

SECTION '2' – Applications meriting special consideration

Application No : 19/01345/FULL1

Ward:
Orpington

Address : 146 Charterhouse Road, Orpington,
BR6 9EU

Objections: Yes

OS Grid Ref: E: 547061 N: 164849

Applicant : RAA Ventures Ltd. & Regent Land Ltd.

Description of Development:

Demolition of 5 existing houses and associated structures and erection of 28 residential units comprising an apartment block with 9x1 bed and 11x2 bed units and 8x 3 bed houses together with basement car parking with access from Saltwood Close, surface level car parking, cycle parking, refuse and recycling facilities and associated landscaping.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 29

Update following deferral from Plans Sub Committee 4.

On December 5th 2019, this application was submitted to Plans Sub Committee 4 for consideration. The committee was unable to reach a resolution to determine the application and the applicant was requested to provide further information (without prejudice) for Members to consider relating to density, design, on-site affordable housing and electric vehicle charging points matters.

In response to this request the applicant has made the following submissions. The officers' response to each item is set out under the heading 'Officer comments'.

1. Applicant submission relating to electric vehicle charging points and HMO.

"The applicant has been carefully considering options for progressing this application, having regard to the discussion had by members of the panel and the issues raised.

In response to comments made by members of the Plans Panel in their discussion of the scheme, the applicant is happy to agree to further conditions requiring the development to provide passive electric vehicle charging provision for all of the proposed parking spaces, alongside the 20% of spaces which are already identified to be provided with active charging point provision in accordance with local planning policy, in order to ensure the development is suitably 'future

proofed' to meet growing demand for electric vehicle charging going forwards. In addition, the applicant confirms agreement to a suggested additional condition to prevent the future use of the proposed dwellings as Houses in Multiple Occupation (HMOs)."

Officer comment:

(a) Recommended condition 16 has been amended to provide 80% passive EVCP provision which will result in all car parking spaces fitted with either active or passive charging facilities.

(b) A condition to prevent the future use of the proposed dwellings as Houses in Multiple Occupation has been added as new condition 33 which states:

"33. The dwellings hereby approved shall only be used as single family dwellings as defined in Class C3 of the Use Classes Order and shall, at no time, be used as Houses in Multiple Occupation as defined in Class C4 of the use Classes Order except with the express consent in writing of the Local Planning Authority.

Reason: In order to protect the amenities of future occupants and existing residents and to comply with Policy 37 of the Local Plan."

2. Applicant submission relating to future buyers.

"Furthermore, members of the Panel expressed an interest in the proposed development providing opportunities for first time buyers, young professionals and young families to benefit from the Help to Buy scheme and the applicant is pleased to confirm it is the intention that such opportunities would be made available as part of the proposed development, should permission be granted."

Officer comment:

As discussed in the report below, the proposed development is unable to support the provision of formal affordable housing in the form of affordable rented units or shared ownership units. While to applicant has expressed the intention to offer opportunities for first time buyers, young professionals and young families to benefit from the Help to Buy scheme, there is no planning policy provision to formally secure this offer through the use of conditions or a S106 legal agreement.

3. Applicant submission relating to reduction in density and design.

"The panel members also discussed matters of design and density which are addressed in detail in the comprehensive officer's report which was prepared for the meeting. Whilst some members suggested a reduction in density could be viewed more favourably, following detailed and careful consideration, this has not been possible due to the marginal viability of the scheme and the impact of the loss in value of the proposed development that would result from any reduction in the quantum of development currently proposed.

The officers report to Panel acknowledges, "that the assessment of the financial viability of this particular scheme demonstrates that there is a deficit in the value of the scheme in planning terms, leaving little room to further reduce the scale of the

proposed development". A detailed financial appraisal for the development was prepared and submitted in support of the application and has been assessed and verified by the Council's independent professional advisors. This confirms the scheme is economically marginal. The Existing Use Value of the land upon which it is to be built is more than twice the highest value the Council envisaged when it was drawing up its affordable housing policy.

Moreover, the nature of the development - and its basement car parking in particular - is expensive. These factors result in a site and scheme of marginal viability which, through pre-application discussions has already been significantly reduced from an original proposal of 41 dwellings to the scheme as presented now of 28 dwellings, so the applicant is unable to further reduce the number of homes or density whilst maintaining a viable scheme.

With regard to design matters, the development as you know is the result of extensive pre-application engagement and negotiations with officers resulting in a design which officers (in their report to Panel) consider to be "acceptable in terms of its impact on the character and appearance of the area and the streetscene". There was no clear steer from Panel members on any specific changes sought.

The proposal is considered to be a well designed scheme of appropriate scale, design and character to integrate into the existing surrounding development and provide an appropriate response to the surrounding context of the site which forms a transition between commercial and more densely planned residential areas and the suburban areas beyond. Accordingly, we do not feel that a late change to the design is necessary."

Officer Comments:

There are no further officer comments in response to the submission above.

Other additional matters

The following updates to the report below were provided to Members at the meeting on Dec 5th:

1. Scheme Value

The report states that there is a deficit in the value of the scheme which would leave little scope to further reduce the scale of the development.

However, according to the independent consultant appointed by the Council, the scheme would generate a surplus of £99,000 (p.31 of report).

This is enough to support a payment in-lieu (PIL) of affordable housing on the site however would still leave little scope to reduce the scale of the development.

The Council's consultant has confirmed that this sum would not be sufficient for an onsite affordable housing unit and a PIL would be the most appropriate as a result.

2. Contamination

The Environment Agency were consulted in respect of contamination of controlled waters. No objections have been raised subject to conditions as set out below. A copy of the EAs comments has been circulated.

34. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: To protect the underlying groundwater from the risk of pollution, to prevent harm to human health and pollution of the environment and to comply with Policy 118 of the Bromley Local Plan

35. Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason: To protect the underlying groundwater from the risk of pollution, to prevent harm to human health and pollution of the environment and to comply with Policy 118 of the Bromley Local Plan

36. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Where soil contamination is present, a risk assessment should be carried out in accordance with the Environment Agency's guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters. The development shall be carried out in accordance with the approved details.

Reason: To protect the underlying groundwater from the risk of pollution, to prevent harm to human health and pollution of the environment and to comply with Policy 118 of the Bromley Local Plan

Note that these proposed conditions have been added as new conditions 34, 35 and 36

3. Bats

Further survey work was recommended in the Preliminary Ecological Appraisal. The following condition is recommended accordingly:

37(i) No demolition of buildings shall take place until a survey has been carried out to ascertain if any bats are roosting or hibernating in the buildings concerned. If any bats are discovered, details shall be submitted to and approved in writing by the Local Planning Authority of the timing of the works and any necessary mitigation measures.

(ii) In order to comply with part (i) the applicant must use an appropriately qualified surveyor and ensure that surveys are undertaken at an appropriate time of year. The person undertaking the survey should consult with Local Record Centres and NBN Atlas.

(iii) The works shall be carried out in accordance with the approved timing and mitigation measures.

Reason: In order to comply with Policy 72 of the Bromley Local Plan and in order to safeguard the interests and well-being of bats on the site which are specifically protected by the Wildlife and Countryside Act 1981 (as amended).

4. Children's Play Space

The report refers to a condition to secure the provision of on-site children's play equipment. The following wording is therefore recommended:

37. Prior to occupation of the apartment block, details of the type, appearance and siting of children's play equipment and features to enable safe and secure play on the site shall be submitted to and approved in writing by or on behalf of the Local Planning Authority. The approved details shall be installed in full prior to the first occupation of the apartment block and permanently maintained thereafter.

Reason: In order to comply with Policies 4 and 37 of the Bromley Local Plan and policy 3.6 of the London Plan and to secure the provision of appropriate play space in the interests of the amenities of future occupiers and in accordance with the Mayor's Play and Informal Recreation SPG.

ORIGINAL REPORT UNALTERED with the exception of changes to the wording of Condition 16 and the addition of new Conditions 33, 34, 35, 36, 37 and 38

Proposal

- Demolition of a total of 5 existing detached and semi-detached houses.
- Erection of a 3 storey block of 20 flats (9x1 bedroom and 11x2 bedroom) located at the junction of Winchester Road/Charterhouse Road and Saltwood Close.

- Erection of a terrace of 3 bedroom houses comprising 4x3 storey units and 1x2 storey unit facing Saltwood Close.
- Erection of a terrace of 3 x 2 storey houses facing Winchester Road
- A total of 28 residential units.
- Basement car parking for 23 cars, including 3 disabled spaces, for the flats with an access ramp from Saltwood Close.
- Five frontage car parking spaces for the 3 units facing Winchester Road.
- Five car parking spaces for the 5 units facing Saltwood Close with 1 frontage space and 4 spaces provided adjacent to 2 Saltwood Close.
- A total of 33 car parking spaces provided.
- A communal landscaped area located between the southern elevation of the block of flats and the first proposed house facing Winchester Road for use by residents of the development.
- A cycle store for 36 cycles will be provided within the block of flats using a two tier stacking system of storage.
- A refuse and recycling store for the flats will be provided within the block of flats with external doors leading directly to Saltwood Close. All houses are provided with separate refuse stores.
- A small triangle of highway land next to 2 Saltwood Close that is currently a small landscaped area will need to be purchased from the Council by the applicant to facilitate this development.

