

SECTION '2' – Applications meriting special consideration

Application No : 16/02516/FULL1

Ward:
Cray Valley East

Address : Lancaster Sidcup, Edgington Way,
Sidcup DA14 5BN

OS Grid Ref: E: 547726 N: 170309

Applicant : Mr Stephen Pettyfer

Objections : NO

Description of Development:

Demolition of existing car showroom and after sales building, and construction of detached part one/two storey building for car showroom, workshop and ancillary accommodation, and detached valet building to rear, including amended parking layout and associated works

Key designations:

Areas of Archaeological Significance
Biggin Hill Safeguarding Area
Green Belt
London City Airport Safeguarding
Sites of Interest for Nat. Conservation
Smoke Control SCA 20
Sites of Special Scientific Interest

Proposal

The proposal seeks permission to demolish all buildings from the site and to erect a two storey building comprising a car showroom and sales building, along with a workshop and ancillary accommodation associated with the proposed use. A detached valet building is proposed to the rear of the site along with a revised car parking layout and other associated works.

The proposed new showroom will be sited towards the front (north) and west of the site, replacing the existing showroom and workshop which is towards the rear (south) of the site. The proposed valet building will be sited to the southern edge of the site. The proposal seeks to construct 3,785m² of new commercial floor space at the site, replacing the existing 3,001m².

The new building will have dimensions of 78m by 38m, including a flat roof with a height of 6.0m. The proposed valet building will have a height of 6.0m and dimensions of 47m by 8.0m. The existing building has dimensions of 49m by 54m, with a pitched roof of 6.0m in height.

Car parking provision for 168 cars will be included mainly to the east and south of the site, with a car display area at the front of the site to the north. Access to the site will be via the existing access serving Tesco and Lancaster.

The application is accompanied by the following supporting documents:

- Design and Access Statement
- Historic Environment Assessment
- Preliminary Ecological Assessment
- Energy Efficiency and Sustainable Development Report
- Transport Statement
- Tree Survey
- Flood Risk Assessment
- Arboricultural Development Report

Location

The site is located on the southern side of Edgington Way and currently comprises a two storey car showroom with associated car parking.

The front northern section of the site is located within Flood Zone 2 and 3 and the site is within an Area of Archaeological Significance. The site is adjacent to a Site of Special Scientific Interest (SSSI) and a Site of Importance for Nature Conservation (SINC) to the west. The site to the west is also located in the Metropolitan Green Belt. To the south and east of the site, the land is designated as a Business Zone, however the site itself falls outside of this designation despite being located on the western edge of a group of commercial premises.

There is a row of trees along the western boundary of the site that are subject to a Tree Preservation Order (TPO).

Comments from neighbouring properties

Nearby owners/occupiers were notified of the application and no representations were received.

Consultations

Environmental Health (Pollution) - the site is located adjacent to a SSSI within a SPZ and near significant surface water. It is considered necessary for a condition to be imposed in order to assess for potential contamination of the site.

Drainage - The site is at a high risk of surface water flooding. It is advised that the submitted FRA is revised to include a hierarchy of SUDS in the design and to demonstrate that on site storage capacity is sufficient. A management plan for future maintenance and adoption of drainage system for the lifetime of the development is also required. These details have been subsequently submitted and no objections are raised from a drainage perspective subject to a condition to secure a surface water drainage scheme for the site.

TfL - Trip generation information has been requested in order to assess the impact on the junction with the Strategic Road Network. This information has been provided which conclude that the increase in trip generation is negligible in comparison with similar nearby dealerships along with the existing trip generation at the site. No objections are therefore raised in this respect. The need for the

proposed increase in car parking spaces has also been questioned, and this matter can be judged by the Council's engineers. TfL has recommended that a keep clear box be introduced at the junction in order to improve the currently sub-standard access arrangements, and this should be secured via a s278 agreement with Bexley Council, as the local Highways Authority.

Highways - The submitted Transport Statement uses TRICS data to estimate trip generation, however as the unit is bigger than the existing showroom, the trips generated would be slightly larger. It was also requested by highways that surveys of other Porsche sites should be used to compare estimated trip rates. Further information was also requested in terms of why 178 car parking spaces have been proposed and how this is expected to cope with demand. This further information has been submitted in the form of details of operational requirements at the site and no objections are raised subject to conditions.

LB Bexley - as the Highway Authority for Edgington Road, Bexley has stated that the access road serving the site and Tesco falls outside of the limits of the adopted highway. As a consequence, the road is privately owned and therefore a keep clear box could not be insisted upon. In any case, Bexley shares the view of Bromley's Highways engineers that the change in use of the site would not exacerbate the existing situation and therefore no objections are raised.

