

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

Application No : 19/03652/FULL1

Ward:
Bickley

Address : Wootton Bullers Wood Drive
Chislehurst BR7 5LS

Objections: Yes

OS Grid Ref: E: 542564 N: 170111

Applicant : Mr L Bonds

Description of Development:

Demolition of Wootton and erection of 2 semi-detached four bedroom houses with associated car parking.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Sites of Interest for Nat. Conservation
Smoke Control SCA 10

Proposal

Planning permission is sought for the demolition of existing dwelling and erection of 2 x detached 4 bedroom dwellings with associated car parking at front.

The proposed dwellings will have a total width of 7.5m each and a depth of 16.2m. The roofs of each house will be pitched with a total height of 7.9m. The dwellings will be provided with access via the existing crossovers with car parking provision in front of the houses. A side space of 1.0m to the northern flank boundary and 4.0m to the southern flank boundary will be provided. Each house will have a flat roofed small rear dormer within the roof and a single storey rear section with pitched roof that will be sited at the lower land level and providing access to the garden with associated terrace and steps.

The application is submitted supported by a Design and Access Statement.

Location

The application site is located on the northern side of Bullers Wood Drive and comprises a detached single storey dwelling. The wider area is characterised by spacious housing and the site is bound by the railway to the north. The site has no particular planning constraints or designations.

Comments from Local Residents and Groups

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

Objection:

- Parking issues created by the increase in demand
- Inadequate on-site parking provision
- Unsuitable site access from highway
- Remedial works should be undertaken to road by developers
- Impact on and damage to utilities
- Visual impact
- Cramped form of development for the site and poor design
- Unsuitable increase in residential density
- Impacts on neighbouring amenity including overlooking and lack of privacy

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

Comments from Consultees

Drainage Officer: Please impose condition PC06.

Highways Officer: The highway aspects of the proposal are similar to the previous applications. Bullers Wood Drive has mixed status and part of the site has a frontage to the adopted highway but mostly to the unadopted highway. If changes are need to the access from the adopted highway the applicant will need to contact Highways. Any works in the unadopted section of the road should be agreed with the Bullers Wood Drive Trustees who act as the Street Managers. The red line plan does not include the verge / footway in front of the front boundary wall which appears to be correct and this area should not be included within the site. Each proposed property is shown with parking for 2 vehicles on the frontage. Standards conditions are recommended.

Environmental Health (Pollution) Officer: A standard informative is recommended.

Network Rail: No comments received.

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
- 5.13 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
- 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

- Policy 1 - Housing Supply
- Policy 4 - Housing Design
- Policy 8 - Side Space
- Policy 30 - Parking
- Policy 32 - Road Safety
- Policy 33 - Access For All

Policy 37 - General Design of Development
Policy 73 - Development and Trees
Policy 119 - Noise Pollution

Additional Guidance

Supplementary Planning Guidance 1 - General Design Principles
Supplementary Planning Guidance 2 - Residential Design Guidance
The National Planning Policy Framework (NPPF)
The Mayor's Housing Supplementary Planning Guidance (March 2016)
DCLG Technical Housing Standards (March 2015)
National Design Guide (September 2019)

Planning History

Planning permission was refused under ref. 05/04023 for demolition of existing bungalow and garages and erection of 2 two storey four bedroom detached houses with integral garages. The refusal grounds were as follows:

'By reason of size, design and proximity to the southern boundary of the site, the development will have an unacceptable impact on the amenities of the residents of 1 Bruton Close and as such would be contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (Sept 2002).

The development would result in a cramped form of development that would be seriously out of character with the surrounding pattern of development and as such would be contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (Sept 2002).'

Planning permission was refused under ref. 06/00534 for demolition of existing building and erection of 2 two storey four bedroom detached houses with integral garages. The refusal grounds were as follows:

'The proposed dwellings, by reason of their size, design and close proximity to the side boundaries, would result in a cramped form of development, out of character with the surrounding pattern of development and thereby contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (September 2002).

By reason of its size, design and close proximity to the southern boundary of the site, the development would have a seriously detrimental impact on the amenities of the occupiers of No.1 Bruton Close through loss of outlook, thereby contrary to Policies H.2 and E.1 of the adopted Unitary

Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (September 2002).'

