

SECTION '2' – Applications meriting special consideration

Application No : 14/01637/FULL1

Ward:
Copers Cope

Address : 57 Albemarle Road Beckenham BR3
5HL

OS Grid Ref: E: 537992 N: 169723

Applicant : Ortus Homes Ltd

Objections : YES

Description of Development:

Demolition of 57 and 57B Albemarle Road and erection of a part four/five storey detached building consisting of 16 retirement apartments with 19 parking spaces, bin store, cycle store and associated landscaping

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Local Distributor Roads
Open Space Deficiency

Proposal

It is proposed to demolish the existing buildings at 57 and 57B Albemarle Road and erect a part four, part five storey building consisting of a lower ground floor to the rear and presenting four storeys to the highway. The proposal comprises:

- A total of 16 apartments are proposed consisting of 2 three bedroom and 14 two bedroom apartments
- Vehicular access would be to the eastern boundary from Albemarle Road
- Parking to the front and rear of the site consisting of 19 parking spaces, two of which are disabled
- Refuse storage is located to the front boundary
- 13m in depth, 13m in height and 9.5m-10.8m in width
- Balconies to front and rear elevations
- Cycle store to rear

Location

The proposal site is located to the northern edge of Albemarle Road and currently features two residential dwellings. The rear of the site is bounded by the railway

whilst low-rise residential developments are set to the western and eastern boundaries. A Tree Preservation Order is in place on the tree to the front of the curtilage to the boundary with No.59.

The site is located close to Beckenham Town Centre on the north side of Albemarle Road. Immediately to the north is a mainline railway line. There are blocks of 12 and 10 residential flats to the west and east respectively that present four storeys to the streetscene and further blocks of flats to the south, with 2 detached houses directly opposite at 34a and 34b Albemarle Road.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and 20 representations were received. 16 were in objection which can be summarised as follows:

- Out of line with other nearby buildings
- Concern at the density and height of the development
- There are no 5 storey buildings in the nearby area
- Considerable impact upon streetscene
- Not enough parking
- A lot of noise will result
- All the other developments are only three floors
- Loss of privacy and sunlight
- Reduction in outlook

Comments from Consultees

Highways: the access road at 3.8m in width is too narrow, however in this instance given the car only operation this is acceptable. The amount of car parking, cycle parking and refuse store location is also acceptable. Conditions are suggested.

Thames Water: no objection subject to a method statement relating to impact piling being submitted.

Drainage: no objection subject to condition

Network Rail: no objection

Environmental Health: no objection subject to conditions and informatives

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan:

- BE1 Design of New Development
- BE4 The Public Realm
- C1 Community Facilities
- H1 Housing Supply
- H2 Affordable Housing

- H7 Housing Density and Design
- H9 Side Space
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T17 Servicing of Premises
- T18 Road Safety
- IMP1 Planning Obligations

In addition to:

Affordable Housing Supplementary Planning Document (SPD)
 Planning Obligations Supplementary Planning Document (SPD)

Supplementary Planning Guidance 1: General Design Principles
 Supplementary Planning Guidance 2: Residential Design Guidance

The application falls to be determined in accordance with the following policies of the London Plan:

- 2.6 Outer London: Vision and Strategy
- 2.7 Outer London Economy
- 2.8 Outer London: Transport
- 2.15 Town Centres
- 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
- 3.11 Affordable Housing Targets
- 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- 3.13 Affordable Housing Thresholds
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 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
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

Financial Contributions

In accordance with the adopted Planning Obligations SPD, the Council would be seeking the following contributions based upon the mix proposed in the application:

- £80,099.95 for local education infrastructure
- £18,670 for local health infrastructure

Viability

A financial viability assessment (FVA) was submitted confidentially with the application and revised 17th November 2014. An independent review of this information was commissioned by the Council, the findings of which were that the development is viable and that a surplus has been identified that can contribute to the provision of planning obligations and affordable housing. In addition to the above contributions a payment of £351,230.05 is to be made in lieu of on-site affordable housing.

