

### **Section 3 (Applications recommended for permission, approval or consent)**

**Application No :** 17/02330/FULL1

**Ward:**  
**Orpington**

**Address :** 173 - 175 High Street Orpington BR6 0LW

**OS Grid Ref:** E: 546288 N: 166311

**Applicant :** Mr Peter Leuzzi

**Objections : NO**

#### **Description of Development:**

Demolition of existing building, and erection of a 4 storey building with retail on ground floor, with 8 residential units above

#### **Key designations:**

Areas of Archeological Significance  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Primary Shopping Frontage  
Smoke Control SCA 29

#### **Proposal**

Planning permission is sought for the demolition of the existing building, and the erection of a 4 storey building with retail on ground floor, with 8 residential units above

The site is located towards the southern end of Orpington High Street. It is currently utilised as an A1 with associated storage space on the first floor.

The building has pedestrian access to the front through the retail unit and pedestrian/vehicular access to the rear. In addition, an external, partially covered alleyway is located between the application site and the neighbouring commercial premises (currently Ryman) to the east, which provides direct pedestrian access to the rear of the site.

It is of note, that planning permission was granted under application reference 08/02864/FULL1 for 'Part one/ three/ four storey building comprising retail shop and 1 one bedroom and 7 two bedroom flats with refuse storage and bicycle parking.' The application now under consideration is very similar to that granted. The emphasis of planning policy has not changed since it was granted, and as such, it carries a degree of weight as a material planning consideration.

The building is two storeys in height and sits within the Primary Shopping Frontage in Orpington Town Centre.

The site does not lie within a conservation area and is not a Listed Building.

#### **Consultations**

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

Bromley Drainage Engineer has advised:

The new proposal covers the whole footprint of the site, so I do not see any space for SUDS to be installed to control surface water run-off. Could you please ask the applicant

to answer this question and please advise that we do not accept surface water run-off to be discharged into public sewer without attenuation.

In response to the submission of additional comments, he requested the imposition of condition D02.

Bromley Highways has advised:

'The proposal is for a retail unit on the ground floor and 8 flats (7 x 2 bed and 1 x 1bed) above which is similar to the permitted 2008 proposal. There is no parking provided as part of the proposal. The site has a moderate (4) PTAL assessment although it is within the town centre and its amenities. A Transport Statement was supplied with the application.

There is a car club vehicle in the High Street and the TA indicates that the developer will fund 2 years free car club membership and 20 hours driving time to the first residents of the residential units.

The cycle storage is in line with the London Plan (15 spaces). Waste Services should be consulted to ensure the waste storage facilities are adequate and they are OK with the collection arrangements.

Please include the following conditions in any permission

H22 cycle parking  
H29 construction management plan  
H33 car free housing

Non-standard condition

The developer should offer the first resident/tenant of each residential unit a 2 years annual membership of the closest car club to the development. In the first year of the car club membership, the developer will also provide the first resident with a minimum of 20 hours driving time per unit for the type of vehicle located closest to the development. The sale/rent of the flats should be advertised as car free development.

Bromley Environmental Health have advised:

'I have looked at this application and in principle would have no objections to permission being granted. I would however recommend the following Condition:

Before the use commences the Recommendations of the Noise Assessment carried out by DKN Acoustics (Report 0334.1 rev0) be implemented in full and permanently maintained thereafter.

I would also recommend that the following Informatives be 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.'

The Designing out Crime Officer has advised that unless mitigating circumstances apply, Designing Out Crime Group London will not be seeking to have planning conditions relating to crime and criminality and Secured by Design on applications of less than ten residential units. However, he can see no reason why this project cannot achieve the physical security requirements of Secured by Design by incorporating the use of tested and accredited products. The following measures have been encouraged.

'These standards will need to be met if the applicant requires:

- o Full Points for Security from Category 8 (Code for Sustainable Homes)
- o Housing Corporation's Design and Quality Standards April 2007 Code Standard Level 3(\*\*\*) Incorporating: Full Points for Security from Category 8 (Code for Sustainable Homes)
- o Secured By Design Award.

External Residential and Individual Flat Entrance Doorsets: All such doorsets to be certificated to one of the following standards.

- o BS PAS 24:2012 'Enhanced security performance requirements for Doors and Windows in the UK'
- o STS 201
- o LPS 1175 Security Rating 2
- o STS 202 BR2...
- o Any glazing to include at least one pane of laminated glass certificated to BS EN 356 2000 rating P1A.