The following documents have been submitted by the applicant in support of the application and are referred to in the relevant sections below:

- Accessible and Adaptable Housing Statement by wyg dated April 2019
- Affordable Housing/Economic Viability Report by Bailey Venning Associates dated April 2019
- Affordable Housing Statement by wyg dated April 2019
- Arboricultural Report by Tim Moya Associates dated April 2019
- Archaeological Desk Based Assessment by CgMs dated March 2019
- Construction Logistics Plan by YES dated April 2019
- Daylight and Sunlight Report and Addendum dated 4th July 2019
- Design and Access Statement dated 5th April 2019
- Designing Out Crime Statement by Formation Architects dated May 2019
- Drainage Strategy by Hydrock dated April 5th 2019 (C-11718-RP-001_2
- Energy Statement by Ensphere dated June 2019

- Environmental Risk Assessment Phases 1 and 2 by Constructive Evaluation dated October 2018
- Preliminary Ecological Appraisal by Syntegra Consulting ref 18-4733 dated 18.12.2018
- Planning Statement by wyg dated April 2019
- Statement of Community Involvement by Your Shout dated April 2019
- Sustainability Statement by Ensphere Group Ltd dated March 2019
- Transport Assessment by YES dated April 2019 and Parking Stress Survey dated 18.7.2019

Location and Key Constraints

This corner site is located at the junction of Charterhouse Road, Winchester Road and Saltwood Close. The A224 Orpington By-Pass lies beyond the buildings in Saltwood Close.

The site is within a suburban mixed use area with primarily single and 2 storey semi-detached residential properties to the south and west. To the north are semi-detached houses and a petrol filling station with retail shops beyond. To the east are retail shops facing the Orpington By-Pass with 2 and 3 storeys of residential flats above. There is also a row of single storey houses to the south of the site which front Saltwood Close.

There are no protected trees on the site and there are no heritage, drainage or nature conservation constraints.

The site is located with the Cray Valley Renewal Area identified in Policy 17 of the Local Plan, Flood Zone 1 and within an Area of Archaeological Interest. The site has a PTAL of 1b

Consultations

Comments from Local Residents

Nearby properties were notified and a considerable number of representations objecting to the proposal, and a petition with 141 signatures objecting to the development have been received at the time of writing this report.

The comments received are summarised below:

Design matters

- Out of keeping with pattern of development in the local area which is low rise bungalows and houses.

- Design and appearance of houses and flats is not in-keeping with the area - elevation of flat block is too long and set forward of the building line and would be more suitable in a city setting.
- Intensification of development is too great.
- Number of units should be reduced.
- The high density scheme will set a precedent for more such schemes in the area.
- Prominent corner location will result in overbearing building.
- Overlooking to habitable rooms opposite in Winchester Road.
- Lack of ground floor active frontages for the block of flats.
- Flats are fully 3 storeys not 2.5.
- Density calculation is wrong and should be 361 units per hectare.
- The Planning Statement says the Council has a housing land supply plus 12% so this development is not needed.
- Communal garden inadequate and will attract encourage litter and anti-social behaviour.
- CGI makes flat block look very imposing.
- Existing windows blocked by new buildings.
- The building will encroach on sight lines leaving Winchester Road.
- Chelsfield Pub application refused for the same issues that could apply to this development

Highways

- Historic increase in traffic movements between Charterhouse Road and Court Road will be added to and create a more dangerous junction for pedestrians and cars.
- History of accidents at Charterhouse Road and Court Road junction, including a fatality at the junction of Goddington Lane and Court Rd in April 2019.
- Lack of crossing points on Court Road will make it more dangerous to cross this busy road for more people.
- Crashmap shows 7 RTA over last 5 years plus 2 recent accidents not recorded.
- No mitigation to reduce traffic accidents offered.
- Leads to increase accidents around Saltwood Close and Charterhouse Road.
- Visibility when turning right out of Charterhouse Road is insufficient.
- Loss of existing parking spaces in Saltwood Close and other surrounding roads for competing local uses.
- Lack of parking spaces in surrounding roads and more pressure on existing spaces with new development.
- Insufficient number of parking spaces provided by the development .
- Underground car park not suitable in residential area and may be underused due to safety concerns.
- Noise and pollution from construction site traffic.
- Buses routes quoted in Planning Statement don't serve Charterhouse Road or neighbouring roads.

- Methodology for parking survey not correct and additional surveys should be carried out at different times of the day.
- Information from TfL incorrect.
- TA is incorrect as follows: TRICS data incorrect, there is a train station nearby, disabled spaces are too small, visibility from parking spaces next to 2 Saltwood Close is inadequate and can't get car out of the space or get out of cars, cars will scrape walls of car park, only 18 cycle parking spaces shown out of 54 required.
- On street car parking during construction is not acceptable.

Other matters

- Area already busy with BP garage.
- Increase noise from traffic.
- Relating site to Cray Valley Renewal Area is clutching at straws.
- Underground car park and communal area will attract anti-social behaviour.
- Lack of secondary school places locally.
- Lack of affordable housing not acceptable.
- Developer should invest in local services.
- Local infrastructure cannot cope with the extra people proposed.
- TA refers to a health and education payment but not included in the application.
- Waste bin information is not correct.
- Sale of Council land to allow development is not acceptable.
- The site notice was placed on a lamppost opposite the site and not enough residents were notified directly.
- Concerns about the financial stability of the applicant company.

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

Comments from Consultees

- LBB Highways

A Transport Assessment was provided with the application. The site has a low (1b) PTAL assessment so residents are likely to make a good proportion of trips by vehicle.

There is a block of 20 flats proposed which have 23 car parking spaces in the basement. Swept paths are shown for some of the spaces. The parking spaces have now been adjusted so there is more manoeuvring space for those adjacent to the walls.

I note the crime figures for the area are high and a number of public comments raised the subject of safety of parking / anti- social behaviour in the basement. If residents do not feel safe parking in the basement they will park on street. There are gates proposed on the access to the underground parking area. The ramp is probably only wide enough for one way working so there needs to be a system in place, mirrors at either end would be acceptable, to alleviate most of the conflicts.

Two of the 3 houses fronting Winchester Road have 2 parking spaces and the other has one space. One of five houses fronting Saltwood Close has a parking space within its curtilage and there are 4 spaces provided away from the properties also fronting Saltwood Close. The standards in the Local Plan indicate a minimum of 1.5 spaces per unit so there is a shortfall of at least 3 spaces. Also the 4 spaces are somewhat remote from the houses and the likelihood is that residents will try and park on street nearer the properties while reducing the available on-street spaces. It would be better to have the spaces within the curtilages of the properties.

The triangular section of grass adjacent to no. 2 Saltwood Close where the 4 parking spaces are shown is owned by the Council and is highway land. The land does not appear to be required for highway purposes but if it is sold for redevelopment the highway rights would need to be stopped up. As part of that process the Ward Members agreement would be needed.

Parking stress surveys have been carried out using the Lambeth methodology. This is a guide to surveys and has flexibility within it particularly if the area has other demands for parking. A further daytime survey was carried out and, although close to the school holidays, showed there were spaces available on street. The surveys show that should there be overspill parking there is enough on street capacity for it not to be a significant issue.

Waste services will need to agree the refuse storage and collection arrangements.

The one of the bus routes shown in the TA may be wrong but is unlikely to affect the assessments. There should be 31 cycle spaces provided within the block of flats, double stackers would be acceptable subject to the detailed design.

Please include the following conditions in any permission.

OC02 parking
ND16 hardstanding for wash down facilities
AG12 cycle parking
OC04 stopping up of accesses
PC17 construction management plan
Ag24 Highway drainage

Non-standard condition

Prior to the first occupation, details of a scheme to ensure the safe and convenient movement of vehicles in to and out of the basement car park without detriment to highway safety shall be submitted to and approved in writing by the LPA.

Informative

The proposed parking area adjacent to 2 Saltwood Close will need to have the highway rights stopped up. The applicant should contact the Highway Planning section (highway.planning@bromley.gov.uk) for advice.

We would seek a contribution via a s106 agreement of £10k towards the Orpington to Green Street Green Cycle route.

- LBB Policy - Energy

The Revised Energy Statement dated June 2019 is considered to be acceptable.

A Payment-in-lieu amount has been calculated as 21.19 (tCO₂) x £60 (per tCO₂) x 30 (years) = £38,148

- LBB Drainage

The submitted information including "Drainage Strategy" report carried out by Hydrock to incorporate 3 cellular tanks, porous paving and rain gardens to restrict the discharge rate to 2l/s for Block A and 1 l/s for Blocks B & C are in principle acceptable. Please impose a condition requiring the submission and approval of a detailed Surface Water Drainage Strategy.

- LBB Environmental Health

The report concludes that the risk associated with contaminants and pollutant linkages are negligible to low or low and as such remedial measures are not required. Therefore the standard wording for the contaminated land planning condition is not really applicable.

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

I recommend a relevant condition and informative in the event that the application is permitted. :

- LBB Trees

Further to consultation on the above application, I make the following comments:

The application is as expected and proposes to remove trees and start again. This is in line with my earlier feedback associated with reference PREAPP/18/00152. The benefits in re-designing the plot give rise to opportunities to plant feature trees. This is supported in the arboricultural submission. It would be useful to keep the arboricultural consultant involved to specify species selection in the landscape scheme.

