

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 15/02144/FULL1

**Ward:**  
**Bromley Town**

**Address :** Sunset Hill Hillbrow Road Bromley BR1  
4JL

**OS Grid Ref:** E: 539192 N: 170566

**Applicant:** Cavendish & Gloucester Properties Ltd **Objections :** YES

### **Description of Development:**

Demolition of existing dwelling and erection of a part two/ three storey building comprising 10 two storey bedroom apartments and 14 car parking spaces (revision to permission ref. 14/04139/FULL1)

Key designations:

Biggin Hill Safeguarding Birds Aldersmead Road  
Biggin Hill Safeguarding Area  
Local Cycle Network  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Smoke Control SCA 3

### **Proposal**

Demolition of existing dwelling and erection of a part two/part three storey building comprising 10 two bedroom apartments and 14 car parking spaces. In essence, this application is a revision to application reference: DC/14/04139 to enlarge the previously approved terrace. This would enable the intended enlargement/reconfiguration of the second floor so as to provide one additional two bedroom apartment, making a total of 10 units.

Planning permission is sought for 10 new residential apartments. The site contains a disused detached bungalow towards the rear of the site. The site levels fall across the site from east to west by approximately five metres. A derelict bungalow is positioned towards the rear of the site which is proposed to be demolished. In its place it is proposed to build a part two/part three storey building comprises 10 x 2 bedroom apartments together with the provision of 14 car parking spaces.

The rest of the site is unmaintained and overgrown. Mature trees surround the site. Access to the development will be from Hillbrow Road which is an unadopted road.

The application is supported by a Planning Statement, Design & Access Statement and an Arboricultural Survey and Impact Survey.

The site lies on the border with the London Borough of Lewisham.

As the total number of dwellings proposed is less than eleven, there will be no policy requirement for the provision of affordable housing in this case, all the dwellings proposed will be market housing.

## **Location**

The application site is located on the eastern side of Hillbrow Road, approximately midway between the junctions of Hillbrow Road and Bromley Hill to the north east and Warren Avenue to the Southwest. The total area of the plot is 0.163ha.

The site sits within a typically suburban area with a mix of dwelling sizes and types built around 1960's/1970's. The houses to the north are larger detached houses, whilst to the west slightly smaller detached units whilst to the south are linked terrace town houses.

## **Consultations**

Nearby owners/occupiers were notified of the application and a site notice was displayed to the entrance gates of Sunset Hill. A large number of letters of objection have been received in relation to the proposal which are summarised below:

- o Overdevelopment of the site
- o The road is totally unsuitable for additional volume of traffic
- o The development is typical of cramming too many people onto a limited area
- o Hillbrow Road is unmade with no pavements or banks or borders accessible for pedestrians.
- o When rain falls the water pours down the top of Hillbrow Road
- o All trees at the front of the property have been cut down leaving no screening.

Full and detailed copies of the objections letters received from local residents can be found on the application file.

## **Comments from Consultees**

Highways - The site is accessed from Hillbrow Road which is an un-adopted road using the existing dropped kerb leaving the existing crossover unchanged and the location of the access drive will be retained.

The proposal includes provision for 1.4 parking spaces per dwelling. A total of fourteen parking spaces is being provided. Eleven car parking spaces are adjacent to the entrance of apartment block and a further three parking spaces parallel to the access drive. Ten secure cycle storage spaces are provided adjacent to the entrance of the apartment block. Space has been allocated for refuse and recycling

bins at the entrance to the site allowing waste services to park on Hillbrow Road to collect the refuse and recycling waste. Please consult LBB waste services regarding size of refuse storage.