The application was subsequently dismissed at appeal. The Inspector stating that the provision of two houses on the site would appear squeezed relative to the wider plots prevalent in the area. The Inspector also stated that the development would have a harmful impact on the amenities of No. 1 Bruton Close.

Planning permission was refused under ref. 06/041745 for partial demolition of bungalow and existing garages and erection of 1 three bedroom detached two storey house with car parking area. The refusal grounds were as follows:

'The proposed dwelling, by reason of its size, design and close proximity to the side boundaries, would result in a cramped form of development, out of character with the surrounding pattern of development, and thereby contrary to Policies H7 and BE1 of the Unitary Development Plan.

By reason of its size, height and close proximity to the southern boundary of the site, the development would have a seriously detrimental impact on the amenities of the occupiers of No. 1 Bruton Close through loss of outlook, thereby contrary to Policies H7 and BE1 of the Unitary Development Plan.'

Planning permission was refused under ref. 13/01790 for demolition of existing dwelling and erection of 2 semi-detached two storey dwellings with associated garages. The refusal grounds were as follows:

'The development would constitute a cramped form of development that would be seriously out of character with the surrounding pattern of development and would result in a retrograde lowering of the spatial standards to which the area is currently developed, contrary to Policies BE1 and H7 of the adopted Unitary Development Plan.'

The application was subsequently allowed on appeal. The Inspector states:

'The proposal would comprise a pair of two storey semi-detached dwellings with accommodation within the roof slope. The design of the dwellings, with one entrance to the front elevation and one to the side, aims to give the appearance of a single dwelling when viewed from the street. Their massing, building footprint and design would broadly reflect that of a previous permission to extend the existing dwelling (ref DC/07/01788/FULL6), while the ridge height would be slightly lower.

The parties dispute whether semi-detached properties are characteristic of the surrounding area. Whilst the appeal plot is relatively narrow at the road frontage, properties in the vicinity tend to cover most of the plot width, with only narrow gaps remaining to the sides of each dwelling. This means that the appearance of the dwellings would be broadly compatible with the prevailing character of the area. Moreover, at the time of my site visit there were two vehicles parked within the front curtilage adjacent to each access. This layout would be retained if the appeal were allowed, as the two existing

vehicle accesses would remain, and would ensure that the existing character of the area is maintained.

Concerns were raised by neighbours that the dwelling would be a three storey property and would dominate the street scene, but the second floor accommodation would be contained within the roof slope with three modest rear dormers, and thus would appear as a two storey dwelling from the street. The ridge height would be slightly higher than No 1 Bullers Wood Drive and slightly lower than No 1 Bruton Close and would not therefore be overly dominant when viewed from the surrounding area.'

Planning permission was granted under ref. 15/04612 for demolition of existing dwelling and erection of 2 semi-detached two storey dwellings with associated garages. (Amendments to permission allowed on appeal under ref: 13/01790.)

Planning permission was refused under ref. 16/03427/FULL1 for demolition of existing dwelling and erection of 2 x detached 4 bedroom dwellings with associated car parking at front. The refusal grounds were as follows:

'The development would constitute a cramped form of development that would be seriously out of character with the surrounding pattern of development and would result in a retrograde lowering of the spatial standards to which the area is currently developed, contrary to Policies BE1 and H7 of the adopted Unitary Development Plan.'

Planning permission was refused under ref. 17/05535 for demolition of No. 1, Bullers Wood Drive and Wootton, Bullers Wood Drive and erection of 2 pairs of semi-detached houses providing 4 no. 4/5 bedroom properties with integrated garages and associated car parking

The grounds of refusal were as follows:

'The proposed dwellings would, by reason of their scale, massing and bulk, be overbearing and out of character with the streetscene, thereby contrary to Policies BE1 and H7 of the Unitary Development Plan, draft Policies 3, 4 and 37 of the Emerging Local Plan, and Policies 7.4 and 7.6 of the London Plan.'

The application was subsequently allowed on appeal.