Planning History

10/02964 Planning permission granted subject to legal agreement on 14th February 2012 for the demolition of Nos. 57 and 57b and erection of three/four storey block with accommodation in roof space resulting in four storeys of accommodation comprising 1 one bedroom, 18 two bedroom and 2 three bedroom flats with 21 car parking spaces.

Conclusions

Analysis

Principle of Development

The demolition of the site was established under the extant permission under ref. 10/02964, where it was noted that although the loss of the Victorian house is regrettable the site does not lie within a conservation area and the building does not enjoy any statutory or local listing. The erection of a part three, part four storey block of 21 flats has been established under the recently expired permission and that this building comprises a similar scale, bulk, mass and design to that now proposed.

Amount of development, height, siting and design of the building and its impact on the character of the area

The NPPF emphasises good design as both a key aspect of sustainable development and being indivisible from good planning. Furthermore, paragraph 64 is clear that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Policy BE1 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. Policy H7 requires new housing developments to provide a site layout, buildings, and space about buildings designed to a high quality and recognise as well as complement the qualities of the surrounding area. London Plan Policy 3.5 requires housing developments to be of the highest quality internally, externally and in relation to their context and to the wider environment.

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 social and community infrastructure, local shops, employment and training opportunities, 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. Policy 7.6 states that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape and should incorporate the highest quality materials and design appropriate to its context.

Policy 7.2 requires that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. Policy 7.4 requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

The site is located within 800m of Beckenham with surrounding development typically two to four storeys with medium footprints and prevalence of flatted blocks and as such is considered to be within an urban setting for the purposes of Table 3.2 of the London Plan. This gives a guide of proposed developments realising a density of 200-700 dwellings and 670-260 habitable rooms per hectare, however such figures act as guidelines and are to be taken into account with other considerations

Density

The site has an area of 0.16 hectares and the proposal would achieve a density of 100 units per hectare and some 312 habitable rooms per hectare. Whilst the site is considered to be within an urban location by definition, the location does have suburban characteristics and the proposed density falls more squarely within that allocated to such settings. The density is low, however within the overall setting of the location and the nature of the accommodation proposed this is considered acceptable in this instance.

Scale, Height and Mass

The overall scale, mass and height is commensurate with the recently expired planning permission for a similar development on the site. Although that development was four a four storey building, the overall presentation to the streetscene is comparable with the current proposal being five storeys to the rear only due to the utilisation of a lower ground level to that elevation. The development is also of a similar mass to the adjoining developments at No.55 and 1-11 Glendonell Lodge with similar heights achieved. The scale of the building reduces to the elevations of the building with the majority of the bulk of the building centrally located. This is considered to reduce the overall impact of the building upon the neighbouring properties and presents a form to the streetscene that is not uniform or overly bulky. It is considered that the proposal would be in-keeping with the pattern of development in the vicinity of the site and accords with the intentions of Policies BE1 and H7 of the UDP and Policies 7.1, 7.4 and 7.6 of the London Plan.

Design

The building is well articulated on all elevations and the roof design is generally an improvement over the 2010 scheme. The level of separation to the boundaries is between 2.5m to the west and 5.9 to the east which exceeds the requirements of Policy H9. Balconies are located front and back with fenestration to the flank elevation kept to a minimum with the outlook of the units restrained to the northern and southern aspects. Although northern aspect units are generally resisted, this is a common feature of development to this location and is the context of the constraints of the site. The overall internal circulation is good and the level of amenity space provided by balconies is considered to be of a good size.

Indicative materials are proposed to be yellow stock bricks with zinc seams, white render, grey powder coated windows and aluminium rainwater goods. These are considered acceptable in principle and would not appear out of character, however a condition relating to the final materials to be used is considered reasonable to ensure the highest quality is achieved.