Tree Officer - Trees are limited to the periphery of the application site and have been addressed as a development constraint as part of the arboricultural submissions. Trees situated along the western boundary border the neighbouring nature reserve and have been protected under area Tree Preservation Order (TPO) 1297. The precautions outlined on the Tree Protection Plan (TPP) submitted in support of the proposal are considered adequate

Environment Agency - concerns were initially raised in respect to the information provided. The proposal seeks to raise a part of the site and provide flood compensation elsewhere on the site, however insufficient information has been provided to demonstrate that the flood water transfer would actually occur in the manner proposed during a flood event. Following the submission of a revised FRA, no objections are raised subject to a condition and informative to ensure compliance with the submitted FRA.

Natural England - confirmation of surface water discharge into the SSSI and control of pollutants has been requested, along with confirmation that no trees within the SSSI will be affected. The applicant has provided these details and no objections are expected from Natural England. Further advice has been given in regards to the provision of biodiversity enhancements such as bat and bird roosting boxes.

Historic England – a geo-archaeological desk based assessment including trial pit investigation has been requested in order to assess the possible archaeological value of the site. This assessment has been produced and Historic England raises no objections to its findings subject to a suitable condition to ensure compliance with the approved methodology.

Thames Water - no comments received.

London Wildlife Trust - no comments received.

Planning Considerations

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

BE1 Design of New Development
BE16 Ancient Monuments And Archaeology
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
T18 Road Safety
EMP6 Development Outside Business Areas
ER7 Contaminated Land
NE7 Development and Trees
G6 Land Adjoining Green Belt or Metropolitan Open Land

London Plan Policies:

4.4 Managing Industrial Land and Premises
5.1 Climate Change Mitigation
5.2 Minimising Carbon Dioxide Emissions
5.3 Sustainable Design and Construction
5.7 Renewable Energy
5.12 Flood Risk Management
5.13 Sustainable Drainage
6.3 Assessing Effects of Development on Transport Capacity
6.13 Parking
7.3 Designing Out Crime
7.4 Local Character
7.5 Public Realm
7.6 Architecture
7.8 Heritage Assets and Archaeology
7.19 Biodiversity and Access to Nature
7.21 Trees and Woodlands

The National Planning Policy Framework (NPPF)
Emerging Bromley Local Plan:

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closes on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that submission of the draft Local Plan to the Secretary of State will occur in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 30 - Parking
Draft Policy 31 - Relieving Congestion
Draft Policy 32 - Road Safety
Draft Policy 34 - Highway Infrastructure Provision
Draft Policy 37 - General Design of Development
Draft Policy 46 – Ancient Monuments and Archaeology
Draft Policy 53 - Land Adjoining Green Belt or Metropolitan Open Land
Draft Policy 68 – Development And SSSI
Draft Policy 69 – Development And Nature Conservation Sites
Draft Policy 73 - Development and Trees
Draft Policy 77 - Landscape Quality and Character
Draft Policy 79 – Biodiversity and Access to Nature
Draft Policy 83 – Non-Designated Employment Land
Draft Policy 113 - Waste Management in New Development
Draft Policy 115 - Reducing Flood Risk
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)
Draft Policy 117- Water and Wastewater Infrastructure Capacity
Draft Policy 118 – Contaminated Land
Draft Policy 119 - Noise Pollution
Draft Policy 120 - Air Quality
Draft Policy 122 - Light Pollution
Draft Policy 123 - Sustainable Design and Construction
Draft Policy 124 - Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

Planning History

Outline planning permission was granted at the adjacent site under ref. 85/02876 for change of use of existing part retail/part wholesale store to industrial extensions to main factory building and use of land for car parking, erection of supermarket and petrol filling station with car parking and servicing. A detailed consent was subsequently approved.

Planning permission was granted under ref. 92/00083 for a detached single storey building for car wash.

Conclusions

The main considerations relating to the application are as follows:

- The principle of the development in this location
- The impact the development would have on the character of the area
- The impact on the scientific and nature significance the SSSI and SINC site to the west
- The impact on the openness of the Green Belt to the west of the site
- The impact on flood risk and drainage
- The impact on highway safety
- The impact of the development on trees
- The impact on the archaeological importance of the site.

Principle of Development

The proposal seeks to replace the existing car showroom at the site with a modern two storey car showroom with associated sales area and valet building to the rear. The proposal would not result in the change of use of the site, which is established, and would therefore result in no principle objection. Whilst the site falls outside of the adjacent designated Business Area, the established nature of the use and its location on the edge of a group of commercial premises make it appropriate in principle for the continued use of the site for this purpose. It is therefore considered that the development would comply with Policy EMP6 and the London Plan.