Landscaping will be a key consideration and should be to a high standard for this area of the borough.

I would recommend a condition requiring the submission of details of hard and soft landscaping is applied in the event that planning permission is granted:

- Thames Water (TW)

Waste Comments

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.

Water Comments

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.

- Historic England (Archaeology)

The submitted archaeological desk-based assessment report dated March 2019 by CgMS Consulting Ltd has identified that the site holds archaeological potential even though it is situated outside of an Archaeological Priority Area as defined by borough policy.

I have looked at this proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains. However the significance of the asset and scale of harm to it is such that the effect can be managed using a planning condition. I therefore recommend a condition requiring the submission of a written scheme of investigation (WSI).

- Secure by Design

The Metropolitan Police Crime Prevention Design Adviser has reviewed the design and access statement and other documents submitted, and advises that from the inspection of the proposal documents, there are a number of concerns regarding the development, which need to be addressed, for both the residents, and the building safety and security.

I have reviewed the crime figures, for a better understanding of the crime in this area, and I can confirm within 500m of the location Between March 2018 and February 2019 the following offences reported: 61 reports of anti social behaviour (ASB), 27 burglaries and 55 violent or sexual offences committed.

These figures rise to 323 ASB, 189 burglaries, 184 vehicle crimes and 291 violent or sexual offences within a mile radius of the location.

As can be seen the area has regular occurrences of burglary, robbery, violent offences, anti-social behaviour and motor vehicle crime.

I feel that should this application proceed, it may be able to achieve the security requirements of Secured by Design, with the guidance of Secured by Design officers and the New Homes 2019 guidance document, and I would therefore request a Secured by Design condition be attached.

Planning Context

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that the determination of these applications must be made in accordance with the plan unless material considerations indicate otherwise.

In determining planning applications, the starting point is the development plan and any other material considerations that are relevant. The adopted development plan in for this proposal includes the Bromley Local Plan (2019) and the London Plan (March 2015). Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) as well as other guidance and relevant legislation, must also be taken into account.

The list below is not an exhaustive list of policies; it contains some of the most relevant policies to the application:

1. Local Plan

Current Policies relevant to this application include:

Policy 1 Housing Supply

Policy 2 Affordable Housing

Policy 4 Housing Design

Policy 8 Side Space

Policy 30 Parking

Policy 31 Relieving Congestion

Policy 32 Road Safety

Policy 33 Access for all

Policy 34 Highway Infrastructure Provision

Policy 37 General Design of Development

Policy 73 Development and Trees

Policy 79 Biodiversity and Access to Nature

Policy 113 Waste Management in New Development

Policy 116 Sustainable Urban Drainage Systems

Policy 118 Contaminated Land

Policy 123 Sustainable Design and Construction

Policy 124 Carbon reduction, decentralised energy networks and renewable energy

Policy 125 Delivery and Implementation of the Local Plan

The following Supplementary Planning Documents (SPD) produced by the Council are relevant:

- o Affordable Housing SPD
- o Planning Obligations SPD
- o SPG1 Good Design Principles
- o SPG2 Residential Design Guidance

2. In strategic terms the most relevant London Plan 2015 policies include:

2.6 Outer London: vision and strategy

3.1 Ensuring equal life chances for all

- 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
- 3.12 Negotiating affordable housing
- 3.16 Protection and enhancement of social facilities
- 3.17 Health and social care facilities
- 3.18 Education facilities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 6.3 Assessing effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road Network Capacity
- 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
- 7.19 Biodiversity and access to nature
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

Mayors Housing Supplementary Planning Guidance 2016

Housing Standards: Minor Alterations to the London Plan 2016

Parking Standards: Minor Alterations to the London Plan 2016

Mayors Affordable Housing and Viability Supplementary Guidance SPG 2017

Please note that the Draft London Plan has been issued for consultation. The policies have been subject to examination and the weight attached to the draft policies increases as the Local Plan process advances as set out in the NPPF paragraph 216.

3. National Policy

The National Planning Policy Framework 2019 (NPPF) is relevant, particularly the paragraphs listed below

Paras 7-14: Achieving sustainable development

Para 34 and 54-57: Developer contributions and Planning obligations

Paras 39-46: Pre-application engagement

Paras 38-55: Decision Making

Paras 54-57: Planning conditions and obligations
Paras 59-77: Delivering a wide choice of high quality homes
Paras 102-111: Promoting sustainable transport
Paras 117-123: Making effective use of land
Paras 124-132: Requiring Good Design
Paras 148-165: Meeting the challenge of climate change & flooding
Paras 170-183: Conserving and enhancing the natural environment
Paras 212-217 Annex 1: Implementation

4. National Planning Practice Guidance (NPPG) is also relevant

Planning History

There is no relevant planning application history for any of the buildings on the site.

Planning Considerations

It is considered that the main planning issues relating to the proposed scheme are as follows:

- Principle of Development including land use, density, affordable housing and planning obligations.
- Design - layout, scale, massing and appearance.
- Standard of Accommodation and Amenity Space.
- Impact on Neighbour Amenity.
- Highways and Traffic Matters ((including Cycle Parking and Refuse).
- Trees, Landscaping and Ecology
- Other technical matters

Principle of Development including land use, density, affordable housing and planning obligations.

The NPPF, at paragraph 11, sets out a presumption in favour of sustainable development and states that for decision-taking this means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- 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; or
- specific policies in this Framework indicate development should be restricted.

The weight to be afforded to individual policies, alongside other material considerations, falls to the decision-maker to consider within the balance of paragraph 11.

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 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.

Policies including 3.3 of The London Plan 2016 and Policy 1 of the Local Plan have the same objectives. The London Plan's minimum target for Bromley is to deliver 641 new homes per year until 2025.

The application site is currently occupied by 5 houses and is within an area of mixed uses and styles of residential units. It is considered that the proposed increase in the number of residential units to 28, a net gain of 23 units, and continued residential use of the site is acceptable in principle, subject to the development having regard to the context of its surroundings, standard of accommodation and detailed design and amenity considerations.

The site lies within the defined Cray Valley Renewal Area identified in Policy 17 of the Local Plan. Bromley has identified 5 'renewal areas' in the borough, one of which is Cray Valley based on indices of deprivation. Policy 13 of the Local Plan seeks to maximise opportunities for enhancement and improvement in these renewal areas including economic, social and environmental benefits.

In the case of this scheme, the proposed development involves a scheme to increase the level of housing in the area and provides an increase in the number and mix of unit sizes. The increase in the number of residents has been accompanied by contributions to health and education to accommodate future residents and a chance to provide some dedicated playspace for future residents. Additional residents will also contribute to the vitality of the local centre.

As such, it is considered that the proposed development would make a meaningful net contribution of 23 units towards the housing supply in the borough.

- Density

As existing residential land, an increased density and housing provision could make a valuable contribution to the Boroughs housing supply. However, it is necessary to demonstrate that an appropriate density can be achieved having regard to the context of the surroundings, standard of accommodation to be provided and detailed design considerations. It is noted that this proposal could potentially represent a significant contribution of the Council's required Housing Land Supply.

Density standards based on the number of habitable rooms, the Public Transport Accessibility Level of the site and the setting of the site are set out in London Plan Policy 3.4.

The site is within PTAL zone 1b (where the 1 is the lowest and 6a is the highest) and with a site area of 0.23ha. The development results in a density of 121 units per hectare and 360 habitable rooms per hectare. The density threshold ranges in the London Plan density matrix indicates a range of 35-75 units per hectare and

150-200 habitable rooms per hectare. As such the development will exceed the policy guidelines

In their Planning Statement the applicant provides the following supporting commentary:

Through Policy 3.4 optimising housing density is sought, having regard to local context, design principles and public transport accessibility. The site delivers an average of 121 dwellings per hectare, although this is above the density range specified in the matrix, the development is making the best use of previously developed land, is sustainably located with local services adjacent to the site and relates well to the density of development located along Saltwood Close in particular.

In addition the following information is provided by the applicant:

Of particular note is the proximity to both Chelsfield and Orpington train stations, the Town Centre and the cluster of shops and services at the corner of Charterhouse Road and Court Road. We also note the relative density in relation to the existing adjacent development of Saltwood Close. It also highlights the importance and 'presumption in favour' placed on 'small sites' in the delivery of new homes as set out in the draft London Plan and the London Plan Housing SPG, within which it is acknowledged "that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites". As discussed previously, there is also the matter of viability evidenced by our submitted appraisal which necessitates a development of this quantum to make the scheme viable to deliver.

It is useful to note the advice provided in the London Plan relating to the application of the Density Matrix which states that 'a rigorous appreciation of housing density is crucial to realising the optimum potential of sites, but it is only the start of planning housing development, not the end. It is not appropriate to apply Table 3.2 mechanistically. Its density ranges are broad, enabling account to be taken of other factors to optimise potential - local context, design and transport capacity are particularly important as well as social infrastructure.'

A detailed assessment of the impact of the proposed building in terms of its design, relationship with neighbours, impact on the street scene and the character of the area is provided in the following section of this report entitled 'Design - layout, scale, massing and appearance.'

