

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

**Application No :** 17/01315/FULL1

**Ward:**  
**Crystal Palace**

**Address :** 33 Cintra Park, Anerley, London, SE19  
2LQ

**OS Grid Ref:** E: 533783 N: 170432

**Applicant :** Mr Seamus McQuade

**Objections :** YES

### **Description of Development**

Conversion of an existing dwelling house into 4 flats (3 x 2 bed flats and 1 x1 bed flat) together with a three storey infill extension to the rear over the lower ground, ground and first floors and front and rear dormer extensions.

Key designations:

Conservation Area: Belvedere Road

Biggin Hill Safeguarding Area

London City Airport Safeguarding

Smoke Control SCA 6

### **Proposal**

Planning permission is sought for the conversion of an existing dwelling house into 4 flats (3 x 2 bed flats and 1 x1 bed flat) together with a three storey infill extension to the rear over the lower ground, ground and first floors and rear dormer extension.

The application can be divided into 5 elements:

1. Conversion of an existing dwelling house into 4 flats: The existing family dwelling house has 5 bedrooms and will provide the following:

Lower Ground – 2 bed 4 person unit measuring 84.3 sqm GIA

Upper Ground – 2 bed 4 person unit measuring 70sqm GIA

First Floor – 2 bed 3 person unit measuring 63.1sqm GIA

Second Floor – 1 bed 2 person unit measuring 52.1 sqm GIA

2. Three storey infill extension: this measures 2.15m in depth and 4m wide with a flat roof to a maximum height of 8.9m and will be finished in matching brickwork.

3. Roof terraces/balconies: Two balconies are to be provided one on top of the existing two store to serve flat 3 on first floor and would measure 6m<sup>2</sup>. The terrace is to have 1.8m high frosted privacy screen to the north-eastern elevation. The second terrace is on top of the proposed three storey extension and would measure 6.5m<sup>2</sup> and serve flat 4 on the second floor. The terrace is to have 1.8m high frosted privacy screen to the south-western elevation.

4. Rear dormer: This would measure 3.4m deep, 2.7m height and 6.55m in length providing 30 m<sup>3</sup> of additional roof space. The dormer would be finished in standing seam, metal roof in slate grey colour.

5. Refuse and bicycle stores to the front. Two cycle stores are to be provided in the front garden to serve units 3 and 4, the cycle store for unit 2 is to be located in the rear garden and unit 1 (lower ground floor) in the lightwell. Each of the cycle stores are to hold 2 bicycles. The refuse store is to be located on the south-western boundary adjacent to No. 35 and would measure 3.2m x 0.8m and provide the communal refuse storage for all 4 units.

## **Location**

The site is located on the eastern side of Cintra Park, Anerley, within the Belvedere Road, Anerley Conservation Area. The area mainly consists of large Victorian villas that were built after the construction of the Crystal Palace.

## **Consultations**

Nearby owners/occupiers were notified of the application and one representations was received.

"I am applaud all quality development in our area, but am concerned with the local services that will be available for this property, which has been single house, and like many will develop into 4 dwellings. Having seen such a development near me on Belvedere Road (a 50s house was knocked down making way for a full size Victorian 'style' building, containing at least four or five flats), where fly tipping and overflowing waste and recycling bins at the front of the property are creating a huge mess and inevitably a health hazard. For such properties once weekly refuse collections, let alone fortnightly are simply not sufficient. The development in Belvedere Road that I use as the example must have created an increased revenue in Council Tax, which I would have assumed would help towards such issues of cleansing. So far there is no evidence that this is the case. I have many photographs of what that corner has become, and the smell in April was atrocious, so I can only imagine that things will get worse in the summer. My house is behind 33 Cintra Park and am concerned that if we experience the same lack of cleansing there too it might not be long before we experience problems of vermin etc."

## **Built Conservation:**

Given the revised drawings received (01/06/17) Officers now support the application subject to the usual materials conditions.

## **Environmental Health – Housing:**

Environmental Health Housing stated that the applicant is advised to have regard to the Housing Act 2004 Part 1 - Housing Health and Safety Rating System (HHSRS).

### Environmental Health – Pollution:

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

The application site is within an Air Quality Management Area declared for NO<sub>x</sub>. I would therefore recommend that the following condition:

*The application site is located within an Air Quality Management Area declared for NO<sub>x</sub>: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NO<sub>x</sub> emission rate of <40mg/kWh (To minimise the effect of the development on local air quality within an Air Quality Management Area in line with NPPF p124 and Policy 7.14 of the London Plan)*

I would recommend that the following informatives are attached:

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.