Conclusion

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

- Resubmission
- Principle of development
- Density
- Design

- Standard of accommodation for future occupiers
- Neighbouring amenities
- Highways
- Flood Risk

Resubmission

Following the allowing of appeal ref. 16/03427, the current proposal seeks permission to demolish only one dwelling (Wootton) and erect a pair of semi-detached dwellings similar to those permitted separately under ref. 15/04612, which has now expired. The pair of houses will not be provided with a side garage and will instead be provided with driveway parking. The houses will have a hipped roof with a single storey rear extension that will provide access out onto the lower level rear garden.

Principle of Development

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

The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

The NPPF 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 a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

The NPPF at paragraphs 117-121 also encourages the effective use of land by reusing land that has been previously developed (brownfield land) and excludes gardens from the definition of previously developed land. Policy 3 of the Bromley Local Plan reflects this guidance and states that new residential development will only be considered acceptable on backland or garden land where there is no unacceptable impact on character and loss of amenity space.

Policy 4 of the Local Plan advises that new housing developments will be expected to meet all of the following criteria in respect of;

- o density;
- o a mix of housing types and sizes, or provision of house types to address a local shortage;

- o the site layout, buildings and space about buildings are designed to a high quality and recognise as well as complement the qualities of the surrounding areas;
- o provision of off street parking;
- o the layout is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles; and
- o security and crime prevention measures are included in the design and layout of buildings and public areas.

Supplementary Planning Guidance No. 2 (Residential Design Guidance) states "local context is of particular importance when adding new buildings to established areas. Building lines, spaces between buildings, means of enclosure and the use and location of garden or amenity space should all respect the character of the locality".

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 2 dwellings, which would represent a minor 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.

The proposal would sub-divided the plot into two smaller ones to provide a pair of detached dwellings. The site has a lengthy planning history which set a precedent for a pair of semi-detached dwellings on the site, allowed on appeal under ref. 13/01790 and subsequently under refs. 15/04612 and 16/03427. The Inspector took the view that the semi-detached appearance gave the development a bulk and form reflective of the wide plots of the surrounding area, which comprises

mainly large detached two storey residential dwellings. A previous appeal dismissal for two detached houses (ref. 06/00534) also references the prevailing character of the area and the resulting narrow plots that would be created by the provision of two detached houses at the site was considered to be out of character with the area.

In light of the planning history and the two appeal decisions, it is considered that the erection of a pair of semi-detached houses would be acceptable at the site in principle.

Design

Policy 3.4 of the London Plan specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range. This reflects paragraph 58 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.

Policies 4 and 37 of the Local Plan set out a number of criteria for the design of new development. With regard to local character and appearance development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping and relationships with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

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.

Under ref. 13/01790, the Inspector regarded the properties in the vicinity tend to cover most of the plot width, with only narrow gaps remaining to the sides of each dwelling. This means that the appearance of the dwellings would be broadly compatible with the prevailing character of the area. The Inspector also concluded that the roof heights would be comparable to the surrounding dwellings and therefore roof accommodation was not objected to.

Subsequent planning history reinforced this view, and it is considered that the erection of semi-detached dwellings at the site is acceptable in design terms. The current proposal includes a minimum 1.0m side space to the northern boundary and a 4.0m separation to the southern boundary. The overall roof height of 8.0m would also be comparable to the previously considered building heights and is in fact lower than the 8.75m permitted under ref. 16/03427.

In light of the established position and the similarities in height and bulk, it is considered that the design and layout of the development would not impact detrimentally on the character of the area, subject to suitable materials and finishes, which can be conditioned as appropriate. The alterations from the previous scheme include the removal of the side garage and the provision of a single storey rear element to both dwellings. The use of a gable roof design is also considered to be acceptable in design terms.

Density

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

The site has a PTAL rating of 2 and is within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be 40-80 dwellings per hectare. The proposed development would have a density of 22 dwellings per hectare. The proposed residential density would therefore be lower than the recommended threshold, however this should not be applied mechanistically and should take into account the prevailing character of an area. In this case it is considered that the spacious layout and form of residential development in the surrounding area would justify a density shortfall in order to preserve this established character.

Standard of Residential Accommodation

Policy 3.5 of the London Plan and the Housing SPG (2016) states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit should comply with Nationally Described Housing Standards (2015).

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.