- Affordable Housing

Local Plan Policy 2 states that the Council should seek the provision of 35% affordable housing units on development capable of providing 11 or more units; 60% of provision should be for affordable rent housing and 40% should be for intermediate/shared ownership provision where priority should be accorded to the provision of affordable family housing.

Where a development is not able to provide on-site affordable housing, Policy 2 also makes provision for payments in lieu for off-site works. Where a development

cannot meet the criteria of Policy 2, the Council will require evidence through the submission of a Financial Viability Assessment.

In this case a Viability Assessment Report has been submitted by the applicant that assesses the viability of the development in order to identify the level of planning obligations that the development can sustain.

The report compares the resulting Residual Land Value to the applicants Site Value Benchmark to ascertain whether there is a deficit or surplus against the Benchmark. In this case the Site Value Benchmark has been determined by giving consideration to the Existing Use Value plus 15%.

The report has been assessed by an independent consultant appointed by the Council who advises that there is a surplus of £99,000 against the Benchmark and concludes that the scheme is viable in planning terms and can support a financial contribution in lieu of on-site affordable housing.

On the basis of the above advice, it is considered that the policy requirements of Policy 2 of the Local Plan are met.

- Planning Obligations

The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. The NPPF (paragraph 56) also sets out that planning obligations should only be secured when they meet the following three tests:

- (a) Necessary to make the development acceptable
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development.

Local Plan Policy 125 states that the Council will, where appropriate, enter into legal agreements with developers, and seek the attainment of planning obligations in accordance with Government Guidance.

The applicant has agreed to pay contributions for affordable housing, health, education, a carbon offset payment and improvement to a cycle route as follows should the application be considered acceptable:

- Affordable Housing £99,000
- o Health £32,078
- o Education £127,469.91
- o Carbon Offset £38,148
- £10k towards the Orpington to Green Street Green Cycle route

Design - layout, scale, massing and appearance.

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.

Local Plan Policies 4 and 37 requires that new development is of a high standard of design and layout. It should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas and should respect the amenity of the occupiers of neighbouring buildings

Consistent with Policy 37 of the Local Plan, the London Plan Policy 7.1 requires developments to be designed so that the layout, tenure and mix of uses interface with the surrounding land and improve people's access to infrastructure, commercial services and public transport. The design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood.

Local Plan Policy 4 goes on to require that new development is of a high standard of design and layout. It should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas and should respect the amenity of the occupiers of neighbouring buildings.

The proposed development involves the redevelopment of a site currently occupied by 5 houses on a prominent corner formed by Charterhouse Road, Winchester Road and Saltwood Close. The existing buildings on the site are single and 2 storey detached and semi-detached houses with no particular design merit and the loss of the existing building is considered to be acceptable.

In terms of the existing character of the area, the site is located between two areas of quite differing character.

The area to the south, west and north-west is characterised by lower density housing on this part of Winchester Road and Charterhouse Road. These are all residential dwellings comprising single and 2 storey buildings resulting in a relatively an open and spacious in character but the area is also characterised by a reasonable level of pedestrian and vehicle activity.

To the north-east and east of the site the character of the area is defined by its mixed use including flats, a petrol filling station and shops fronting Court Road. There is a significant size resident's car park accessed from Saltwood Close. The buildings fronting Court Road and backing on to Saltwood Close are all 3 storeys in height with pitched roofs with the exception of a small row of bungalows at 2-10 Saltwood Close. This area is also busier with pedestrian and traffic movements to access the retail, residential and other commercial uses nearby.

The proposed development seeks to respect both elements of the character of the area in the design form that is being proposed. The Design and Access Statement sets out the design approach which considers the various elements of the proposal such as site layout, scale and massing and appearance.

In terms of site layout, the proposal provides underground car parking for the proposed flats which significantly reduces the amount of ground floor area required for car parking. As a result the site coverage of building is perhaps more extensive than schemes where surface car parking is required.

The buildings are located away from the boundary edge on all sides; the flatted block follows the curve of the road at this point and is set back from the corner to provide space between the elevation and the pavement for both future occupants of the flats and for existing residents. The actual separation ranges from 1.8m-3.6m thereby meeting the requirements of Policy 8 of the Local Plan which requires a full 1m clearance between the building and the site boundary at ground and upper floor levels.

For the proposed houses facing Winchester Road, the front elevation is set approximately 1m forward of the forward elevation of 7 Winchester Close. This means that the new houses will have a driveway with car parking and landscaping which emulates the existing site layout in this part of Winchester Road.

The house next to 7 Winchester Close is separated from the boundary by a gap of approximately 2m. In addition the internal separation between the first house of this new terrace and the new block of flats is the communal amenity area and the distance is 6.2m

Turning to the site layout of the housing facing Saltwood Close, these houses are closer to the boundary than those fronting Winchester Road but there is a minimum 1m clearance between the front elevation and adjacent boundary in all instances. The space between the first of these houses and the block of flats includes the entrance to the underground car park and the separation distance between these 2 elements is approximately 6.6m.

There is a pinch point relating to this row of houses and their adjacent boundary at the rear of the most southerly new house and the garden fence of 7 Winchester Close at a point approximately 20m from the back of No 7. The new building is closer to the mutual boundary with a 0.4m separation. Whilst this does not technically meet the side space requirements there are no new buildings adjacent to this terrace and there is the garden space of No 7 plus the proposed parking spaces before the red line site adjoins No 2 Saltwood Close. On this basis it is considered that the new development meets the requirements of the policy which seeks the retention of space around residential buildings to ensure adequate separation and to safeguard the privacy and amenity of adjoining residents. It should be noted that there are no windows in the upper floor rear elevation of the 2 storey house in this location.

In order to further assess the impact of the development, it is necessary to consider the height, scale and massing of the proposed buildings and then the development as a whole.

In order to try and minimise the impact of the bulk of the building the applicant engaged in the pre-application process that the Council offers and has significantly reduced the scale and massing of the proposed building.

The scheme now proposes to bridge the gap between Saltwood Close and Winchester Road by providing development that is mostly taller on the Saltwood Close elevation and less bulky and lower of the Winchester Road side.

The height of the flats facing Saltwood Close are a full 3 storeys to a flat roof that is broken up with an articulated elevation treatment and has both inset and open top balconies. For the houses these are two storeys with a mansard 3rd floor and dormer windows at this roof height with a vertical set back separating the 2 taller pairs of houses. The house closest to the bungalow at No 2 Saltwood Close is single storey with a full mansard roof and, again, front dormer windows.

These buildings will be seen in the context of Saltwood Close rather than in the context of Winchester Road. As such, it is considered that the design, scale, massing and height is not out of keeping with this part of the immediate area. In addition the space between the adjacent buildings in Saltwood Close is considerable and the scale in this context would not seem excessive.

As the new building extends around the corner of Charterhouse Road and into Winchester Road, the overall height of the block of flats does not reduce but the bulk is minimised by providing a more detailed, more articulated elevation facing Winchester Road. At this point the closest houses are over 25m away from the new building leaving reasonable room around and between the buildings for them to not overpower the existing houses. The building will form a prominent corner feature at this point but with the flat roof, the use of traditional brick materials and the set back into the site it is considered that the open aspect of the site can accommodate a building of this height without it becoming an overdominant feature in the street scene.

Within the site the flats and the houses are separated from each other by over 6m and a communal garden will provide an interesting and green gap between these 2 elements of the site here.

Moving to the proposed houses facing Winchester Road, these have been stepped down in height to single storey with full mansard to a flat roof. The submitted street elevation plan shows that the top of the new houses will be the same height as the ridge height of the existing house at 7 Winchester Road. So the juxtaposition of the new house and 7 Winchester Road will be better than that of the existing house at 1a Winchester Road to its neighbour at No 3.

As such it is considered that there will be a minimal change in scale at this point in Winchester Road compared to the existing appearance of the street.

To fully understand the impact of the proposed buildings the D&A provides details of the proposed materials. The applicant has provided a palette of materials that do not try to contrast with the local materials but picks up on local cues. A London red stock brick is proposed for all of the buildings matching them to the colour of the

existing buildings on all sides. This is equally the case for the materials for the mansards with the use of dark grey roof slates. Brown and grey coloured metal will be used for the balconies and windows respectively.

In summary, the demolition of 5 houses and replacement with a block and flats and 8 houses is inevitably going to have an impact on the character and appearance of this area. And it is considered that the proposed block of flats particularly as it turns the corner from Saltwood Close into Winchester Road is likely to be where this development will have the most impact.

The applicant has considered this relationship and designed a building that is considered to minimise the extent of the adverse impact on the lower density side in Winchester Road while providing a building which picks up in the local palette of materials and reflects the wider character of the area that is to the north-west of the site in Saltwood Close. It should also be noted that the assessment of the financial viability of this particular scheme demonstrates that there is a deficit in the value of the scheme in planning terms, leaving little room to further reduce the scale of the proposed development.

Furthermore it is considered that the internal relationship of the elements of the scheme to each other will not result in a development that is significantly out of keeping with the area. In addition, the separation between the new building and the its site boundary and the separation of the new buildings to immediate existing buildings is not likely to have a significantly adverse impact on the locality.

Having considered all the factors individually and collectively, it is considered that the development is acceptable in terms of its impact on the character and appearance of the area and the streetscene subject to a condition requiring the submission of details of external materials for the building and soft and hard landscaping including replacement tree planting landscaping.