### Highways:

The site is located in an area with high PTAL rate of 5 (on a scale of 1 – 6b, where 6b is the most accessible).

The applicant is not providing any off -street parking spaces; which is very regrettable. I stated at the pre- application consultation that one space should be provided per flat, equating to a total of 4 spaces; however a minor reduction in the parking requirement may be justified as the site is considered moderately accessible to public transport

The applicant has carried out overnight surveys were undertaken on Wednesday 25th January and Wednesday 1st February 2017 November 2016 at approximately 01:00am on both nights. The parking stress for unrestricted bays within the survey area is 78%. Of the 309 unrestricted parking opportunities identified within the survey area, an average of 242 cars has been observed to be parked.

Daytime Parking Assessment- the daytime parking beats were conducted between the hours of 1000- 1200); daytime surveys were conducted by surveyors on a half-hourly basis between 1000-1200 over two typical weekdays. The survey was carried out on Tuesday 31st January and Wednesday 1st February. The survey

results demonstrate that there are several free unrestricted parking spaces within the study area throughout the morning. Some roads were more heavily parked than others, with Tudor Road seen to be parked at capacity throughout, whilst Cintra Park itself fluctuated between 68% and 81%. The survey area as a whole was more heavily parked on Tuesday 31st January from 1000- 1030 when the stress level recorded was at 83%, illustrating that there was a minimum of 53 unrestricted spaces during this period.

Although some of the surrounding roads have some spare capacity as no car parking is provided I am concerned that the development would generate additional traffic and increase parking demand in the vicinity.

Furthermore an increase in parking demand in an area where a few spaces are available would generate considerable pressure to find spaces with a significant risk of illegal or unsuitable parking and on-street manoeuvring. This would cause inconvenience and in some locations, risk to traffic and pedestrian safety.

The Proposed Draft Local Plan Chapter 4, Getting Around (Transport and Accessibility) states the following for residential parking standards:

**Bromley Residential Parking Standards (per unit)**

| <b>PTAL</b> | <b>1-2 bed</b>      | <b>3 bed</b>      |
|-------------|---------------------|-------------------|
| 0-2*        | Minimum of 1        | Minimum of 1.5    |
| 2*-6a       | 0.7 (min) – 1 (max) | 1 (min) 1.5 (max) |

These standards reflect the factors in the National Planning Policy Framework (NPPF) which encourage local planning authorities to develop their own standards.

The applicant is admitting that the development will generate a minimum of two cars; therefore I am seeking two off-street car parking spaces.

The cycle parking offered by the applicant is satisfactory.

#### Drainage:

No change in the footprint. No Comment

#### **Planning Considerations**

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

#### National Planning Policy Framework (NPPF) (2012):

The NPPF confirms that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

Chapter 6 – Delivering a wider choice of high quality homes

Chapter 7 – Requiring Good Design

London Plan (2015):

- 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
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.4 Local Character
- 7.6 Architecture
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

Technical housing standards - Nationally Described Space Standard (March 2015)

Unitary Development Plan (2006):

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- ER7 Contaminated Land
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles

Supplementary Planning Guidance 2: Residential Design Guidance

### Draft Local Plan (2016):

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 closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that the draft Local Plan will be submitted to the Secretary of State in mid-2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 1 Housing Supply  
Draft Policy 4 Housing Design  
Draft Policy 37 General Design of Development  
Draft Policy 30 Parking  
Draft Policy 32 Road Safety

### **Planning History**

There is no planning history for this site.

### **Conclusions**

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

- Principle of development
- Housing Supply
- Housing Density
- The design and appearance of the scheme and the impact of these alterations on the character and appearance of the area and locality
- The quality of living conditions for future occupiers
- Access, highways and traffic Issues
- Impact on adjoining properties; and
- Mayoral Community Infrastructure Levy

### 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 (2015) generally encourage the provision of small scale infill development 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 sets out criteria to assess whether new housing developments is appropriate subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, community safety and refuse arrangements.

The site is located in a residential location in a residential area where a number of the neighbouring properties have already been converted therefore the conversion of the existing unit is acceptable in principle subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

#### Design, character and appearance:

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.