Impact on Character

The proposal would replace the existing two storey showroom building with a new showroom building sited in a more prominent location towards the north of the site. As a result, the building would be more prominently sited when viewed from Edgington Way, however it is not considered that the siting would be to the detriment of local character, given the commercial nature of the site and the wider area. The building will remain significantly set back from the highway (approx. 30m) and will be screened to some extent by existing trees along the frontage of Edgington Way that lie outside of the site.

The height and bulk of the replacement building is considered to be similar to that it replaces, with a two storey appearance and flat roof. The development will provide a net additional commercial floorspace of 784m² over the existing structure, including the low roofed valet building towards the rear of the site. Whilst the siting is more prominent, the development would read as part of the wider commercial Business Area and the additional commercial floorspace is not considered to overdevelop the site or result in a commercial structure that is cramped or dominant.

At present, the site is 100% developed with buildings and associated car parking and hardstanding. It is considered that the proposal would not on balance impact harmfully on the established character of the site or surrounding commercial area.

The proposed building will be clad with silver and black panels and a metal decked roof. The appearance and design of the building is considered to be suitable for the commercial area in which it will be sited.

Ecological Impact

To the west of the site, the land falls within a Site of Special Scientific Interest (SSSI) and a Site of Importance for Nature Conservation (SINC). The application has been submitted with a Preliminary Ecological Assessment which states that the development is not considered to impact on the adjacent land. Mitigation measures such as a close boarded fence along the boundary and commencement of works outside of bird breeding season are suggested. The adjacent site is not considered to host notable habitat, except for providing bird breeding habitat, therefore any removal of shrub should occur at suitable times of year accordingly. No further surveys are recommended, with planting of native trees and habitat boxes for bats and birds suggested.

Natural England cites the Ruxley Gravel Pits SSSI as a site importance for an assemblage of breeding bird species, along with a variety of butterfly and other insect species. Following consultation, Natural England questioned the drainage of the site onto the SSSI land and this has been clarified by the applicant, with the existing watercourse to be used. The applicant has also confirmed that no trees will be affected within the SSSI.

Impact on Adjacent Green Belt

The area of land to the west of the site is designated Metropolitan Green Belt, however the site falls outside of this designation. In general terms, the existing use of the site and associated built development within it is considered not to add significantly to the visual amenities of the adjacent Green Belt. That said, the western side of the site provides a customer parking area that at least provides a relatively open space adjacent to the Green Belt Boundary. The proposed building will be sited with a separation to the western flank boundary of the site of 8m. This separation, along with the retention of boundary vegetation, is not considered to impede detrimentally on the existing buffer to the western edge of the site and therefore the openness and visual amenity of the adjacent Green Belt is considered to be respected by the proposal.

Flood Risk

Policy 5.12 of the London Plan requires development to remain safe under flood conditions and allow for safe evacuation. The application is accompanied by a Flood Risk Assessment (FRA) which outlines that the front area of the site is most liable to flood. The siting of the new building towards the front of the site will result in the raising of this land level, with other areas deliberately kept at a lower level in order to accommodate flooding up to the 1 in 100 year event plus 20% climate change level. The FRA concludes that the risk of flooding to the site is low for surface water, ground water, sewer and reservoir flooding. The building will be built above the flood level and will be provided with an ample exit route in the event of flooding. Three proposed SUDS drainage systems are also proposed.

Following consultation with the Environment Agency, no objections are raised subject to a condition requiring adherence to the details of the submitted FRA.

Highway Safety

The proposal introduces the potential for additional traffic and vehicle movements in and around the site. The application has been accompanied by evidence to justify the number of car parking spaces provided in light of the operational requirements of the proposed development. This evidence is considered to be suitable and there are no objections raised by the highways engineer. On balance therefore, the proposal would not create a detrimental impact in terms of car parking and highway safety at the site or on surrounding land. Whilst TfL has requested a keep clear box to be introduced, it is not considered that this could be secured as the site access junction is outside of the limits of the adopted highway. As the submitted evidence demonstrates that the existing situation at the site will not be worsened, such a measure is not considered necessary in this case.

Trees and Archaeology

The protected trees along the western edge of the site are to be retained and have been considered acceptably under the supporting Arboricultural Statement and Tree Protection Plan. It is therefore considered that the development would not impact detrimentally on the long-term health of these trees.

In respect to archaeology, the site falls within an Area of Archaeological Significance. The application has been accompanied by a Historic Environment Assessment. This report concludes that there are no nationally designated heritage assets at the site, with potential for some Palaeolithic and Roman remains to be present and disturbed particularly during demolition of the existing building and digging of foundations. Historic England has commented that the submitted information, including trial pit excavation evaluation, is suitable, and a condition can be imposed to ensure the adherence to this method statement.

Summary

It is considered that the proposed development is acceptable as it would not impact detrimentally in respect of the material considerations outlined above. It is therefore recommended that Members grant planning permission subject to two conditions recommended below.