Standard of Accommodation and Amenity Space

In terms of the provision of housing, Local Plan Policy 4 requires development to meet minimum standards for dwellings set out in London Plan Policy 3.5, Table 3.3 and the London Plan Housing SPG.

The London Plan Policy 3.9 seeks communities that are be mixed and balanced by tenure and household income, supported by effective design, adequate infrastructure and an enhanced environment. Policy 3.4 encourages the optimising of housing potential and provides guidance as to the density of development through the density matrix. Policies 3.5 seeks to achieve the highest quality of design internally, externally and in relation to the context of the site to protect and enhance the residential environment and attractiveness as a place to live while Policy 3.8 seeks to provide a genuine choice of homes that they can afford and meet their requirements in terms of size and type of dwelling of the highest quality.

- Mix and Unit Size

The proposed mix of 1, 2 and 3 bed flats and houses is characteristic of the existing mix and unit types in this area and is considered to be acceptable. It should be noted that the units will all be market units and the acceptability of the lack of affordable housing has been discussed elsewhere in this report.

- Dual Aspect

The floor plans show that the flats will all be dual aspect with windows facing north east and south west. While this is not ideal, the Energy Statement advises that windows have now been upgraded to triple glazing and a condition requiring the assessment of the impact of external noise sources with associated mitigation measures is recommended.

- Private outdoor space and Outdoor playspace

Standards for the provision of amenity space area are set out in the Mayors Housing SPG and for playspace in the Mayors SPG Shaping Neighbourhoods: Play and Informal Recreation.

Each of the proposed flats has access to a private patio area or a balcony which are acceptable in terms of size in proportion to the number of unit occupants.

In addition, a dedicated communal amenity area of approximately 135 sqm will be provided for use by all residents of this scheme. This will also provide a small playspace area for resident children in the development.. The requirement for the provision of playspace in a development is set out in the Mayors SPG Shaping Neighbourhoods: Play and Informal Recreation, including the calculation of child yield to determine the amount of playspace required on the site.

In this instance a child yield of is calculated for the flats only which requires 54 sqm of playspace. Children of the houses are excluded as they have access to rear gardens. The proposed communal space provides this space in a setting that is safe and secure for children's play. A condition requiring the submission of details of children's play equipment is recommended.

- Daylight for future residents

In terms of the impact of the development on the future residents an Addendum (dated July 2019) to the Daylight and Sunlight Report dated April 2019 has been submitted and assesses the adequacy of daylight in the proposed new habitable rooms to ensure that future occupants of the scheme will enjoy reasonable levels of daylight.

The numerical results set out are based on an assessment of the proposed habitable rooms against British Standards Code of Practice for Daylight and they show that all of the tested rooms are in excess of the target required.

On this basis it is considered that the development is acceptable in terms of the daylight provision for new occupants.

- Accessible housing

All new housing will be required to meet the standards set out in Policy 3.8 which seeks 90% of all new housing to meet Building Regulations 2010 M4(2) and 10% to achieve Building Regulations 2010 M4(3)(2)(a) for wheelchair accessible market dwellings.

The applicant has submitted an Accessible and Adaptable Housing Statement which sets out requirements and provision for wheelchair accessible units.

The floor plans show that 3 units will be provided out of a total of 28 units. This meets the 10% threshold for wheelchair accessible units. The allocated units (Units A.G.5, A.1.5 and A.2.5) are all 2 bedroom flats in the Saltwood Close elevation of the block of flats and all have level access to a DDA compliant lift.

A total of 3 disabled car parking spaces are shown in the basement. The applicant had advised that all of the units can meet the minimum size standard to enable the units to achieve Part M4(3)(2a) and a condition requiring the provision of 3 units to this standard is recommended. A condition securing the permanent availability of dedicated disabled car parking spaces is also recommended.

- Waste and recycling provision

Local Plan Policy 113 requires new development to provide adequate space to support recycling and efficient waste collection level of provision and access for collections.

The block of flats has a refuse and recycling store within the building which has direct access from Saltwood Close for bin collection.

Each house has a separate dedicated binstore within its curtilage with the exception of 2 houses in Saltwood Close where the bin store is located to the side of one of the houses.

The bin capacity for all units is provided in accordance with the Council's requirements. Details of the design of the household binstores is not fully provided and a condition requiring submission of these details is recommended.

Impact on Neighbour 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 loss of light, overlooking and loss of privacy and general noise and disturbance. Other aspects of the impact of the development on neighbours are discussed elsewhere in this report.

- Loss of privacy for neighbours and future residents

The site is directly overlooked by properties in Saltwood Close, Charterhouse Road and Winchester Road. The separation distances between the front elevations of

the development and the closest nearby properties is a minimum of approximately 23m between Nos 2 and 4 Charterhouse Road and the blocks of flats. It is considered that this distance will not result in unacceptable harm to the amenity of nearby properties.

The property most affected by the rear elevations of the new units is 7 Winchester Road which is a bungalow with habitable rooms at ground floor level. The closest property is the 2 storey house identified as BG5 and this has been designed so that there are no windows at first floor level. The adjacent 3 storey houses will have habitable room windows obliquely facing No 7 but the separation distance between habitable room windows above ground level is approximately 20m which is considered to be acceptable.

- Loss of Daylight and Sunlight for existing neighbours

The submitted Daylight and Sunlight Report dated April 2019 assesses the impact of the development on existing neighbouring residents.

The report considers the impact on properties at 2, 4, 6 and 8 Winchester Road and 203, 204 and 205 Charterhouse Road. Analysis shows that all the habitable rooms in these properties will be fully compliant with BRE Guidelines in terms of daylight and sunlight.

Any loss of light is within the permissible margin of reduction. The occupants of these dwellings will not experience any noticeable or material change on perceived daylight conditions and levels of daylight post development will remain very good.

In terms of sunlight the report shows that all windows facing within 90 degrees of due south will satisfy the BRE sunlight criteria and will continue to receive good levels of annual and winter sunlight. There will be no material impact on sunlight.

Based on the information provided in the report, it is considered that the proposed development will not have a materially adverse impact on the amenity of adjoining residents in terms of daylight and sunlight.

- General noise and disturbance

The proposed development will introduce a greater level of activity to this area as a result of this development. However it is necessary to consider the impact of the different aspects on existing neighbours.

With regard to activity relating to the flats, residents will enter the flats via 2 entrances; one at the junction of Charterhouse Road and one off Saltwood Close. In addition the vehicle access from Saltwood Close will generate some additional noise and activity. Some of the new houses will also take their vehicle and pedestrian access via Saltwood Close.

These points of new activity are located in areas that already experience significant activity from both existing pedestrian and vehicular sources relating to the residential flats, the adjacent car park and the commercial uses fronting Court

Road, particularly the petrol filling station and the retail use in this building, . It is considered that the additional disturbance and noise generated by the development would not be of such significance as to result in an unacceptable impact on the amenity of existing neighbours.

With regard to the proposed houses, it is considered that the houses that will be facing Winchester Road will not generate more noise and disturbance than the existing houses in this location. The houses facing Saltwood Close are new units added to this part of the close but, as previously mentioned, this area already experiences significant activity from both existing pedestrian and vehicular sources. As such it is considered that the increased level of activity will not have a significantly harmful impact on existing residents.

Highways and Traffic Matters (including Cycle Parking)

In policy terms, the relevant Local Plan policies include 31 (relieving congestion) and 32 (road safety). Local Plan Policy 30 sets out car parking standards for residential development and all other development is required to be provided at levels set out in London Plan Tables 6.2 and 6.3.

The applicant has submitted a Transport Assessment (TA) setting out details of the trip generation for car journeys and assesses the impact of additional trips on the existing highway network and on the demand for on-street car parking and the provision for car and cycle parking.

To consider the impact of on-street car parking the applicant has also carried out a daytime and night time survey of car parking levels on local roads.

- Trip generation and impact on the local highway network

The TA considers the impact of the additional units generated by the redevelopment of this site using the TRICS database which is a recognised method of identifying trip generation for, in this case, new residential development.

The assessment advises that the predicted peak trip rates for additional units amounts to 4 additional traffic movements in the morning peak hour and 4 extra traffic movements in the evening peak hour.

Based on this assessment it is considered that the increase in the predicated number of units proposed will not have an adverse impact on the local highway network.

Residents have raised significant concerns about the adverse impact of the development on the number of accidents along Court Road and point out that there have been 7 incidents over the last 5 years including a fatality in April 2019. Also the speed of vehicles on Court Road and the visibility for vehicles leaving Charterhouse Road into Court Road. Suggestions have also been made to provide a crossing in Court Road.

With these concerns in mind, the current application can only consider the impact from the additional vehicle movements predicted for the proposal. In this instance the predicted additional vehicles is not sufficient for the Council to require mitigation measures from this particular development. In the immediate vicinity there is a pedestrian safety refuge at the junction of Charterhouse Road and Court Road and 2 pedestrian safety refuges in Court Road to allow pedestrians to cross both of these roads safely. There are also sufficient vehicle sightlines to see traffic approaching the Charterhouse Road junction from both directions along Court Road.

In conclusion it is considered that the proposed development will not introduce such a high level of additional vehicles as to have an adverse impact on the local highways network or lead to unsafe highway conditions in the area.