The following conditions are suggested if permission is granted:

H03 (Satisfactory Parking)  
H16 (Hardstanding for wash-down facilities)  
H19 (Refuse storage)  
H22 (Cycle parking) @ 1 per unit  
H23 (Lighting scheme for access/parking)  
H26 (Repair to damaged roads)  
H29 (Construction Management Plan)  
H32 (Highway Drainage)

Non Standard Condition - No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

Given the status of Hillbrow Road as an unadopted street, the applicant should be advised via an informative attached to any permission that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant should, therefore, also be advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Hillbrow Road is laid out.

Drainage - This site is within the area in which the Environment Agency - Thames Region require restrictions on the rate of discharge of surface water from new development into the river Ravensbourne or its tributaries. Impose condition No. D02 on any approval.

The site appears to be suitable for an assessment to be made of its potential for a SUDS scheme to be developed for the disposal of surface water. Impose standard condition D06 on any approval to this application.

Thames Water - Waste comments

There are public sewers crossing or close to the development. In order to protect public sewers and to ensure Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3m of a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water.

Thames Water - Surface water drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water drainage it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.  
Reason: to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

#### Water comments

On the basis of the information provided, Thames Water would advise that with regard to water infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend an informative be attached to any permission.

Cleansing - no comments received

Environmental Health (Housing) - The applicant is advised to have regard to the Housing Act 1985's statutory space standards contained within part x of the Act and the Housing Act 2004's housing standards contained within the Housing Health and Safety Rating under Part 1 of the Act. Furthermore new development including housing should make provision for 'play space'. The proposed development of ten two bedroom flats will only provide recreational space for the four ground floor flats.

Environmental Health (Pollution) - no objections, subject to informative.

The Secure By Design Officer - no comments received

Trees - 5No. mature Lombardy poplar trees located off site along the sites southern boundary are the dominant landscape feature and the subject of Tree Preservation Order No. LE1 1967. These trees are shown as retained and protected within the proposed scheme. The footprint of the apartment block as well areas of hardstanding are shown to encroach into RPA's. This is mitigated to some extent by the existing hard surfaces and the overall stated net area of disturbance as being within acceptable limits. Although the final construction details are yet to be submitted, but may be by way of condition. This should also detail existing and proposed land level where they interact with existing trees and should accord to BS5837 2012 if they are to be acceptable.

Another tree 1No. Hawthorn also subject to the order is shown to be removed which no objections are raised, subject to satisfactory details of new soft landscaping to be submitted for our approval. Our records also show a protected prunus to the northern boundary however no objections are raised to its removal.

Located within the site are a number of mixed deciduous and evergreen species of which will be removed a part of this proposal. The majority of these trees are

categorised as grade 'c' which I concur. Due to their overall condition and visual impact I do not regard them as constraints and I therefore raise no objection.

Private amenity spaces facing the southern boundary as well as the building itself will be dominated by the presence and proximity of the both the Lombardy poplar and the smaller line of Leyland cypress. However there appears to sufficient space outside the canopy spreads to provide a useable garden space.

On balance I raise no objections are raised from a tree point of view, any future permission should carry tree protection and landscaping conditions.

Planning Policy - no comments received

London Borough of Lewisham - at the time of writing no comments have not been received

## **Planning Considerations**

Policies

UDP

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- T3 Parking
- T6 Pedestrians
- T7 Cyclists
- T11 New Accesses
- T18 Road Safety

London Plan

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and design of housing developments
- 3.6 Children and young peoples play
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.13 Sustainable development
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building, London's Neighbourhoods and Communities

- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.15 Reducing noise and enhancing soundscapes

The following documents produced by the Mayor are also relevant:

- o Housing Supplementary Planning Guidance
- o The Mayors Economic Development Strategy
- o Providing for children and young peoples play and informal recreation SPG
- o Accessible London: achieving an inclusive environment
- o Sustainable Design and Construction SPG

National Planning Policy Framework (2012)

### **Planning History**

Under planning application reference: 14/04139 planning permission was granted for demolition of existing dwelling and erection of a part two/three storey bedroom apartments and 14 car parking spaces.