Impact on amenities of adjacent properties

A generous level of side space is maintained and the overall bulk and scale of the development and its relationship with established building lines does not differ significantly from the previously permitted scheme and as such the overall visual impact upon neighbouring residents has been established as acceptable. As such the proposal is considered to accord with the requirements of Policy BE1.

Quality of residential accommodation

Policies 3.5 and 3.8 of the London Plan require that all new housing should be built to Lifetime Homes standards and that 10% of new housing should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. The Mayor's Housing SPG sets out the required accommodation sizes and guidance on matters such as aspect, daylight and amenity space.

Although the application states that the development is for over-55 year olds, the floor plans do not indicate any form of facilities, or characteristics expected of supported accommodation or sheltered housing and as such any decision by the applicant to limit the tenure to any specific age group would be a separate marketing decision. The accommodation itself is therefore considered to be acceptable with regard to the design expectations and policy requirements of Class C3 residential accommodation and has not been assessed with regard to any specific requirements for that demographic.

The proposed accommodation satisfies the London Plan minimum space standards and the balconies provided match or exceed that required. The room sizes satisfy the requirements of the Mayor's Housing SPG. The development accords with Lifetime Homes requirements with 10% of the units (2) being wheelchair accessible and 2 of the parking spaces also being allocated for disabled parking. The level of accommodation is therefore considered satisfactory and accords with the relevant policies.

Affordable Housing and S106 Contributions

The recently expired permission provided for affordable with 7 of the 21 units which, met the Council's requirements under Policy H2 in this respect. Following lengthy negotiations with the applicant the current scheme is considered viable when allowing for contributions by way of planning obligations for health and education as well as a payment in-lieu of on-site affordable housing as set out above. The contributions identified are the maximum viably deliverable and are therefore considered to be acceptable to meet the objectives of Policy IMP1 of the UDP and Policy 8.2 of the London Plan.

Sustainability

In addition to building standards, air source heat pumps are proposed and a reduction of 20% in CO2 emissions is identified. However, this falls below the London Plan target of a reduction of 40% improvement over 2010 building regulations required by Policy 5.2. It is considered that there are opportunities for further reductions and that for the proposal to therefore be compliant with Policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan an appropriately worded condition should be attached requiring an updated Energy Strategy realising additional options.

Transport and Parking

With regard to the parking 19 spaces are provided for 16 units with 2 of these being allocated for disabled parking. This exceeds the Council's requirements in the UDP and the ratio expected within the London Plan. In addition it should be noted that there are single yellow lines on the road outside this property restricting parking during the busiest times of the day. The vehicular access point that is already in use is approximately 70m from the junction of Westgate Road and Albemarle Road. It is noted that the access road is some 3.8m in width and that the Council's highway's officer considered this too narrow although does not raise any objection given its anticipated use.

Cycle storage is provided and subject to suitable levels of provision in accordance with London Plan requirements secured by condition this is considered acceptable.

Summary

The proposed development is considered to be in-keeping with the character of the area and would be commensurate with the previously permitted flatted development albeit at a lower level of density. The parking provided exceeds that required with the Local Plan, but is considered acceptable within the context and location of the site. Planning obligations and a payment in lieu of on-site affordable housing has been agreed and is to be secured by way of legal agreement. The standard of accommodation exceeds the thresholds of the Mayor's Housing SPG and would provide a high quality level of residential accommodation.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/01637 set out in the Planning History section above, excluding exempt information.

as amended by documents received on 17.11.2014

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 not be carried out otherwise than in complete accordance with the following plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority:
2510-100 (location plan); 2510-101A (proposed site plan); 2510-200A (proposed lower ground floor plan); 2510-201A (proposed upper ground floor plan); 2510-202A (proposed first floor plan); 2510-203A (proposed second floor plan); 2510-204A (proposed third floor plan); 2510-205 (proposed bin and cycle stores plans and elevations); 2510-300 (proposed elevations - sheet 1 of 2); 2510-301 (proposed elevations - sheet 2 of 2); 2510-303 (artists impression 0 sheet 1 of 3); 2510-304 (artists impression 0

sheet 2 of 3); 2510-306 (proposed floor plan and roof plan comparison with approved scheme); 2510-302 (street elevations and site sections); 57AR/PL/101 (existing basement plan); 57AR/PL/102 (existing ground floor plan); 57AR/PL/103 (existing first floor plan); 57AR/PL/104 (existing second floor plan/roof); 57AR/PL/105 (existing roof plan); 57AR/PL/106 (existing trees); 57AR/PL/111 (existing front and rear elevation); 8294/01 (tree constraints plan).