Ground Floor and Accessible Windows: certificated to one of the following standards

- o BS PAS 24:2012 'Enhanced security performance requirements for Doors and Windows in the UK'
- o STS 204
- o LPS 1175 Security Rating 1...
- o Any glazing to include at least one pane of laminated glass certificated to BS EN 356 2000 rating P1A for residential.

#### Lighting

The purpose of lighting from a crime prevention perspective is so that people can see the faces of others in order to ascertain whether their intention is hostile or not and to be better able to identify anyone committing crime in that area. The light should be directed down onto the faces rather than sideways/upwards which would contribute to light pollution.

Communal areas such as roads, footpaths and parking areas should be lit to the standard required by BS 5489: 2013.

Bollards are deemed unsuitable for communal areas such as car parks and footpaths as they do not achieve this and the light they do provide can be blocked by parked vehicles.

#### Rear Gardens

Access should be restricted to the rear of the property by means of lockable gate with adjoining wall, railings or wooden fence with trellis topping. It is preferable that the barrier should be as far forward flush with the building line as possible, taking into consideration any adjacent climbing aids. When considering the design of the gate try to avoid centrally located horizontal bars or anything that could give the intruder a foothold.

## Front Gardens

The main crime prevention objective for the front garden is that good natural surveillance is maintained. Any fence, wall or other barrier to vision at the boundary with the street should be 1 metre in height or lower. If barriers higher than this are required then they should be of types that allow vision through e.g. railings with or without brick piers.

Recommendations for the planting used in the front garden are that shrubs should have a mature growth height no higher than 1 metre, and trees should have no foliage below 2 metres, thereby allowing a 1 metre clear field of vision.'

## Planning Considerations

National Planning Policy Framework (NPPF) (2012)

Para 14 of the NPPF confirms that the NPPF has a presumption in favour of sustainable development, and that development that accords with the development plan should be approved unless material considerations indicate otherwise.

Unitary Development Plan:

- BE1 Design of New Development
- BE1 Mixed Use D
- BE19 Shopfronts
- H1 Housing Supply
- H7 Housing Density and Design
- S1 Primary Frontages
- S6 Retail and Leisure Development
- 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
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles

Supplementary Planning Guidance 2: Residential Design Guidance

## Bromley's Proposed Submission Draft Local Plan

The Council is preparing an updated Local Plan. The local development scheme indicates the submission of the draft local plan to the Secretary of State in the mid part of 2017. As the local plan progresses through the consultation stages, the policies are afforded more weight in the planning balance.

The following should be afforded some weight:

- 1 Housing Supply
- 4 Housing design
- 30 Parking
- 31 Relieving Congestion
- 37 General Design of Development
- 91 Proposals for Main Town Centre Uses
- 101 Shopfronts and Security Shutters
- 115 Reducing Flood Risk
- 116 Sustainable Urban Drainage Systems

- 119 Noise Pollution
- 123 Sustainable Design and Construction
- 124 Carbon Reduction
- 125 Delivery and Implementation of the local plan

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
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 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
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

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

### **Planning History**

08/02864/FULL1 - Part one/ three/ four storey building comprising retail shop and 1 one bedroom and 7 two bedroom flats with refuse storage and bicycle parking. Permission granted subject to legal agreement.

### **Conclusions**

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

- o Principle of Development
- o Design, layout, scale, appearance and density
- o Residential Amenity
- o Standard of Residential Accommodation
- o Archaeology
- o Flooding
- o Highways and Traffic Issues
- o Sustainability and Energy

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

### **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.

It shall also be noted that the Borough's five year housing supply position (2014/15-2019/20) illustrates that the Borough can accommodate five years supply of housing through a variety of deliverable sites and has delivered sufficient completions over the past few years

Therefore, in this case it can be concluded that the site is not required to fulfil the Borough's housing targets and as such the suitability of the site is considered on site specific merits.

The principle of a mixed use development in the town centre with retail provision on the ground floor is supported by UDP Policy BE2 where the value of improving the vitality and viability of town centres by introducing mixed use schemes is promoted. Draft policy 1 identifies town centre renewal and mixed use developments as appropriate sources of new housing provision.

The ground floor would provide a retail unit that would be in-keeping with desired uses in this primary frontage of Orpington Town Centre. The residential use on the upper floors would consist of 8 units which would result in an overall density of 200 units per hectare.