### **Conclusions**

The primary issues in the assessment of this planning application are:

- o Principle of development
- o The design and appearance of the proposed residential development and its impact on the character and appearance of the area and locality
- o Impact on the amenity of neighbouring residents
- o The quality of living conditions for future occupiers
- o Highways and traffic issues
- o Trees on the site
- o Sustainability and energy
- o Refuse storage
- o Drainage

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history of the site were taken into account in the assessment of this proposal.

#### **Principle of development**

The application site comprises of a derelict bungalow, located towards the rear of the site which is currently uninhabited. The area surrounding the bungalow is

mature woodland. The application seeks permission to demolish the existing bungalow and redevelop the site, which falls from east to west by 5m, with the erection of a part two/part three storey building comprises 10 x 2 bedroom apartments together with the provision of 14 car parking spaces.

The demolition of the building and redevelopment of the site is considered acceptable as it would bring a vacant residential site back into use and would add to the Council's target to provide much needed housing within the Borough. The proposal therefore complies with Policy H1 of the UDP.

*The design and appearance of the proposed residential development and its impact on the character and appearance of the area and locality*

Policy BE1 highlights the need for proposals to be of a high standard of design and layout completing the scale, form and materials of adjacent buildings.

Section 7 of the NPPF states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making better places for people. As stated within the NPPF development should optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of the developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.

The proposed apartment block proposes a striking contemporary design which is a contrast to the existing surrounding residential properties which comprise a mixture of different styles and types. The surrounding area has no predominant character or uniformity. The building is to be build of brick, render and timber cladding finish. Flats 1-4 will benefit from their own private gardens and Flats 5, 7, 8, 9 & 10 will have balconies with glass balustrading. Flat 6 will have no amenity space accept for that which is communal. In terms of detailed design the proposed building has been designed to ensure that there are no principle windows in the flank elevation to prevent overlooking.

The scale of the building is 2/3 storeys with the eastern side of the block positioned 1.8m higher than the western side of the block. The western side of the block is 3 storey with a maximum height of 8.5m. The street scene drawing shows the context of the building heights compared with that of the neighbouring properties located either side of the site. The proposed building would be lower in height than the adjacent town houses in Tresco Close (No.4-7) and Upfield, to the north. The proposal would however be slightly higher when compared to No.2 & 3 Tresco Close.

Table 3.2 of the London Plan advises that in suburban locations with a PTAL level of 1B, the residential density should be within a range of 50-76 dwellings per hectare. The density of the proposal equates to 62 dwellings per hectare.

The proposal would result in a larger building footprint than that of the current bungalow although at a density of 62 units per ha the development is considered to comply with London Plan standards and Policy H7 of the UDP concerning housing density and design.

### Impact to neighbours

A large number of objections letters have been received from local residents in relation to the proposal. The main concerns relate to the development being out of keeping with the character of the area and general street scene, the bulk and scale of the development and Hillbrow Road being unable to cope with additional traffic and construction vehicles.

The proposed apartment is positioned to the rear of the site with a separation of 4.5m to the rear boundary. 4.5m also separates the development from the boundary wall of no 7 Tresco Close and a 2.1m gap separates the boundary from the neighbouring property (to the north-west) Upfield. The scheme would comply with Policy H9 in terms of side space.

In relation to privacy, the proposed building has been designed to ensure that there are no principal windows in the flank elevation that would overlook neighbours to the north-west of the site.

It is considered that neighbours in 28-36 Hillbrow Road may be overlooked as a result of the development, despite there being a separation distance of 35-40m. The agent has set out in the Planning Statement that any potential overlooking from the balconies can be conditioned by way of privacy screens.

In relation to 7 Tresco Close, there is a substantial tree screen along the boundary which would limit any views from the balconies at first floor level. In relation to Upfield, the windows on the flank elevation are proposed to be obscure glazed.

On balance, the proposed apartment building is to be located towards the rear of the site to lessen the impact of the development on neighbouring residents.