- On- street car parking availability

As there are no waiting restrictions in the vicinity, a night time on-street parking survey in accordance with the Lambeth Methodology was carried out on Tuesday 11th and Wednesday 27th February 2019 at 2am and 1am respectively. It should be noted that roadworks were being carried out during the time of the survey so six on-street parking spaces in the vicinity of the development site frontage on Saltwood Close were unavailable for use.

This parking survey shows that 194 parking spaces are accessible in the vicinity and at least 100 parking spaces were available for use, giving a parking stress of 47.4%. It is clear that there is ample spare capacity for on-street parking in the vicinity of the site.

Following concerns raised by the Council's Highways Officer a daytime survey has also been carried out on July 18th to assess the current parking demand. The results show that of the 192 spaces that are available in the vicinity 95 were available giving a parking stress of 50.5% which demonstrates that there is enough on street capacity should there be overspill from the development.

The Council's Highways Officer has reviewed the surveys and provides the following advice:

'Parking stress surveys have been carried out using the Lambeth methodology. This is a guide to surveys and has flexibility within it particularly if the area has other demands for parking. A further daytime survey was carried out and, although close to the school holidays, showed there were spaces available on street. The surveys show that should there be overspill parking there is enough on street capacity for it not to be a significant issue.'

From this evidence there appears to be significant availability of on-street car parking spaces if there is overspill parking from the proposed development. In the section below it is noted that the proposed level of car parking exceeds the Council's minimum standards so there is no requirement for the development to provide any further residents car parking.'

- Car Parking provision for future residents

A total 33 car parking spaces will be provided for this development. This level of parking provision exceeds the minimum standard of 30 spaces that are required by the Local Plan

For the proposed flats an underground car park with access from Saltwood Close will provide 23 car parking spaces for 20 flats. Three of these spaces will be dedicated disabled parking bays for the 3 flats that will provide wheelchair units.

The Highways Officer raised concern about the width of the two way access ramp. It meets the minimum width required for 2 cars to pass but the separation distance between cars is minimal. In order to avoid instances where cars have to reverse up or down the ramp to let approaching traffic pass, suggestions to warn incoming and outgoing drivers of likely movement on the ramp have been explored and there are measures that can be put in place to avoid this scenario. To finalise the approach a condition requiring details of a scheme to ensure safe access to the underground car park is recommended.

For the 8 proposed houses a total of 10 car parking spaces will be provided with frontage parking for 4 of the units and nearby remote spaces directly off Saltwood Close for 4 units.

In terms of the impact on the existing informal on-street parking, the development is likely to result in a loss of 4 car parking spaces but the limited frontage parking proposed for units in Saltwood Close does allow for the retention of the rest of the informal on-street car parking spaces in Saltwood Close. In light of the results of the daytime and night-time parking stress surveys it is considered that the loss of these parking spaces is acceptable.

- Car Park security

The submitted plans show an inward opening gate at the top of the access ramp to ensure that the parking spaces are only used by residents. The gate will be set back from the highway to ensure that cars will only have to queue on Saltwood Close in exceptional circumstances

The applicant has advised that they will be providing CCTV security for the car park which will provide an additional level of security for residents.

- Cycle parking

The applicant shows cycle parking provision for the occupants of the flats in a lockable internal space on the ground floor using a two tier stacking system. The plans show 18 racks but with a two tier system this provides 36 cycle parking spaces which meets the requirements of Policy 6.9 of the London Plan.

Cycle parking for the houses will be within their own grounds and a condition requiring the submission of details relating to cycle stores is recommended.

- Electric Vehicle Charging Points (EVCP)

The London Plan requires 20% of car parking spaces will be provided with active electric vehicle charging points and a minimum of 20% car parking spaces will be provided with passive electric vehicle charging points. A condition to secure this provision is recommended.

- Construction Logistics Plan

A CLP setting out details of the measures relating to the demolition and construction process for this site has been submitted for consideration. The document cannot be fully signed off as there is information not provided so a condition requiring a complete document prior to commencement of development is recommended.

In conclusion, it is considered that the additional vehicle activity relating to this proposal will not significantly increase the amount of vehicular traffic so as to have an adverse impact on the local highway network or highway safety.

The submitted parking stress surveys indicate significant on-street parking availability should there be overspill from the new development but it should be noted that the proposed car parking provision exceeds the Council's policy requirements in terms of car parking spaces. The applicant has also considered security measures to maximise the use of the basement car parking spaces.

Cycle parking provision and EVCP will be provided in accordance with policy requirements.

In summary and on the basis of the submitted information it is considered that the development is acceptable from a highways point of view subject to recommended conditions.

Trees, Ecology and Landscaping

- Trees

Local Plan Policy 73 requires new development to take particular account of existing trees on the site and on adjoining land which, in the interest of visual amenity and/or wildlife habitat, are considered desirable to be retained. When trees have to be felled, the Council will seek suitable replanting of native species.

The Arboricultural Report submitted by the applicant identifies the existing trees and groups of trees on the site, and advises that all of the individual trees and groups of trees will be removed to facilitate development. The existing trees and groups of trees are all Category C with the exception of 1 Category B tree which is a mature beech tree located in the rear garden of 5 Winchester Road.

The Category C trees are mostly in fair condition but do not have significant amenity value. The Category B beech tree is of moderate amenity value.

The Arboricultural Report submitted by the applicant concludes that the loss of the trees will have a minor impact in the short term but high quality replacement tree planting is proposed and this will result in wider benefits in the longer term. This creates a neutral impact in the medium term and positive impact in the longer term.

The Council's Tree Officer raises no objection to the loss of the existing trees and considers the development will present an opportunity to plant feature trees and provide landscaping on the site.

Detailed landscape proposals have not yet been formulated but the ground floor plan shows where trees and hedges could be planted along internal boundaries and along the southern boundary with 7 Winchester Road to provide a landscaped and tree buffer. The communal amenity area will also provide an opportunity for planting shrubs and trees and provide a small children's playspace on the site.

A condition is recommended requiring the submission of details of the treatment of the site not covered by buildings prior to the commencement of any above ground works to include details of hard and soft landscaping, trees, boundary treatment and proposed play equipment.

- Ecology

Local Plan Policy 79 requires the Council to enhance biodiversity across the borough, assist ecological restoration and address spatial deficiencies by using procedures in the Mayor's Biodiversity Strategy.

London Plan Policy 7.9 (Biodiversity and access to nature) states development proposals should wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity.

The applicant has submitted a Preliminary Ecological Appraisal Report which assesses the ecological value of the existing habitat on site and considers that there is some ecological value and the presence of protected species is of moderate potential.

The report finds that there is no evidence of badger activity or Great Crested Newts and concludes that reptile species will not be impacted by the development. No further surveys relating to these species is recommended by the report.

The boundary habitats provide limited potential and foraging grounds for local bats. Gaps are noted in the roof of existing houses that provide low potential for local bat roosts. The trees and hedgerows provide potential for nesting birds and the gardens for foraging for local invertebrates. The gardens are not considered suitable for hedgehogs, reptiles or amphibians given the access road to the west, north and south.

The activity associated with the redevelopment of the site will combine to result in a minor impact on surrounding habitats. Clearance will need to be mindful of possible presence of hedgehogs and invertebrates and carried out outside the nesting season.

One further survey is recommended to confirm the absence of bats. Mitigation measures proposed in the report include wildlife friendly plant species, gravel boards for fencing, nest boxes and crevice roosting spaces.

It is considered that the conclusion of the report is acceptable and a condition requiring the submission of an additional report to ensure there are no bat roosts in the existing houses and proposed mitigation measures is recommended.

Other Technical Matters

- Archaeology

The site lies within an Area of Archaeological Importance and the applicant has submitted an Archaeological Desk-Based Assessment which identifies that the site holds low to moderate archaeological potential for the prehistoric, Roman and Medieval periods even though the site is located outside an Archaeological Priority Area.

The Historic England Archaeological Advisor has reviewed the report and advises that the development could cause harm to archaeological remains and the scale and significance of the asset will need further examination. A condition recommending the submission of a written scheme of investigation (WSI) prior to the commencement of development is recommended.

- Sustainability and Energy

The applicant has submitted an Energy Statement which sets out measures to meet Local Plan Policy 124 and London Plan policies 5.2: Minimising carbon dioxide emissions and Policy 7.7: Renewable energy.

These policies require residential development to provide a zero carbon dioxide emissions beyond Building Regulations Part L 2013 on site.

The report outlines how energy efficiency, low carbon and renewable technologies have been considered as part of the energy strategy. The Energy Statement is based on the energy hierarchy set out in policies in Chapter 5 of the London Plan where priority is given to energy reduction and efficiency through the use of renewables and low carbon technologies.

In order to meet the London Plan target of zero carbon emissions when compared to the existing baseline emissions, the following measures are proposed:

- High performance construction methods to reduce energy demand for space heating, cooling, ventilation and lighting
- The provision of air source heat pumps to provide space heating and hot water.

The outcome of the analysis demonstrates that the development will have a carbon reduction of greater than 35% relative to the Building Regulations Part L (2013).

However there is a shortfall to meet the zero carbon target and a carbon off-setting payment of £38,148 is required to be secured by legal agreement towards off-site projects to reduce carbon emissions. The applicant has agreed this contribution.

