

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

Application No : 18/01359/FULL1

Ward:
Bromley Town

Address : Land Adjacent To 9 Bracken Hill Lane,
Bromley

OS Grid Ref: E: 539756 N: 169730

Applicant : Mr & Mrs Maurice Kenward

Objections : YES

Description of Development:

Erection of 2 storey two bedroom dwelling house with associated amenity space, landscaping, car parking and access onto Bracken Hill Lane, with cycle and refuse storage.

Key designations:

Smoke Control SCA 3

Proposal

Permission is sought for the construction of a two storey two bedroom residential dwelling. The proposed building would be 6.74m wide and 8.85m deep. The proposed ridge height of the hipped/pitched roof would be approx. 6.9m with the height to eaves being 5.1m. Access to the dwelling would be from the north western flank elevation where a small porch roof is proposed to be provided.

The main front and rear elevations of the dwelling would align with the front and rear elevations of the terrace of dwellings comprising Nos. 9-15 Bracken Hill Lane. The dwelling would, at 6.74m, be wider than the dwellings within the adjacent terrace which are generally approx. 4.5m wide. A 1m side space at the front, increasing to 1.06m at the rear, would be provided for the full height of the south eastern flank elevation to the boundary with No. 9 which is itself set approx. 0.8m from that boundary.

At first floor level two bedrooms would be provided, with front windows facing onto the street. The north western elevation of the dwelling would incorporate a first floor window serving the stairway/landing. The north eastern elevation of the dwelling would incorporate two first floor windows which would face towards the boundary with the nursing home at No. 16 Blyth Road. These windows would serve a bathroom and an en-suite to bedroom 1 and would be obscure glazed.

The front (south western) elevation of the dwelling would incorporate a ground floor bay window. The dwelling would be finished in render to the ground floor with horizontal fibre-cement cladding boards at first floor level. The roof would be tiled.

Private amenity space would be provided behind a 1m high fence which would run parallel to the front boundary of the site and which would separate the front/side driveway and parking area from the private rear garden. The garden would be approx. 4.69m deep and approx. 13m wide.

A proposed vehicular crossover would be sited to align with the western front elevation of the building, with a curved hardstanding driveway leading to two off street parking spaces

with a turning area. A cycle store is proposed to be provided between the driveway and the front boundary of the site. Refuse and recycling storage would be provided adjacent to the southern boundary of the site with No. 9 Bracken Hill Lane.

Location and Key Constraints

The application site lies on the eastern side of Bracken Hill Lane situated on the outside of the bend in the street as it approaches from Highland Road. The site is irregular in shape, being wider at the rear and front and narrowing for a section by the southern corner of the maisonettes at 15/16 Karen Court.

The site is bounded by the curtilage of No. 9 to the south/southeast, by the rear gardens of No. 16 Blyth Road to the north east and by the rear garden of the maisonettes at Karen Court, Blyth Road to the north west.

The surrounding area is characterised by varied residential development, including terraced housing in Bracken Hill Close and Bracken Hill Lane, maisonettes fronting Blyth Road along with the residential nursing home at 16 Blyth Road and the flatted conversion building at 18 Blyth Road.

The site at present is overgrown with no immediate access from the street as a consequence of the elevated ground levels. The site slopes up from the front to the rear and at present the boundary with the back edge of the pavement is marked by a brick retaining wall. It was noted on site that a fox den is present on the land and appeared to be in active use.

Comments from Local Residents and Groups

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

Objections

- Concern regarding the noise and dust/disturbance during construction and the impact of this on the residents of the adjacent nursing home
- The sightlines/visibility splays shown to be provided would be obstructed by neighbouring walls and by parked cars on the street including those of parishioners at the nearby church
- The proposal would compromise pedestrian and vehicular safety and the site is located on a blind bend. The impact on visitors to the church should also be taken into account
- No information has been provided regarding the impact on neighbouring buildings associated with the excavation required to develop the site, including regarding the footings of neighbouring buildings
- Concerns regarding sewerage including main drains access
- No objection in principle, but permission should not be granted without the concerns raised regarding the impact on highways safety and structural impact having been addressed.

Comments from Consultees

Drainage Engineer: No objections subject to conditions relating to foul and surface water drainage

Highways: The proposal is located in an area with a PTAL rate of 2 on a scale of 0 - 6b, where 6b is the most accessible. The access to the site via a new vehicular crossover is acceptable and two car parking spaces are provided, along with two cycle parking space.

This is satisfactory. There are no technical highways objections to the proposals. If permission is granted conditions are recommended relating to car parking, refuse and cycle storage, construction management and highways drainage.

Trees: There are no existing trees that propose a constraint to the development. A focus should therefore be given to landscaping and should permission be forthcoming a landscaping condition is proposed.

Policy Context

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

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

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

According to paragraph 216 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

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

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to an Examination in Public which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016). The NPPF does not change the legal status of the development plan.