### The quality of living conditions for future occupiers

Policy 3.5 of the London Plan states the minimum internal floorspace required for residential units on the basis of the occupancy that could be reasonably expected within each unit. The building as a whole contains many windows and doors which would ensure a good level of natural light to each of the habitable rooms

The floorspace of the proposed units varies between 75sqm and 126sqm. Table 3.3 of the London Plan requires a Gross Internal Area of 61sqm for two bedroom, three person apartment. With regard to the above it appears that the size of the apartments for its intended occupancy would comply with the minimum standards contained in the London Plan 2011 unit size standards. On balance this is considered acceptable.



Comments received from the Council's Environmental Health department, outline that the scheme would be acceptable subject to the housing standards contained in the 1985 Housing Act. On the basis of the above it is considered that the proposed development would provide an acceptable standard of living for future occupiers in conformity with Policy 3.5 Quality and Design of Housing Developments of the London Plan and Policy H12 of the UDP.

### Highways

Access to the site is from Hillbrow Road which is accessed from either Coniston Road or Warren Avenue. Hillbrow Road is considered to be unadopted highway and as such is not maintainable by the Council. It is believed that the public enjoy rights of passage over the street both with and without vehicles. Access from the top of Hillbrow Road is via a single narrow track. The PTAL for the site is 1 (b), which is a low category. The development proposes 14 car parking spaces as part of the development which are to be located towards the front of the site. Twelve spaces are adjacent to the entrance of the apartment block and a further two spaces parallel to the existing access drive. The site will be accessed from Hillbrow Road using the existing dropped kerb leaving the existing crossover unchanged. 1.4 spaces per dwelling have been provided which is in line with the Council's standard parking requirements.

Local residents have commented that Hillbrow Road is a single unmade track which does not have a pedestrian walkway, furthermore that the road is in a poor state of repair and unsuitable for heavy construction vehicles.

The Highways Officer has stated given the status of Hillbrow Road as an unadopted street, the applicant should be advised via an informative attached to any permission that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant should, therefore, also be advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Hillbrow Road is laid out.

The proposal is generally considered to be in accordance with UDP Policy T3 and Policy 6.13 of the London Plan (2011).

### Trees

There are mature trees and extensive landscaping around the boundaries of the site with a number covered by Tree Preservation Orders. The scheme has been designed around the protected trees which are all to be retained as part of the development. Replacement planting and space for soft landscaping to the front of the property is proposed.

The Tree Officer has visited the site and surveyed the trees on site and stated that on balance raises no objection to the scheme however advises that a future permission carries tree protection and landscaping conditions.

### Sustainability and Energy

Policy 5.4 Retrofitting, of the London Plan 2011 states that boroughs should identify opportunities for reducing carbon dioxide emissions from the existing building stock by identifying potential synergies between new developments and existing buildings through the retrofitting of energy efficiency

The scheme would provide for nine secured cycle storage which would provide for a sustainable method of transport to and from the site. No other energy saving measures are known to be provided.

### Refuse storage

Space has been allocated for refuse and recycling bins at the entrance to the site.

### Drainage

The development is proposed to connect to the existing public sewer network. The Drainage Officer has commented that the site lies within an area in which the Environment Agency (Thames Water Region) require restrictions on the rate of discharge of surface water from new developments into the river Ravensbourne or its tributaries. Thames Water has also suggested that the applicant should contact them to establish whether the erection of the building would come within 3m of a public sewer and that provision can be made for surface water drainage. The planning statement has suggested that Soakaways will be provided for surface water run-off for the new apartment block.

### Summary

The proposal would create 10 x 2 bedroom units and 14 car parking spaces on a plot of land which has fallen into disrepair. Planning permission has already been granted at the site for 9 units and Members will need to decide if the addition of one further apartment is considered acceptable. The scheme complies with local and national planning policies.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 15/02144 & 14/04139/FULL1 set out in the Planning History section above, excluding exempt information.