The Council's policy for development within centrally located areas such as this site recommends a density of between 240 - 435 habitable units. The London Plan SPG - Housing, recommends at table 3.2, a density of 215-405 units per hectare. It should be noted that a density figure for a mixed use scheme does not give a wholly accurate indication of intensity of development because of the floorspace devoted to the non residential use. Regardless, it is considered that the density is acceptable due to the context of the proposal site, in particular the height of neighbouring and opposite buildings.

In conclusion, Members may consider to support the principle of the development.

### **Design, Siting and Layout.**

Policy BE1 of the UDP requires new buildings to complement the scale, form, layout and materials of adjacent buildings and areas and seeks to protect the amenities of neighbouring properties. This is reiterated in Draft Policy 37.

The general layout and scale of the proposal would harmonise with the prevailing pattern of development in the locality. The fourth floor element is shown as set back from the frontage and, as such, is considered to be acceptable. Bringing the predominant height of the site in line with the adjacent building presents a more congruous frontage to the streetscene and makes better use of the site in a town centre location.

The overall design and styling of the building would sit comfortably within the streetscene and would represent a higher quality interpretation of the surrounding built form.

The provision of a central courtyard, separating the two proposed residential blocks, would introduce light and air to the development, along with a private amenity space which creates natural surveillance and security. This approach is welcomed and maximises the use of the constraints of the site.

The access route to the north of the site has been maintained. This is considered to be preferable to the previously approved scheme which showed the loss of this access between the high street and the rear of the site.

Insufficient detail has been submitted regarding the materials to be used. Further detail can be required by condition.

### **Amenity**

Policy BE1 seeks to ensure that new development proposals respects the amenity of occupiers of neighbouring buildings and that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing. This is reiterated in draft policy 37.

Overlooking between units facing the courtyard has been kept to a minimum with careful design of the window positions. Member may consider the impact within the scheme to be acceptable.

The windows in the rear elevation will sit in close proximity to those of No.42-46 The Walnuts which sits to the South of the rear of the site and contains residential accommodation. However, the proposed rear windows would sit at an oblique angle to them with daylight/sunlight from Drydon Way remaining unaffected. As such, it is considered that there would be not be an unacceptable impact on the amenity of these units in terms of loss of daylight/sunlight, overshadowing, or loss of privacy.

With the exception of No 42-46 the Walnuts, as addressed above, the other fenestration surrounding the application site is in commercial use. The proposal would not therefor

have an unacceptable impact on any habitable accommodation, and Members may consider this to be appropriate development within such a dense urban setting.

Another change since the previous application is the development of the Odeon block to the rear of the application site. Plant is located in close proximity to the proposed siting of units C, F and H. An acoustic assessment has been submitted with the application which has assessed the impact on the proposed residential units. It concludes that appropriate noise control measures have been provided, and that the resultant living environment would meet desirable levels. Bromley Environmental health have concurred with the findings and have recommended conditions to ensure their implementation.

The passage to the side of the proposal would present opportunities for antisocial behaviour, particularly for those using the secondary access for cycle storage. As such, a lighting scheme can be required by condition to ensure sufficient motion sensor lighting is provided.

### **Standard of Residential Accommodation**

Standard 13 relates to the provision of an access control system. It requires that in scheme of that proposed, a control system with entry phones in all dwellings linked to a main front door with electronic lock release should be provided. This is a matter that can be dealt with by condition.

Standard 24 states that all new dwellings should meet the nationally described space standard. I have assessed the submitted plans and am satisfied that the scheme does accord with these.

Standard 26 states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings. The proposal fails to make this provision for two of the flats. However, given the constraints of the site, and the accessible communal space that is provided at roof level, it is considered that this is acceptable, and a reasonable provision of amenity space.

### **Archaeology**

The site lies within an area of Archaeological Significance. The NPPF and London Plan emphasize that the conservation of archaeological interest is a material consideration in the planning process.

The Application is accompanied by an appraisal to assess the archaeological impact of the proposal. It concludes that the application site itself lies within an area that was the hinterland of the Archaeological Priority Area. Further to this, considerable development has taken place within the vicinity of the site since at least the 20th Century. In addition, because the proposals involve the demolition of an existing building and redevelopment within the same footprint, the potential for significant archaeological remains to be disturbed during construction works is limited. As such, the appraisal identifies no heritage constraints to redevelopment of the site. It is accepted that this is entirely reasonable and likely.

### **Flooding**

The site does not lie within a flood risk zone any longer. However it is identified as at high risk from surface water flooding. The new proposal covers the whole footprint of the site, so the applicant has proposed to provide water harvesting butts at 1st floor courtyard level to attenuate surface water run-off. Bromley Drainage Officer is satisfied with this approach and has recommended imposition of a condition to secure it.