The Councils' Policy Officer advises that the improvements in energy efficiency in the revised Energy Statement are acceptable and a condition requiring compliance with the Energy Statement (June 2019) plus securing carbon offset payment through a legal agreement is recommended.

- Drainage and Sustainable Urban Drainage Systems

In terms of policy context the relevant Local Plan policies relating to drainage include Policy 115 Flood Risk, Policy 116 Sustainable Urban Drainage Systems (SUDS) and Policy 117 Water and Wastewater Infrastructure Capacity.

The site lies within Flood Zone 1. The applicant has submitted a Drainage Report which confirms that the surface water drainage has been designed in accordance with the requirements of the London Plan.

Sustainable Urban Drainage (SUDS) features include porous surfacing to external areas and provision of gardens and communal areas to allow some infiltration. This will be used in conjunction with below ground attenuation crates. In total the scheme is designed to accommodate a 1 in 100 (+40% climate change) event without flooding occurring.

Thames Water advise that they raise no objection with regard to the impact on water network and water treatment infrastructure capacity and request an informative relating to water pressure. They also raise no objection to the use of Thames Water sewers for the disposal of foul waste. Informatives are recommended relating to prior approval to access TW sewers and filters for potential car related pollution.

The Council's Drainage Officer raises no objection to the proposed method of dealing with SUDS and recommends a condition requiring the submission of a detailed design of the measures proposed.

- Contaminated Land

Local Plan Policy 118 requires the submission of desktop and detailed site investigation reports to include a proposed remediation strategy and closure report. Land should be remediated to a standard such that there is no appreciable risk to end users or other receptors once the development is complete.

The applicant has submitted two relevant reports; a Phase I Environmental Risk Assessment and a Phase 2: Investigation Report.

'Following a site reconnaissance, review of historical maps and information on public record, potential sources of contamination have been identified as follows:

1. Garage located approximately 30m north and associated fuel infrastructure, including associated tanks and pipework. Contaminants of concern include, but are not exclusive to, petroleum hydrocarbons.
2. Electricity substation located 10m northeast and potential PCBs.

As a worst case scenario, Low to Moderate risks have been identified to end users through the inhalation, ingestion and dermal contact and volatilisation of hydrocarbons from exposure to impacted soils associated with the off-site petrol station/garage. Furthermore, a Low to Moderate risk has been identified to services from exposure to impacted soils associated with the garage.

A Moderate risk has been identified to the underlying groundwater associated with the Principal Aquifer as a result of any spillages and leakages associated with the off-site garage.

Based on the above it will be necessary to conduct a Site Investigation to further refine the identified pollutant linkages.'

The applicant has submitted the Site Investigation report which advises that the refinement of the Preliminary CSM and subsequent Risk Assessment, the risks associated with the outlined pollutant linkages are currently deemed to be Negligible to Low or Low. Therefore, specific remedial measures will not be required. However, development/construction works must still include measures to ensure end users and site workers are adequately protected; by use of PPE and wash/mess facilities etc.

The Council's Environmental Health Officer advises that the report concludes that the risk associated with contaminants and pollutant linkages are negligible to low or low and as such remedial measures are not required. Therefore the standard wording for the contaminated land planning condition is not really applicable. A bespoke condition requiring that the development complies with the submitted reports and the submission of a closure report post development is recommended.

- Secured by Design

The proposal should incorporate Secured by Design principles (as required by Local Plan 4) to take account of crime prevention and community safety.

The Metropolitan Police Designing Out Crime Officer has reviewed the submission and following concerns raised in initial comments, the applicant has submitted a Designing Out Crime Report which sets out measures to reduce the opportunities for crime from the external perimeter to the security of the residential accommodation and the underground car park. Together with physical measures such as fencing, gates, window and door locks, CCTV will be provided for the communal area plus surveillance lighting.

The details have been reviewed and the Metropolitan Police Designing Out Crime Officer is of the view that the proposed development should be able to achieve the security requirements of Secured by Design. A condition is recommended to secure the relevant submissions to achieve the Certificate.

- Community Infrastructure Levy and Mayoral Community Infrastructure Levy

The Council does not have its own CIL. The development will be liable for the payment of the Mayoral CIL.

Conclusion

The application has been assessed against the adopted development plan and all other material considerations.

As set out in the preceding sections of the report, having regard to the relevant policies of the development plan and all other material considerations the layout, form, scale and appearance of the development is acceptable and would not have a significantly adverse impact on the local character of the area or the street scene.

Details of the standard and quality of accommodation including mix, unit size, accessible units, daylight and sunlight and noise are considered to be acceptable and together with the form of development

The impact on the amenities of existing residents close to the site and representations received have also been taken into account and it is not considered that the development would lead to a significant loss of residential amenity.

In addition the development will provide health, education and affordable housing financial contributions and a contribution towards the Orpington to Green Street Green Cycle route.

The development in the form proposed is considered appropriate in highway and transport terms and would not lead to significant risk to road safety or the free flow of traffic in the area from traffic numbers or pressure for off-site car parking.

In addition the provision of amenity space and children's playspace has been reviewed and is considered acceptable.

Consequently, there are no material planning considerations which signify that the application should be refused. On balance the positive impacts of the development are considered of sufficient weight to approve the application with regard to the presumption in favour of sustainable development to increase housing supply. The application is recommended for permission, subject to conditions and the prior completion of a S106 legal agreement.

Background papers referred to during the production of this report comprise all correspondence on file ref: 19/01345/FULL, excluding exempt information.

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT

and 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: Section 91, Town and Country Planning Act 1990.

- 2 The development hereby permitted shall only be carried out in complete accordance with the details shown on the submitted plans and documents, as follows:

Plans

6643 D1000 Location Plan Existing
6643 D7199 Rev 04 Basement Plan Proposed
6643 D7100 Rev 02 Ground Floor Plan Proposed
6643 D7101 Rev 01 First Floor Plan Proposed
6643 D7102 Rev 02 Second Floor Plan Proposed
6643 D7103 Rev 02 Roof Plan Proposed
6643 D7700 Rev 01 Apartment Block (Block A) Elevations Proposed
6643 D7701 Rev 01 Saltwood Close Houses (Block B) Elevations Proposed
6643 D7702 Rev 01 Winchester Road Houses (Block C) Elevations Proposed
6643 D7703 Rev 01 Street Elevations Proposed
6643 D7500 Rev 01 Long Sections AA & BB Proposed
6643 D7501 Short Sections CC, DD & EE Proposed
6643/D1700 Rev 01 Street Elevations Existing
6643 D1100 Ground Floor Plan Existing
6643 D1101 Roof Plan Existing

Documents

Design and Access Statement dated 5.4.2019
Planning Statement dated 5.4.2019
Energy Statement by Ensphere dated June 2019

Reason: For the avoidance of doubt and to ensure the satisfactory implementation of the development in accordance with Policy 37 of the Bromley Local Plan

- 3 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 37 of the Local Plan and in the interest of the amenities of the adjacent properties.

4

- (a) Prior to commencement of the development hereby approved (excluding any ground clearance or demolition) a scheme for the provision of detailed 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 (21/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.

(e) details of the measures 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.

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 Policy 116 of the Local Plan.

5 No demolition or development shall take place until an archaeological written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To comply with the requirements of Policy 46 of the Local Plan and to protect heritage assets in the borough

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

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

7 (i) Prior to commencement of above ground works details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

1) A scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted which shall include use of a minimum of 30% native plant species of home grown stock (where possible) and no invasive species;

2) location, type and materials to be used for hard landscaping including specifications, where applicable for:

- a) permeable paving**
- b) tree pit design**
- c) underground modular systems**
- d) Sustainable urban drainage integration**
- e) use within tree Root Protection Areas (RPAs);**
- f) details of the provision of play equipment in the communal amenity area**

3) A schedule detailing sizes and numbers/densities of all proposed trees/plants;

4) Specifications for operations associated with plant establishment and maintenance that are compliant with best practice; and

5) Full details of retained and proposed boundary treatments, including gates, walls and fences and any proposed treatment associated with the enclosure of the vehicle access ramp for the block of flats.

(ii) There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority.

(iii) Unless required by a separate landscape management condition, all soft landscaping shall have a written five year maintenance programme following planting.

(iiii) Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details

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

8 i) The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific needs of the application site and development. No above ground construction shall take place until details of such measures have been submitted to and approved in writing by the Local Planning Authority.

(ii) The approved measures shall be implemented before the development is occupied and the security measures to be implemented in compliance with this condition shall achieve the Secured by Design accreditation awarded by the Metropolitan Police.

Reason: In the interest of security and crime prevention and to accord with Policy 37 of the Local Plan.

9 Prior to the commencement of above ground works, details of the refuse and recycling stores for all of the proposed houses shall be submitted to and approved by the Local Planning Authority and shall be implemented prior to 1st occupation of any of the units.

Reason: To comply with Policy 37 and in the interest of the amenity of residents and the wider area.

- 10 (i) A scheme for protecting the proposed dwellings from traffic noise, including glazing and ventilation requirements shall be submitted to and approved in writing by or on behalf of the Local Planning Authority prior to construction of above ground works.**

(ii) The scheme shall be fully implemented before any of the dwellings are occupied and permanently retained as such thereafter.

Reason: In order to comply with Policy 37 and 119 of the Local Plan and to ensure a satisfactory standard of accommodation.