- 3 Details and samples of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, balcony screening, decorative features, rainwater goods, paving and access road surfacing where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The details shall include a schedule for applying the proposed render shall be submitted including the type of render and manufacturer and the procedure for application. The development shall be carried out in accordance with the approved details.

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.

- 4 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.

- 5 The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific needs of the application site and the development. Details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted, and implemented in accordance with the approved details. The security measures to be implemented in compliance with this condition shall seek to achieve the "Secured by Design" accreditation awarded by the Metropolitan Police.

Reason: In the interest of security and crime prevention and to accord with Policies H7 and BE1 of the Unitary Development Plan.

- 6 Details of the number and location of electric vehicle charging points to be provided and a programme for their installation and maintenance shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted. The electric vehicle charging points shall be installed in accordance with the approved details prior to first occupation of the development and shall be permanently maintained as such.

Reason: To comply with Policy 7.14 of the London Plan.

7 The development hereby permitted shall be constructed in accordance with the approved details as submitted relating to wheelchair accessibility (including related car parking spaces) and as "Lifetime Homes".

Reason: In order to comply with Policy 3.8 of The London Plan and Policy H5 of the Unitary Development Plan.

8 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 retained thereafter.

Reason: To ensure satisfactory means of foul water drainage and to accord with Policies 5.12 and 5.13 of the London Plan.

9 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 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 Policies 5.12 and 5.13 of the London Plan.

10 Before any works on site are commenced, a site-wide energy assessment and strategy for reducing carbon emissions shall be submitted to and approved by the Local Planning Authority. The results of this strategy shall be incorporated into the building prior to first occupation. The strategy shall include measures to allow the development to achieve a reduction in carbon emissions of 40% above that required by the 2010 building regulations.

Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 and 5.7 of the London Plan.

11 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 in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

12 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 above ground works for 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.

13 Details of the glazing and ventilation to be installed (to achieve compliance with the recommendations of 24Acoustics report reference R5163-1 Rev 0 dated 14th April 2014) shall be submitted to the Local Planning Authority for approval any part of the development hereby permitted is first occupied. Once approved the details shall be fully implemented prior to the use commencing and permanently maintained thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and Policy 7.15 of the London Plan and in the interest of the appearance of the building, the visual amenities of the area and the amenities of future occupants.

14 Details of the acoustic fencing for the northern boundary shall be submitted to and approved in writing by the Local Planning Authority any part of the development hereby permitted is first occupied. The fencing shall be installed as approved prior to the use commencing and shall be permanently maintained as such thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and Policy 7.15 of the London Plan and in the interest of the appearance of the building, the visual amenities of the area and the amenities of future occupants.

15 (i) No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.

(ii) Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure which is protected in accordance with Policy 5.14 of the London Plan.

16 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.

17 Before the development hereby permitted is first occupied, the proposed window(s) in the eastern and western flank elevations of the development hereby permitted shall be obscure glazed to a minimum of privacy level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above floor of the room in which the window is installed 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.

18 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 1995 (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.

19 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.

INFORMATIVE(S)

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

- 2 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)).