### **Car parking**



Two driveway parking spaces are provided for each dwelling with adequate and demonstrated turning space. The Council's Highways Officer has not raised objection in this regard.

### **Highways Impact and Access**

From a highways point of view the site is located in an area moderately accessible to public transport and achieves a Public Transport Accessibility Levels (PTAL) level 4. For sites in this category the London Plan recommends less than 1 parking space per unit. The UDP indicates a maximum of 1 space per unit. This is also expressed as a minimum of 0.7 in the Draft UDP.

The proposal shows a car free development. Bromley Highways have advised that this is acceptable as there is now a car club vehicle in the High Street so any forthcoming application should make provision for 2 years free car club membership and 20 hours driving time to the residents of the units.

The TA indicates that the developer will fund 2 years free car club membership and 20 hours driving time to the first residents of the residential units. This can be secured by condition.

The cycle storage proposed is in line with the London Plan (15 spaces).

### **Sustainability and Energy**

Draft UDP policy 123 requires that all applications for development should demonstrate how the principles of sustainable design and construction have been taken into account. This emphasises the general principles set out within the London Plan.

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

An Energy and Sustainability Statement has been submitted to demonstrate how the proposal will meet these objectives. This can be conditioned to secure its implementation.

The Mayoral Community Infrastructure Levy (CIL):

The Mayor has introduced London-wide Community Infrastructure levy (CIL) applicable to developments consented on or after 1 April 2012. CIL is a charge that local Authorities and the Mayor of London can set on new development to help pay for community infrastructure. It is intended that the Mayoral CIL will raise £300 million towards the delivery of Crossrail.

London Boroughs will be acting as collecting authorities on behalf of the Mayor, and in Bromley the Mayoral CIL Charge has been set at £35 (plus indexing) per square metre of net additional floorspace.

The proposal would trigger a CIL contribution

### **Summary**

Having regard to the relevant provisions of the Unitary Development Plan, the Council's Supplementary Planning Guidance on Residential Design Guidance and other material

considerations; Members may consider that the proposed development would be acceptable and that planning permission should be granted subject to conditions.

**Background papers referred to during production of this report comprise all correspondence on the file ref(s) 08/02864/FULL1 and 17/02330/FULL1 as set out in the Planning History section above, excluding exempt information.**

**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

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

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

- 2. 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 Prior to the commencement of development, details of all external materials to be used on the building hereby approved shall be submitted to and approved in writing by the local Planning Authority. the development shall be carried out only using those materials approved.**

**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 The surface water drainage system indicated in the application submission shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.**

**REASON: To ensure satisfactory surface water drainage provision.**

- 5 The developer should offer the first resident/tenant of each residential unit a 2 years annual membership of the closest car club to the development. In the first year of the car club membership, the developer will also provide the first resident with a minimum of 20 hours driving time per unit for the type of vehicle located closest to the development. The sale/rent of the flats should be advertised as car free development.**

**REASON: To promote sustainable transport useage in accordance with the London Plan; and 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.

- 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 Before the development hereby permitted is occupied arrangements shall be agreed in writing with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the vicinity of the site at any time.

**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.

- 9 Before the use commences, the Recommendations of the Noise Assessment carried out by DKN Acoustics (Report 0334.1 rev0) be implemented in full and permanently maintained thereafter.

**REASON:** To protect the amenity of future occupiers of the premises in accordance with policy BE1 of the UDP

- 10 Details of a scheme of lighting (including the appearance, siting and technical details of the orientation and screening of the lights and the means of construction and laying out of the cabling) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced, and the approved scheme shall be implemented before the development hereby permitted is first occupied. Thereafter the approved scheme shall be permanently maintained in an efficient working manner and no further lighting shall be installed on the site without the prior approval in writing by the Local Planning Authority.

**Reason:** In order to comply with Policy ER10 of the Unitary Development Plan and in the interest of amenity and public safety.

- 11 Details of a scheme of a control system with entry phones in all dwellings linked to a main front door with electronic lock release shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced, and the approved scheme shall be implemented before the development hereby permitted is first occupied. Thereafter the approved scheme shall be permanently maintained in an efficient working manner.

**REASON:** In the interest of the safety of occupiers of the building and in accordance with the requirements of Standard 13 of the London Plan Housing Supplementary Planning Guidance

You are further informed that :

- 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](http://www.bromley.gov.uk/CIL)