

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

Application No : 17/02975/FULL1

Ward:
Crystal Palace

Address : 122 Anerley Road Penge London SE20
8DL

OS Grid Ref: E: 534194 N: 170231

Applicant : Lightbox Group Ltd

Objections : YES

Description of Development:

Demolition of existing building and construction of a mixed use four storey building with basement comprising a commercial unit (Use Class A1) at ground and lower ground level and 8 residential units (4 x one bedroom flats and 4 x two bedroom flats) and associated amenity space.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 6

Proposal

Planning permission is sought for the demolition of existing building and construction of a mixed use four storey building with basement comprising a commercial unit (Use Class A1) at ground and lower ground level and 8 residential units (4 x one bedroom flats and 4 x two bedroom flats) and associated amenity space.

This is a resubmission of a previously approved application which was for the construction of a mixed use part four and five storey building comprising a commercial unit (Use Class A1) at ground and lower ground level together with 4 one bedroom and 3 two bedroom flats with associated amenity spaces (Ref DC/15/05617/FULL1)

The alterations from the previously approved scheme have been detailed in the submitted Design and Access Statement and are summarised as follows:

- Increasing the number of residential units from 7 to 8 while retaining a revised layout to the commercial unit (Use class A1)
- Changing the layout and mix of 1 bedroom and 2 bedroom units.
- Changes to the façade treatment with reference from the generous proportions of the neighbouring terrace block and Thicket building opposite.

- An increase in the scale of the top floor but with retention of set backs to front and rear.
- Ground floor datum height has been lowered to allow changes to the entrance area and provision of a lightwell for daylight and ventilation to the basement.
- The sectional design and party floor construction has been developed since the previous application to accommodate acoustic recommendations.
- Further detail has also been developed for the proposed materials. Brickwork (dark grey/blue) and render (grey) with a contrasting rain screen cladding at third floor. Aluminium is the predominate material for all windows/doors/fascia. A glass balustrading system is proposed to the external balconies and terraces. At third floor level the balustrade to the terrace facing Anerley Road is formed with an imperforate textured brick parapet wall.

Location

The application site is located on the south west side of Anerley Road and to the east of the railway line within a constrained triangular shaped site. The site is currently occupied by a two storey building with connected retail units on the ground floor and ancillary spaces at upper level.

The site is not located in a conservation area nor is the building listed.

Consultations

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

Internal Consultations

Highways:

The applicant has provided additional information which was received on 25th September 2017. The beat surveys at 12:00 hours and 14:00 hours on Wednesday 13th September 2017 has been undertaken to determine the availability of on street parking within 200m of the site.

The surveys show that a total of 100 spaces were available within a 200m catchment area of the site at midday, 89 of which were located along unrestricted kerbline space. On this basis, there is sufficient parking availability along surrounding roads during the daytime. The increased parking demand of the consented and current scheme combined would allow spare capacity during the daytime, reducing available parking to 95 spaces. Therefore on balance I raise no objection to the proposal.

The applicant should also offer the first residents 2 years annual membership of a Car Club. Cycle parking is indicated. London Plan provisions should be adhered to. Refuse store is acceptable.

Environmental Health - Pollution:

No objections to permission being granted.

Drainage:

A public foul sewer is located in the back garden of the site. Further details required regarding sustainable urban drainage systems.

External Consultations

Network Rail:

Network Rail note this application is both adjacent to a Network Rail bridge and cutting and borders directly with the network rail boundary. Network Rail would require to see detailed design of how the Developer is going to ensure there is no risk to the Infrastructure including the possible requirement to support the cutting. At such proximity and with a basement proposed it is possible that monitoring will need to take place and be agreed. It is probable that a Party Wall Agreement will be required. In addition, if it is seen as necessary that the developer requires accessing Network Rail land during construction, then a licence will need to be issued.

Thames Water:

No response.

Planning Considerations

Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF) (2012) and National Planning Practice Guidance (NPPG) include:

- 14: Achieving sustainable development
- 17: Principles of planning
- 20 to 22: building a strong competitive economy
- 29 to 32, 35 to 37: Promoting sustainable transport
- 49 to 50: Delivering a wide choice of high quality homes
- 56 to 66: Design of development

London Plan:

- 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
- 4.1 Developing London's Economy
- 4.8 Supporting a Successful and Diverse Retail Sector and Related Facilities and Services.
- 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
- 6.12 Road Network Capacity.
- 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.
- 7.19 Biodiversity and Access to Nature
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

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

Unitary Development Plan:

- 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
- EMP5 Development outside Business Areas
- S5 Local Neighbourhood Centres, Parades and individual Shops
- NE7 Development and Trees

- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T17 Servicing of Premises
- T18 Road Safety

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

Emerging Bromley Local Plan:

The Council is preparing a Local Plan. The submission of the Draft Local Plan was made to Secretary of State on 11th August 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 8 - Side Space
- Draft Policy 30 - Parking
- Draft Policy 32 - Road Safety
- Draft Policy 33 - Access for All
- Draft Policy 34 - Highway Infrastructure Provision
- Draft Policy 37 - General design of development
- Draft policy 43 - Development Adjacent to a Conservation Area
- Draft Policy 53 - Land Adjoining Green Belt or Metropolitan Open Land
- Draft Policy 73 - Development and Trees
- Draft Policy 77 - Landscape Quality and Character
- Draft Policy 83 - Non Designated Employment Land
- Draft Policy 96 - Local Neighbourhood Centres, Parades and individual Shops
- Draft Policy 112 - Planning for Sustainable Waste management
- 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

15/05617/FULL1: Demolition of existing building and construction of a mixed use part four and five storey building comprising a commercial unit (Use Class A1) at ground and lower ground level together with 4 one bedroom and 3 two bedroom

flats with associated amenity spaces. This case was considered by Plans Sub Committee held on the 14th April 2016 and approved.