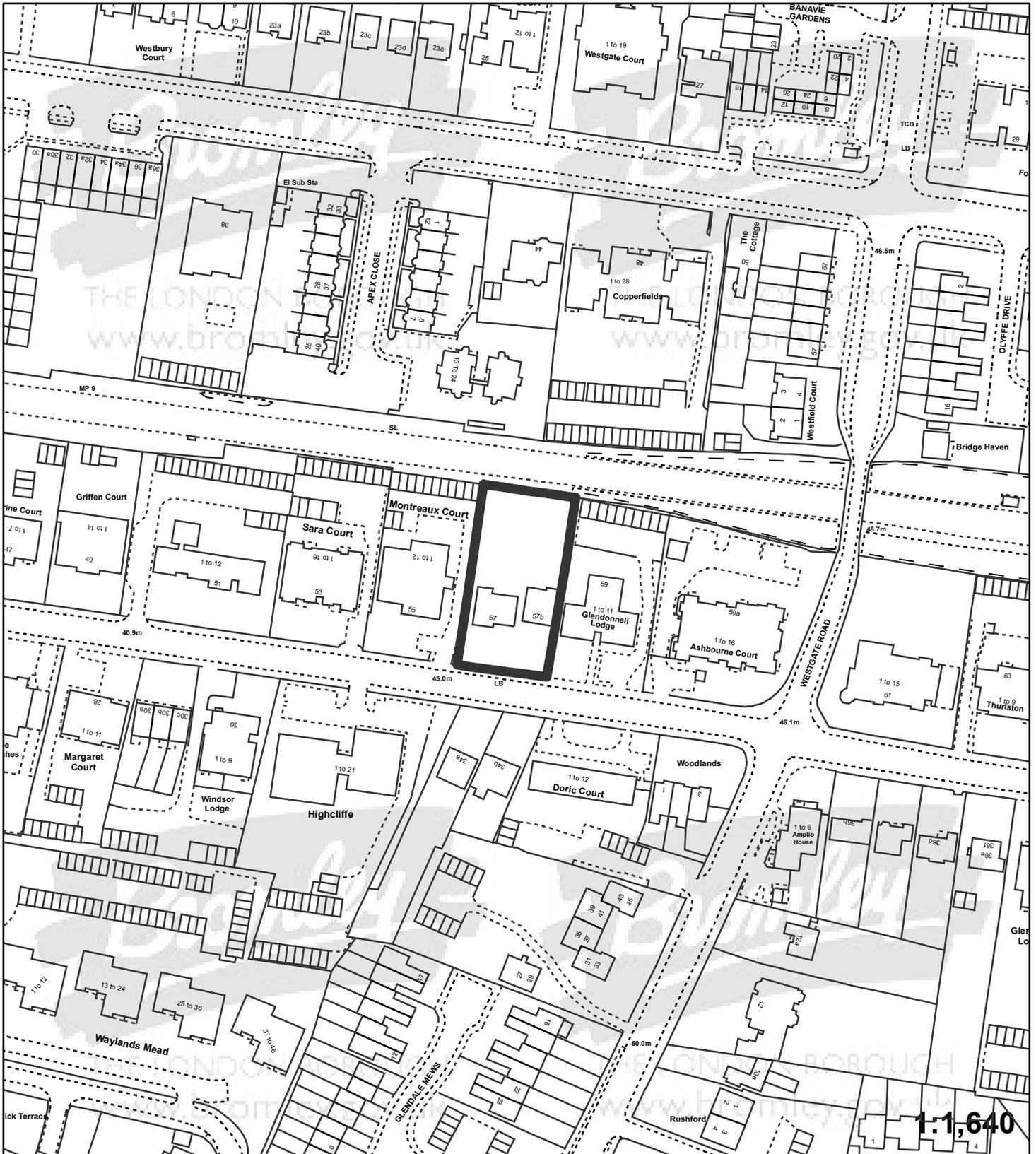
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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

Application:14/01637/FULL1

Address: 57 Albemarle Road Beckenham BR3 5HL

Proposal: Demolition of 57 and 57B Albemarle Road and erection of a part four/five storey detached building consisting of 16 retirement apartments with 19 parking spaces, bin store, cycle store and associated landscaping



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"