London Plan Policies

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Design and Quality of Housing Developments
- 3.8 Housing Choice
- 5.1 Climate Change
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local Character
- 7.6 Architecture

Unitary Development Plan

BE1	Design of New Development
T1	Transport demand
T3	Parking
T11	New Accesses
T18	Road safety
H1	Housing Supply
H7	Housing Density and Design
H9	Side space

Emerging Local Plan

Draft Policy 37 General Design of Development

Draft Policy 30	Parking
Draft Policy 32	Road Safety
Draft Policy 1	Housing Supply
Draft Policy 3	Garden and Backland Development
Draft Policy 4	Housing Design
Draft Policy 8	Side Space

Supplementary Planning Guidance

- SPG 1 - General Design Principles
- SPG 2 - Residential Design Guidance

Planning History

There is no recent planning history relating to the site.

Considerations

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

- Principle of development
- The design and appearance of the scheme and the impact of these alterations on the character and appearance of the area and locality
- Standard of residential accommodation
- Highways impacts
- Neighbouring amenity
- Sustainability and energy
- Trees/Nature Conservation
- CIL

Principle of development

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

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

The NPPF sets out in paragraph 14 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

The document also encourages the effective use of land by reusing land that has been previously developed (brownfield land) and excludes gardens from the definition of previously developed land.

Policy H7 of the UDP advises that new housing developments will be expected to meet all of the following criteria in respect of; density; a mix of housing types and sizes, or provides house types to address a local shortage; the site layout, buildings and space about buildings are designed to a high quality and recognise as well as complement the qualities of the surrounding areas; off street parking is provided; the layout is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles; and security and crime prevention measures are included in the design and layout of buildings and public areas.

The site is located in a residential area. The construction of dwelling on the site may be acceptable in principle provided that it is designed to complement the character and layout of surrounding property, the design and layout would result in residential accommodation of a satisfactory standard including the provision of garden and amenity space and any adverse impact on neighbouring amenity is addressed. The impact of the proposal on pedestrian and vehicular safety also falls to be considered.

Design

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. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

Policies 3.4 and 3.5 of the Further Alterations to the London Plan (March 2015) (FALP) reflect the same principles. Policy 3.4 specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range. This reflects paragraph 58 of the National

Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.

Policy BE1 and H7 of the UDP set out a number of criteria for the design of new development. With regard to local character and appearance development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping and relationships with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

Policy H9 requires that new residential development for a proposal of two or more storeys in height a minimum of 1m side space from the side boundary is maintained and where higher standards of separation already exist within residential areas proposals will be expected to provide a more generous side space.

In terms of where the intended building is to be located, the site is relatively constrained in its shape. The site is also in an elevated position relative to the adjacent pavement - with the form and layout of the adjacent three storey townhouses addressing the changing ground levels of the surrounding area.

The proposed two storey dwelling would be set within a plot of a reasonable size so as to provide satisfactory space about the building to the adjacent boundaries. The front and rear building line formed by the existing terrace of townhouses would be followed by the proposed dwelling and the use of the space to the side of the house to provide pedestrian access and car parking would allow for the retention of space to the side so as to prevent a cramped appearance in conjunction with the siting of the dwelling on the outside bend in the road and in relation to the nearest built development to the north/north west of the site.

The proposed dwelling would be set on two storeys and would include a hipped roof to either side. The ridge height of the proposed house would be lower than the maximum height of the adjacent townhouse terrace. It is noted that the building at Karen Court incorporates a pitched roof. While the proposed dwelling would not directly replicate the built form of the adjacent dwelling at No. 9, where the three storey height of the house is in the visual context of the width of that terrace, the form and scale of the dwelling is considered appropriate and would not have a detrimental impact on the visual amenities of the street scene and the character of the area, within which it is noted that there is a variety of built development in terms of the height, period of construction and external appearance of nearby dwellings. The materials to be used for the external surfaces of the proposed dwelling would not appear incongruous or alien in the context of the site's surroundings and the overall palette of materials used in the locality.

Standard of residential accommodation

Policy H7 of the UDP sets out the requirements for new residential development to ensure a good standard of amenity. The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. The standards apply to new build, conversion and change of use proposals. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including refuse and cycle storage facilities) as well as core and access arrangements to reflect the Government's National Housing Standards.

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

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

The proposals comprise 1 two bedroom 4 person two storey dwelling for which The London Plan suggests that the minimum size should be 79sq.m. in floor area. The dwelling would provide 92sq.m. floor space, and would therefore achieve this standard.

In terms of amenity space the depth of the rear garden is of sufficient depth and proportion to provide a usable space for the purposes of a two bedroom dwelling house.

Neighbouring Amenity

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The main impact on residential amenity would relate to the dwellings at Karen Court. Views of the site from the nursing home at the rear would be limited as a consequence of the separation of the buildings and the setting of the dwelling into the sloping site. The dwelling would be sited in conjunction with the blank flank wall of the end of terrace dwelling at No. 9 and would project neither forwards or to the rear of that house, as a consequence of which the impact would be limited to that associated with the use of the rear garden which is considered unlikely to result in any significant impact on residential amenity.