The site is located within Belvedere Road Conservation Area; therefore Policy BE11 is relevant to this application. This policy seeks to preserve and enhance the character and appearance of Conservation Areas. These policies are supported by London Plan Policy 7.8.

The application site comprises of a semi-detached properties fronting onto Cintra Park. The front elevation of the host building is to remain relatively unaltered with the only addition being three front rooflight. The proposed three storey rear extension would “square off” the rear of the building and finished in matching materials. It is considered that the location and design of the extension would fit with the character of the host building and Belvedere Conservation Area.

With regards to the rear dormer this is not visible from and it is noted from site that there are a number of roof extensions of varying sizes and designs in the immediate vicinity of the site.

In terms of the new balconies/terraces these will be discretely located on top of the exiting two storey rear extension and the new three storey rear extension, whilst the introduction of glass balustrading would result in a modern approach the advantage of using glass and a visually light weight material means the balustrading will be relatively inconspicuous on the rear elevation.

Therefore, it is considered the proposed development would adhere to the objectives set out above in that the development does have proportion, composition and scale that complements the host building.

#### Residential Amenity - Standard of Residential Accommodation:

Policy 3.5 of the London Plan and the Housing SPG (2016) states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit should comply with Nationally Described Housing Standards (2015).

The floor space size of each of the units ranges between 52.1m<sup>2</sup> for a 1 bed unit, 63 m<sup>3</sup> for a 2 bed 3 person unit and 70-84.3 m<sup>3</sup> for a 2 bed 4 person unit. The nationally described space standard requires the minimum floor standards:

1 bed 2 person over one storeys at 50 sqm  
2 bed 3 person over one storeys at 61 sqm  
2 bed 4 person over one storeys at 70 sqm

The nationally described space standard sets a minimum ceiling height of 2.3 meters for at least 75% of the gross internal area of the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

The rooms in the roof provide a minimum ceiling height of 2.4m, and whilst this is 10cm shorter than the London Plan Guidance it should be noted that these space standards are set for new developments and conversions when they are addressing the existing fabric of a building will be harder to achieve all of the guidance.



On this basis, the floorspace provision for all of the units is considered compliant with the required standards and is considered acceptable.

The shape and room sizes in the proposed building are considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specific use.

#### Amenity Space:

In terms of amenity space adequate private amenity space should also be provided with a minimum of 5 sq m of private outdoor space for 1-2 person dwellings and an extra 1 sq m should be provided for each additional occupant. The basement and ground floor units will have access to private gardens 41.3m<sup>2</sup> for Flat 1 and 45m<sup>2</sup> for flat 2. Flats 3 and 4 will have separate private provision in the form of balconies of 6m<sup>2</sup> for flat 3 and 6.5m<sup>2</sup> for Flat 4. Given the close proximity of a number of parks (Westow Park and Crystal Palace Park). It is also noted that that previous application was not refused for this reason and therefore on balance it is considered that the provision is broadly acceptable at this location.

#### Car parking:

The site is located in an area with high PTAL rate of 5 (on a scale of 1 – 6b, where 6b is the most accessible).

The applicant is not providing any off -street parking spaces. The applicant has carried out overnight surveys were undertaken on Wednesday 25th January and Wednesday 1st February 2017 November 2016 at approximately 01:00am on both nights. The parking stress for unrestricted bays within the survey area is 78%. Of the 309 unrestricted parking opportunities identified within the survey area, an average of 242 cars has been observed to be parked.

Daytime Parking Assessment- the daytime parking beats were conducted between the hours of 1000- 1200); daytime surveys were conducted by surveyors on a half-hourly basis between 1000-1200 over two typical weekdays. The survey was carried out on Tuesday 31st January and Wednesday 1st February. The survey results demonstrate that there are several free unrestricted parking spaces within the study area throughout the morning. Some roads were more heavily parked than others, with Tudor Road seen to be parked at capacity throughout, whilst Cintra Park itself fluctuated between 68% and 81%. The survey area as a whole was more heavily parked on Tuesday 31st January from 1000- 1030 when the stress level recorded was at 83%, illustrating that there was a minimum of 53 unrestricted spaces during this period.

The applicant concludes that the development potentially will increase the demand of on-street parking by one car and to offset this have offered membership to a car club; the Highways Officers requests on the basis of the draft Local Plan the scheme is amended to two off-street car parking spaces, reduce the number of units or change in tenure.

