Specific attention should be paid to any areas where machinery may reasonably be expected to create more noise, and any possible flanking pathways. Once approved in writing, all mitigation measures identified (if any) shall be implemented prior to the first occupation of the approved development and shall be permanently maintained as such thereafter.  
Reason: In the interest of the amenities of the future occupants and the wider area and in order to comply with Policy 119 of the Draft Local Plan 2019.
- 7** Before any part of the development hereby permitted is first occupied the storage of refuse and recyclable materials arrangements (including means of enclosure for the area concerned where necessary) hereby approved shall be completed and permanently retained thereafter.  
Reason: In order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects and in order to comply with Policy 37 of the Bromley Local Plan 2019.

**8** Before any part of the development hereby permitted is first occupied the bicycle parking arrangements (including covered storage facilities where appropriate) hereby approved shall be completed and permanently retained thereafter.

**Reason:** In order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport and in order to comply with Policy 6.9 of the London Plan 2016.

**9** Before the development hereby permitted is first occupied arrangements shall be agreed in writing with the Local Planning Authority and be put in place to ensure that no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the vicinity of the site at any time.

**Reason:** 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 and in order to comply with Policy 30 of the Bromley Local Plan 2019.

**10** 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 and in the interest of the amenities of the adjacent properties and in order to comply with Policies 30, 31, 32 and 119 of the Bromley Local Plan 2019.

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

- (a) 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.

(b) 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 (a) 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 2016 Policy 5.13 Sustainable Drainage and Policies 115, 116 and 117 of the Bromley Local Plan 2019.

You are further informed that :

- 1 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2017 which is available on the Bromley web site.
- 2 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.
- 3 The Applicant is advised that where residential properties are adversely impacted by noise then action may be taken under the Housing Act 2004 or should the garage give rise to Statutory Nuisance then action may be taken under the Environmental Protection Act 1990.
- 4 Before work commences the Applicant should be satisfied that the minimum side space to the boundary shown on the submitted drawing can be achieved. Failure to comply with the Council's requirements set out in the conditions above may result in enforcement action being authorised.
- 5 The Applicant is reminded of their requirements and responsibilities according to the Building Regulations and/or The Party Wall etc. Act 1996. Further details can be found at the following address: [https://www.planningportal.co.uk/info/200187/your\\_responsibilities/40/other\\_permissions\\_you\\_may\\_require/16](https://www.planningportal.co.uk/info/200187/your_responsibilities/40/other_permissions_you_may_require/16)
- 6 The Applicant is advised that 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.