Policy 3.5 of the London Plan and the Housing SPG (2016) Standard 24 states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit should comply with Technical housing standards - nationally described housing standard (2015).

The Technical Housing Standards published by the Department for Communities and Local Government requires a Gross Internal Area of 130m² for a four bedroom eight person dwelling over three levels. The proposed dwellings will each have a GIA of 180m² and therefore would meet the minimum recommended London

Housing SPG unit standards guidance. Individual double bedrooms should have a minimum GIA of 11.5 square metres and single bedrooms a minimum GIA of 7.5 square metres. The submitted plans indicate compliance with the floor area and room width guidelines. Each dwelling will have at least one double bedroom with a minimum width of 2.75m and single bedrooms will have a width of 2.15m. The general layout of the four houses is considered to be acceptable.

The houses have been provided with private gardens, car parking spaces and vehicular access via Bullers Wood Drive. The standard of accommodation provided is acceptable for future occupants.

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 proposed dwelling closest to No. 1 Bruton Close will be sited 4.0m from the side boundary and will be sited on lower ground than No. 1 Bruton Close. This relationship is considered to be similar to the two storey siting of previously proposed pairs of dwellings at Wootton and it is considered that the development would not result in a significantly harmful impact on the amenities of this neighbouring house. To the opposite flank, the two storey dwellings will not project forwards or rearwards of the building line of Carola. This relationship is considered to be typical of a suburban area and acceptable on balance. The provision of single storey rear sections to both houses has the potential for further impact, however these are located centrally with a separation to both flank boundaries of the site. The single storey projection will also have a flat roof that slopes downwards to the lower garden land level and therefore the low bulk and position would not create a significant impact on the amenities of neighbouring houses. A small terrace will also be provided to the rear of each house, however It is considered that the platforms would not result in additional amenity impacts and due to the topography of the land and the degree of mutual overlooking of neighbouring gardens that naturally exists.

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 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.

No objections are raised in regards to parking and highway safety at the site, given the extensive planning history at the site. Standard conditions and informatives 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.

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.

CIL

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

Conclusion

Having had regard to the above it was considered that the proposal is acceptable in that it would not result in any detrimental impact on the character of the area and would not impact on the amenities of neighbouring residential properties or highway safety.

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 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

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

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

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

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

(a) Dust mitigation and management measures.

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

(c) Measure to reduce demolition and construction noise

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

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

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

(iii) Measures to deal with safe pedestrian movement.

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

(v) Parking for operatives during construction period

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

(e) Hours of operation

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

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

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

7 Prior to commencement of development (excluding demolition) details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority . The development shall be completed strictly in accordance with the approved levels.

Reason: Required prior to commencement in order to ensure that a satisfactory form of development can be undertaken on the site in the interest of visual amenity and to comply with Policy 37 of the Bromley Local Plan

8 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.

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

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

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

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

11 (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

12 No wall, fence or hedge on the front boundary or on the first 2.5 metres of the flank boundaries shall exceed 1m in height, and these means of enclosure shall be permanently retained as such.

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

13 An acoustic assessment shall be submitted to the Local Planning Authority for approval in writing prior to the commencement of the development. The assessment shall determine the worst-case day time and night time ambient and background noise levels affecting this location and predict the internal noise levels in the proposed residential dwellings. A scheme of mitigation as necessary in light of the results of the assessment (covering facade, glazing and ventilation specifications to achieve suitable internal noise levels in line with guidance in BS8233:2014) shall be submitted to the Local Planning Authority for written approval prior to the commencement of the development and once approved shall be installed fully in accordance with the approved scheme and permanently maintained thereafter.

Reason: In order to comply with Policies 37 and 119 of the Bromley Local Plan and in order to ensure the satisfactory standard of accommodation for future occupants.

You are further informed that :

- 1** 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

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

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

- 3** The applicant is advised 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 Bullers Wood Drive is laid out. Any works in the unadopted section of the road should be agreed with the Bullers Wood Drive Trustees who act as the Street Managers.

- 4** You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.

- 5** You should consult Street Naming and Numbering/Address Management at the Civic Centre on 020 8313 4742, email

address.management@bromley.gov.uk regarding Street Naming and Numbering.