Karen Court is accessed from Blyth Road and the rear elevation of the property is set at an angle to the building line of dwellings in Bracken Hill Lane. The front (side) elevation of the building would be positioned approx. 9.5m from the nearest rear windows at Karen Court and at an angle to that elevation. As a consequence of the orientation of the properties in relation to each other and the separation between the rear elevation of Karen Court and the front (side) elevation of the proposed dwelling it is not considered that the proposal would have a significant visual impact or result in an unacceptable loss of light/prospect to the neighbouring maisonettes.

It is noted that the parking area for the proposed dwelling would be sited approx. 1m from the boundary and approx. 5m from the rear elevation of Karen Court. However, taking into account the elevated position of Karen Court relative to the application site along with the capacity for boundary screening and the two bedroom size of the proposed dwelling (with 2 car parking spaces provided) it is not considered that the proposal would generate such comings and goings and noise and disturbance associated with the parking area that would warrant the refusal of planning permission.

In terms of overlooking, the dwelling has been designed so as to limit clear glazed first floor windows to the front street elevation. The flank landing/stair window and those

serving the bathrooms at the rear would be capable of being obscure glazed, limiting to a satisfactory degree the potential for loss of privacy to neighbouring properties.

It is considered that the design is satisfactory in terms of preventing any actual or perceived overlooking and that the scheme would have no significantly detrimental impact on neighbouring properties resulting from the height/siting of the dwelling and the position of the flank parking area.

Concerns have been raised regarding the retention of the land/buildings adjacent to the site in the context of its sloping nature. The structural impact and the retention of adjacent higher ground levels would be considered under separate legislation, under the building regulations, and there is no indication within the application that it would not be practicable to achieve satisfactory boundary retaining walls.

With regards to the impact of the noise and disturbance associated with the construction of the dwelling if planning permission is granted, this does not comprise a material planning consideration. If permission is granted an informative could be applied to the decision notice to draw the applicant's attention to the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008.

Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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

It is acknowledged that concerns have been expressed regarding the impact of the proposed vehicular access on pedestrian and vehicular safety. It is noted that the street adjacent to the site is subject to yellow line parking restrictions of the CPZ. The neighbouring terraced dwellings are served by vehicular crossovers leading to small off-street parking spaces. The submitted drawings include the wall to the adjacent dwelling at No. 9 and show the provision of visibility splays. The site is located on the outside of the bend in the street which is a cul-de-sac (including access to Brackenhill Close, another cul-de-sac). No technical highways objections are raised to the proposals subject to conditions being imposed, and while the concerns expressed by neighbouring residents are noted, it is not considered in the light of the lack of technical highways objections that the proposal would result in severe impacts on pedestrian and vehicular safety. It is concluded, taking into account the modest scale of the development, the addition of a single vehicular access and the lack of highways objections that the refusal of planning permission on the grounds of impact on pedestrian and vehicular safety would be difficult to sustain at appeal.

Sustainability

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

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects

of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

Trees/Nature Conservation

It was noted on site that there is evidence of fox activity within the land including a fox den. This has been drawn to the attention of the applicant. Foxes are not a protected species and as such the impact of development upon foxes would fall outside of the remit of planning control.

With regards to trees, the site is at present overgrown mostly with shrubs. If permission is granted it would be appropriate to secure a satisfactory landscaping scheme through the imposition of a condition.

CIL

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

Conclusion

The design and appearance of the development would complement the surrounding residential area and would not have an unacceptable impact on the amenity of neighbouring occupiers. It is considered that the density and house type of the proposed scheme is acceptable. The proposed dwelling would achieve a good standard of accommodation for prospective occupants, including in terms of amenity space. It is not considered that the proposal would have an adverse impact on the local road network, local parking conditions or conditions of vehicular or pedestrian safety. It is therefore recommended that planning permission is granted subject to the imposition of suitable conditions. In view of the constraints of the size of the site it would be appropriate if permission is granted to remove the permitted development rights associated with residential extensions.

Background papers referred to during production of this report comprise all correspondence on the files set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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

Reason: To comply with Section 91, 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** 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 satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

- 4** Details of a foul water drainage system 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 maintained thereafter.

Reason: To ensure satisfactory means of wastewater infrastructure and to accord with Policy 5.14 of the London Plan.

- 5** Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

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.

- 6** 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.

- 7** Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements 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.

- 8 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.

- 9 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.**

Reason: To ensure satisfactory implementation of the surface water drainage proposals and to accord with London Plan Policy 5.13 Sustainable Drainage

- 10 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.

- 11 No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the north western and north eastern elevation(s) of the dwelling hereby permitted, without the prior approval in writing of the Local Planning Authority.**

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

- 12 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 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 BE1 of the UDP.

- 13 **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.

- 14 **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 UDP and in the interests of visual and residential amenity.

You are further informed that:

- 1 **You should consult the Street Naming and Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk**
- 2 **You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.**
- 3 **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**

- 4 The Applicant is advised of the need to comply with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.**
- 5 The applicant is advised that foxes have been observed to be active on the site and to have regard to the provisions of the Wildlife and Countryside Act 1981.**