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** Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works 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

- 5** Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed 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.

- 6** 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.

- 7** 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.

- 8 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.

- 9 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.

- 10 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.

- 11 Unless otherwise agreed in writing by the Local Planning Authority, no part of the development hereby permitted shall take place within the application site until the programme of archaeological investigative works approved by Historic England, including trial pit evaluation, has been fully implemented. Access shall be permitted to the site at all reasonable times for the archaeological organisation to carry out the investigations, including making necessary records of items of interest and finds.**

Reason: The site is of archaeological interest and detailed investigations should be undertaken to enable consideration to be given to preservation in

situ and/or recording of items of interest in compliance with Policy BE16 of the Unitary Development Plan.

- 12 No part of the development hereby permitted shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to and approved in writing by the Local Planning Authority.
- a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval in writing. The desk study shall detail the history of the sites uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.
 - b) The site investigation, including relevant soil, soil gas, surface water and groundwater sampling shall be approved in writing by the Local Planning Authority.
 - c) A site investigation report detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors, a proposed remediation strategy and a quality assurance scheme regarding implementation of remedial works, and no remediation works shall commence on site prior to approval of these matters in writing by the Authority. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.
 - d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.
 - e) Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of the remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of post-remediation sampling.

- f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

Reason: In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

- 13 The development shall be implemented in accordance with the Tree Protection Plan (TPP) approved as part of the planning application, under the supervision of a retained arboricultural specialist in order to ensure that the correct materials and techniques are employed.

Reason: To ensure that works are carried out according to good arboricultural practice and in the interests of the health and amenity of the trees to be retained around the perimeter of the site and to comply with Policy NE7 of the Unitary Development Plan.

- 14 The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

Reason: To reduce the impact of flooding both to and from the proposed development and third parties.

- 15 Prior to the commencement of the development hereby permitted a full Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Servicing and Delivery Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to comply with Policy 6.3 of the London Plan and in the interest of highway safety.

- 16 The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (Hurst Peirce & Malcolm LLP, 27th July 2016, Ref: 21418) and the following mitigation measures detailed within the FRA:

1. Provision of compensatory flood storage as detailed within the FRA along the western edge of the site with the site levels as detailed on Drawing 21418/101 P2 'Drainage and Site Plan' are adhered to, to ensure the flood storage area is fit for purpose. This

includes the construction of the proposed retaining wall along the west edge of the building, producing a compensatory flood storage area of 106.3m³.

2. Situation of the building at 30.00m above Ordnance Datum (AOD) as stated within the FRA to ensure the building remains above the appropriate flood level.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: In order to comply with Policy 5.12 of the London Plan and in order to secure the suitable drainage of the site and flood attenuation measures.

17 Before any work on site is commenced a site wide energy assessment and strategy for reducing carbon emissions shall be submitted and approved by the Local Planning Authority. The results of the strategy shall be incorporated into the final design of the buildings prior to first occupation. The strategy shall include measures to allow the development to achieve an agreed reduction in carbon dioxide emissions of at least 35% above the TER level required by the Building Regulations 2013. The development shall aim to achieve a reduction in carbon emissions of at least 20% from on-site renewable energy generation. The final design, including the energy generation shall be retained thereafter in operational working order, and shall include details of schemes to provide noise insulation and silencing for and filtration and purification to control odour, fumes and soot emissions of any equipment as appropriate.

Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 and 5.3 of the London Plan 2015.

You are further informed that:

1 This is a summary of the main reasons for this decision as required by law. The application has been determined in accordance with the development plan insofar as it is relevant and taking into account all other material planning considerations, including all the representations received. For further details, please see the application report (if the case was reported to Committee), the Unitary Development Plan and associated documents or write to Chief Planner quoting the above application number.

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 website.

- 3 The applicant is advised to consider the introduction of biodiversity enhancement measures to the scheme, including bat and bird roosting/nesting boxes in order to mitigate any potential impact in light of the siting adjacent to the Ruxley Gravel Pits Site of Special Scientific Interest (SSSI).**
- 4 The Environment Agency recommends that consideration be given to the use of flood resistant and resilient measures - such as barriers on doors, windows and access points at the ground floor level and routing electrical services from a higher level downwards so that plug sockets are located above possible flood levels - within the proposed development, in order to reduce the impact of flooding. Information on flood resilience can be found on the following link
http://www.planningportal.gov.uk/uploads/br/flood_performance.pdf. It is further recommended that consultation with the local building control department is undertaken when determining whether particular flood resistant and resilient measures are appropriate and effective.**
- 5 As a result of the Flood and Water Management Act 2010, the responsibility for surface water runoff, ground water and ordinary watercourses now sits with the Local Flood Authority (LLFA), the London Borough of Bromley.**