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

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

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

**2** Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

**3** Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

**4** No trees on the site shall be felled, lopped, topped or pruned before or during building operations except with the prior agreement in writing by the Local Planning Authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed with the Authority.

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that as many trees as possible are preserved at this stage, in the interest of amenity.

**5** No demolition, site clearance or building works (including trenches, pipelines for services or drains) shall be undertaken until Chestnut Pale fencing not less than 1.2 metres in height has been erected around every tree or tree group on the site shown to be retained on the submitted drawings at the furthest extent of the spread of the canopy of any tree or tree group except where development is

hereby permitted within this area. The fence shall be placed so as to exclude the site of the said development but otherwise as far as possible from the trees. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be retained during the course of the building work hereby permitted

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained are adequately protected.

**6** No bonfires shall take place within 6 metres of the furthest extent of the spread of the canopy of any tree or tree group shown to be retained on the submitted drawings.

**Reason** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

**7** The work to the tree(s) hereby granted consent shall be carried out in accordance with British Standard 3998:1989 (Recommendations for Tree Work)

**Reason:** In order to comply with Policy NE8 of the Unitary Development Plan and in the interest of good arboricultural practice and the visual amenities of the area.

**8** There shall be no excavation works beneath the canopy of any trees shown to be retained on the submitted plan. The drive and car parking spaces shall be constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan to ensure works are carried out using a "no-dig" method of work and according to good arboricultural practice, and in the interest of the health and visual amenity value of trees to be retained.

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

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

**10** Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in

writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

**Reason:** To ensure means of surface water drainage and to accord with Policy 5.12 of the London Plan.

**11** No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

**12** Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details 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 T3 of the Unitary Development 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.

**13** 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 T18 of the Unitary Development Plan.

**14** The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

**Reason:**In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.

**15** Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

**Reason:**In order to comply with Policy T7 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

**16** Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.

**Reason:**In order to comply with Policy T3 and Appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

- 17** Prior to the commencement of the development hereby permitted, a survey of the condition of the road shall be submitted and agreed by the Local Planning Authority and any damage caused to the surface of the road during the construction phase of the development will be reinstated to a standard at least commensurate with its condition prior to the commencement of the development.

**Reason:**In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

- 18** Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

**Reason:** In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 19** No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 4A.14 of the London Plan and PPG25.

- 20** A side space of 1 metre shall be provided between the flank wall of the extension hereby permitted and the flank boundary of the property

**Reason:**In order to comply with Policy H9 of the Unitary Development Plan and in the interest of the visual amenities of the area.

- 21** Before the development hereby permitted is first occupied, the proposed window(s) on the ground, first and second floors of the north-east flank elevation shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 22** Details of the means of privacy screening for the balcony(ies) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details and permanently retained as such.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 23** No development shall commence until an arboricultural method statement for the protection of trees shown retained both on and immediately adjoining the site and as described by British Standard BS 5837:2012 is submitted to and approved in writing by the Local Planning Authority. The arboricultural method statement shall also include means of any special methods of construction for excavation, foundations and new hardsurfaces. The statement shall also provide details of stage by stage arboricultural site supervision and monitoring. Once approved the works shall be implemented as specified in the method statement prior to the commencement of work on site, and shall be maintained to the Local Planning Authority's reasonable satisfaction until the completion of the development.

**Reason:** In order to comply with Policy NE8 of the Unitary Development Plan and in the interests of amenities of the adjacent properties.

- 24** The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 25** You are further informed that:

**1** Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of the minimum pressure in the design of the proposed development.



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

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

**3 Hillbrow Road is an unadopted highway and the condition of this section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. If any works connected with the proposed development are undertaken within the limits of the street, it will be necessary to obtain the agreement of the owner(s) of the sub-soil upon which Hillbrow Road is laid out.**

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

**If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.**

**Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)**