- 11 Prior to the commencement of above ground works details of the location and desing of all external lighting shall be submitted to and approved by the Local Planning Authority and the approved lighting shall be installed prior to the first occupation of any of the units.**

Reason: To comply with Policy 70 and 122 and to protect the amenities of residents and to encourage wildlife to the site.

- 12 Prior to the commencement of any above ground works, details of a scheme for the mechanical ventilation of the basement car park, including details of measures to protect the amenities of future residents shall be submitted to and approved by the Local Planning Authority and approved measures shall be implemented prior to first occupation of any of the units and permanently retained in working order in accordance with the technical specification.**

Reason: Required prior to any commencement in order to prevent harm to human health and pollution of the environment and comply with Policies 37 and 121 of the Local Plan.

- 13 The development shall be carried out in accordance with the Energy Statement by Ensphere dated June 2019 and fully implemented prior to the first occupation of any of the units. Details of the location and technical details of the air source heat pumps shall be submitted to and approved by the Local Planning Authority prior to the commencement of above ground works and the approved equipment shall be installed prior to the first occupation of any of the dwellings.**

Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policies 5.1, 5.2, 5.3, 5.4A and 5.7 of The London Plan and Policy 124 of the Local Plan.

- 14 Prior to the first occupation of any of the units, details of a scheme to ensure the safe and convenient movement of vehicles in to and out of the basement car park without detriment to highway safety shall be submitted to and approved in writing by the Local Planning Authority and the approved measures shall be implemented prior to the first occupation of any of the units and retained permanently thereafter.**

Reason: In the interest of highways and pedestrian safety and to accord with the requirement of Policy 30 of the Local Plan.

15 (a) Prior to the first occupation of any of the units, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include as a minimum:

- o Measures to promote and encourage the use of alternative modes of transport to the car;**
- o A timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating.**

(b) The Travel Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to ensure appropriate management of transport implications of the development and to accord with Policy 31 of the Local Plan.

16 Prior to first occupation of the development a minimum of 20% of car parking spaces will be provided with active electric vehicle charging points and a minimum of 80% car parking spaces will be provided with passive electric vehicle charging points and these shall be permanently retained thereafter. Details of the charging units and the location of the spaces fitted with EVCP shall be submitted to and approved prior to the installation of the EVCP units.

Reason: To minimise the effect of the development on local air quality in the vicinity of an Air Quality Management Area and to accord with Policies 6.13 and 7.14 of the London Plan 2015 and Policy 120 of the Local Plan.

17 Prior to the first occupation of the development, details of measures to encourage wildlife to the site, including bats and birds, shall be submitted to and approved by the Local Planning Authority and installed prior to the first use of any of the approved dwellings.

Reason: To comply with Policy 70 of the Local Plan and in order to safeguard the interests and wellbeing of wildlife in the area.

18 The development shall be undertaken in full compliance with all measures recommended in section 11 of the Phase 2: Site Investigation Report (Constructive Evaluation Ref: 18.1077, November 2018). Should any suspected contamination be encountered, Environmental Health shall be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of any remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of any post-remediation sampling.

The remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

Reason: Required prior to any commencement in order to prevent harm to human health and pollution of the environment and comply with Policies 37 and 121 of the Local Plan.

- 19** Prior to first occupation of any of the houses details of the location and design of covered and secure cycle parking provision for the houses shall be submitted to and approved by the Local Planning Authority and implemented prior to first occupation.

Reason: To comply with Policy 6.9 of the London Plan and to encourage to the use of sustainable forms of travel.

- 20** Prior to first occupation of any of the dwellings details of the location and design of CCTV including the garage and communal amenity area shall be submitted to and approved by the Local Planning Authority and implemented prior to first occupation.

Reason: To comply with Policy 37 and in the interest of the amenity of residents and the wider area.

- 21** Before commencement of the use of the development 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 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.

- 22** Prior to first occupation of the development the 3 disabled car parking spaces for units A.G.5, A.1.5 and A.2.5 shown on the approved plans shall be marked out as such and permanently retained as dedicated disabled parking.

Reason: In order to comply with Policy 30 of the Local Plan and in the interest of pedestrian and vehicular safety.

- 23** (i) The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2): Accessible and Adaptable Dwellings for the residential phase (with the exception of wheelchair units for market,) and shall be permanently retained thereafter.

(ii) The market wheelchair units A.G.5, A.1.5 and A.2.5 hereby approved shall be built in accordance with the criteria set out in Building Regulations M4(3)(2a): Wheelchair user dwellings.

Reason: To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure

that the development provides a high standard of accommodation in the interests of the amenities of future occupants.

- 24 The development shall be carried out and completed strictly in accordance with the details of the proposed slab levels shown on the approved plans.

Reason: In order to comply with Policy 37 of the Local Plan and in the interest of the visual and residential amenities of the area.

- 25 The development shall be carried out in accordance with the Daylight and Sunlight Report by Hydrock dated April 2019 and Addendum dated 4th July 2019.

Reason: To comply with Policy 37 of the Local Plan and in the interests of the amenities of existing and future residents.

- 26 The cycle parking details for the flats shown on the approved plans and in the technical details for the Cycle -Works Josta 2-tier system submitted on 9.10.2019 shall be implemented prior to the first occupation of any of the units and retained permanently thereafter.

Reason: To comply with Policy 6.9 of the London Plan and to encourage the use of sustainable forms of travel.

- 27 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no building, structure, extension, enlargement or alteration permitted by Class A, B, C, or E of Part 1 of Schedule 2 of the 2015 Order (as amended), shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

Reason: In the interests of protecting the character of the area and residential amenity of neighbouring properties in accordance with Policy 37 of the Local Plan.

- 28 No windows or doors (other than those shown on the plans hereby approved) shall at any time be inserted in the southern elevation of any of the buildings hereby permitted.

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

- 29 No structure, plant, equipment or machinery shall be placed erected or installed on or above the roof or on external walls without the prior approval in writing by the Local Planning Authority.

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

- 30 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 of the Local Plan.

- 31 The existing accesses shall be stopped up at the back edge of the highway before any part of the development hereby permitted is first occupied in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The approved enclosure shall be permanently retained as such and the footway/verge reinstated as appropriate.

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

- 32 The existing accesses shall be stopped up at the back edge of the highway before any part of the development hereby permitted is first occupied in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The approved enclosure shall be permanently retained as such and the footway/verge reinstated as appropriate.

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

- 32 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.

Reason: In order to comply with Policy 37 of the Local Plan and in the interests of the amenities of existing and future residents.

- 33 The dwellings hereby approved shall only be used as single family dwellings as defined in Class C3 of the Use Classes Order and shall, at no time, be used as Houses in Multiple Occupation as defined in Class C4 of the use Classes Order except with the express consent in writing of the Local Planning Authority.

Reason: In order to protect the amenities of future occupants and existing residents and to comply with Policy 37 of the Local Plan

- 34 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise

agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: To protect the underlying groundwater from the risk of pollution, to prevent harm to human health and pollution of the environment and to comply with Policy 118 of the Bromley Local Plan

- 35 Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason: To protect the underlying groundwater from the risk of pollution, to prevent harm to human health and pollution of the environment and to comply with Policy 118 of the Bromley Local Plan

- 36 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Where soil contamination is present, a risk assessment should be carried out in accordance with the Environment Agency's guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters. The development shall be carried out in accordance with the approved details.

Reason: To protect the underlying groundwater from the risk of pollution, to prevent harm to human health and pollution of the environment and to comply with Policy 118 of the Bromley Local Plan

- 37 (i) No demolition of buildings shall take place until a survey has been carried out to ascertain if any bats are roosting or hibernating in the buildings concerned. If any bats are discovered, details shall be submitted to and approved in writing by the Local Planning Authority of the timing of the works and any necessary mitigation measures.

(ii) In order to comply with part (i) the applicant must use an appropriately qualified surveyor and ensure that surveys are undertaken at an appropriate time of year. The person undertaking the survey should consult with Local Record Centres and NBN Atlas.

(iii) The works shall be carried out in accordance with the approved timing and mitigation measures.

Reason: In order to comply with Policy 72 of the Bromley Local Plan and in order to safeguard the interests and well-being of bats on the site which

are specifically protected by the Wildlife and Countryside Act 1981 (as amended).

- 38 Prior to occupation of the apartment block, details of the type, appearance and siting of children's play equipment and features to enable safe and secure play on the site shall be submitted to and approved in writing by or on behalf of the Local Planning Authority. The approved details shall be installed in full prior to the first occupation of the apartment block and permanently maintained thereafter.

Reason: In order to comply with Policies 4 and 37 of the Bromley Local Plan and policy 3.6 of the London Plan and to secure the provision of appropriate play space in the interests of the amenities of future occupiers and in accordance with the Mayor's Play and Informal Recreation SPG.

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 in 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 this site and/or take action to recover the debt.

Further information about the Levy can be found on the attached information note and the Bromley website www.bromley.gov.uk/CIL.

- 2 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.

- 3 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 modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.

- 4 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

- 5 The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt

from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

- 6 The proposed parking area adjacent to 2 Saltwood Close will need to have the highway rights stopped up. The applicant should contact the Highway Planning section (highway.planning@bromley.gov.uk) for advice.**
- 7 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.