However, the front garden is not large enough to accommodate two spaces, Appendix II of the UDP requires each space to be 5m x 2.4m and together with the provision of a bin and cycle store and lightwell there is not enough space. Moreover there would be no net gain in parking provision, as there would be a requirement of a cross over for two spaces.

Additionally the site is located within the Belvedere Conservation Area and it is considered that the removal of the existing boundary treatment and soft landscaping would be detrimental to the street scene and a character of the area generally.

As such given all of the above it is considered that the proposed development would not impact significantly on the safety conditions or prejudicial to parking in the area given the PTAL, membership to a car club and provision of cycle parking.

#### Cycle parking:

Cycle parking is required to be 1 space per 1 bedroom flats and 2 spaces for all other dwellings. The cycle parking offered by the applicant is satisfactory.

#### Refuse:

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage. Further details regarding a containment structure can be conditioned as necessary.

#### Impact on Adjoining Properties:

Policy BE1 of the Unitary Development Plan states that development should respect the amenity of occupiers of neighbouring buildings and ensure they are not harmed by noise disturbance, inadequate daylight, sunlight, and privacy or overshadowing. This is supported by London Plan Policy 7.6.

The three storey rear extension three storey extension to the rear of the original building, to 'square-off' the host building along the rear elevation, would not lead to excessive harm to the visual or residential amenities of the occupiers of neighbouring properties. Indeed, No.35 Cintra Park is separated from the application site and where the proposed extension would be built there will be a fairly substantial degree of separation. In addition, No.35 is also located on a higher land level and therefore, the impact of the proposed extension is likely to be minimal.

Two terraces/balconies are proposed at first and second floor levels. To mitigate any overlooking or perceived overlooking the plans show the balustrading to the north-east and south-west to be 1.8m high and to ensure this mitigation measures have also been proposed in terms of obscure glazing. To ensure the correct level of obscurity is obtained a condition requiring this has been proposed.

The balconies are 6 – 6.5sqm which will provide some outdoor amenity space as required by the London Plan but with a reduced the size will ensure that it will not result in a significant increased noise and disturbance at the elevated level.

With regards to the rear dormer, it is noted that there are a number of dormer in the area and the introduction of one at 33 is not considered to lead to any increase in loss of privacy or overlooking over and beyond the current situation with windows at second floor level.

For these reasons, it is considered that the proposed development is acceptable and complies with policy on neighbouring amenity.

#### Community Infrastructure Levy:

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

#### Summary

The development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers, subject to suitable conditions. It is considered that the density and tenure of the proposed housing is acceptable and that the development would not be detrimental to the character of the area. The standard of the accommodation that will be created will be good. The proposal would not have an adverse impact on the local road network or local parking conditions. The proposal would be constructed in a sustainable manner and would achieve good levels of energy efficiency. It is therefore recommended that planning permission is granted subject to the imposition of suitable conditions.

Background papers referred to during production of this report comprise all correspondence on the file ref: 17/01315/FULL1 set out in the Planning History section above, excluding exempt information.

**as amended by documents received on 01.06.2017**

**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      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.**

- 3 Details of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. 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 No additional windows shall at any time be inserted in the first or second floor north-eastern or south-western flank elevations, without the prior approval in writing of the Local Planning Authority.**

**Reason: In order to comply with Policy 7.6 of the London Plan, 2015 and Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.**

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

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

- 6 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.**

- 7 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.

- 8 The privacy screening for the balconies shall be carried in complete accordance with the plans hereby approved under planning ref: 17/0315/FULL1 (Drawing No.306 Rev A). The balustrading shall be obscure glazed to a minimum level equivalent to level 4 Pilkington and permanently retained thereafter unless 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.

- 9 The application site is located within an Air Quality Management Area declared for NOx: In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NOx emission rate of <40mg/kWh

Reason: To minimise the effect of the development on local air quality within an Air Quality Management Area in line with NPPF p124 and Policy 7.14 of the London Plan.

- 10 No part of the development hereby permitted shall be occupied until details have been submitted to and approved in writing by the Local Planning Authority of arrangements for establishment of a car club to serve the development. The approved arrangements for the car club shall be in operation before first occupation of any part of the development and shall be permanently retained thereafter.

Reason: In order to provide for the transport needs of the development and comply with Policies T3 and T18 of the Unitary Development Plan.

You are further informed that :

- 1 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of

development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)). If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)

- 2 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: [address.management@bromley.gov.uk](mailto: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](http://www.bromley.gov.uk)
- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 4 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.
- 5 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.