Conclusions

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

- Principle of development
- The design and appearance of the scheme and the impact of these alterations on the character and appearance of the area and locality
- The quality of living conditions for future occupiers
- Access, highways and traffic Issues
- Impact on adjoining properties
- Sustainability and energy

Principle of development

Retail

The ground floor of the existing building on site is categorised as having an A1 retail use class and forms part of a neighbourhood centre and shopping parade.

Policy S5 of the UDP details that in local neighbourhood centres and shopping parades change of use from Class A1 (Shops) to other uses will be permitted provided that the use proposed contributes to the range of local services or the provision of local community facilities: and contributes to the vitality of the centre by providing a service or attracting visitors during shopping hours; or it can be demonstrated that there has been a long term vacancy and a lack of demand for Class A1 (Shops) use, as well as a lack of demand for service or community use before other uses are proposed. Draft Policy 96 of the Proposed Submission Local Plan reiterates this approach.

The proposed development re-establishes a retail unit on the ground floor as part of the existing retail parade which is acceptable in principle.

Housing

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

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

The NPPF sets out in paragraph 14 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a

development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

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

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

The site forms part of a local parade of shops with some residential flats/conversions and upper level residential accommodation surrounding the site. The site is currently developed for commercial use. In this location the Council will however, consider a higher density mixed use with upper level residential development, 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. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed. Therefore the provision of a mixed use residential block on the land appears 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.

Density.

Policy 3.4 in the London Plan seeks to ensure that development proposals achieve the optimum housing density compatible with local context, the design principles in Chapter 7 of the plan, and with public transport capacity. Table 3.2 (Sustainable residential quality) identifies appropriate residential density ranges related to a site's setting (assessed in terms of its location, existing building form and massing) and public transport accessibility (PTAL).

The site has a PTAL rating of 5 and is within an urban setting. In accordance with Table 3.2, the recommended density range for the site would be 55-225 dwellings per hectare and 200 to 700 habitable rooms per hectare.

The revised scheme has one additional unit in the overall scheme providing 8 flats as opposed to 7 previously. The resultant development would have a density in excess of the suggested guidelines, however this is largely due to the constrained

site area and virtual total built coverage within the site. Therefore, the proposed development of the site maybe considered an acceptable amount of development at 8 units in this location given the limitations of the available site area and context of the locality.

Furthermore, a numerical calculation of density is only one aspect in assessing the acceptability of a residential development and Policy 3.4 is clear that in optimising housing potential, developments should take account of local context and character, design principles and public transport capacity which are assessed below.

Design.

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Policies 3.4 and 3.5 of the London Plan 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 H7 of the UDP set out a number of criteria for the design of new development. With regard to local character and appearance development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping and relationships with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

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

Policy BE1 of the UDP requires new extensions to complement the scale, form, layout and materials of adjacent buildings and areas, and seeks to protect the amenities of neighbouring properties.

The alterations to the revised scheme have been detailed above.

It is noted that the front of the building facing Anerley Road will be more prominent than the existing building on site. This is due to the greater scale of the building than is current in the streetscene. It is noted that the buildings relationship to adjoining property will have an impact to some extent in terms of scale but this will not be overbearing.

Therefore, given relatively minor alterations and changes to the scheme and the previous approval for a building of a largely similar mass, scale and design, the proposed development will remain to provide an acceptable mass, scale and spatial relationship to adjoining property and be a complimentary addition to streetscene vista's along Anerley Road.

In terms of the revised design approach and detailed range of materials indicated. These are considered to be complimentary to the locality.

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 flats in the building, ranges between 52m² and up to 63m² respectively. The nationally described space standard requires various sizes of internal areas in relation to the number of persons and bedrooms provided in each unit. The sizes of the flats have been reviewed and on this basis, the floorspace provision for all of the units is compliant with the required standards and is considered acceptable.

The shape and room size in the proposed units is generally considered satisfactory where none of the rooms would have a particularly convoluted shape which would limit their specific use.

In terms of amenity space separate balcony areas are provided for all of the flats which comply with the requisite size standards of the London Plan.

Noise and disturbance from the adjacent road and railway line could potentially provide a poor quality environment for future occupiers. A noise assessment has been submitted and assessed by the council's Environmental Health Officer. It has been concluded that the mitigation provided in the design of the building will provide suitable relief from these adjacent noise sources. A compliance condition is recommended in this regard.

In accordance with Standard 11 of Housing: Supplementary Planning Guidance. (March 2016) of the London Plan 90% of all new dwellings should meet building regulation M4(2) 'accessible and adaptable dwellings'.

A Part M compliance review has been submitted that details compliance with the relevant sections of Part M. A compliance condition is recommended in this regard.

Impact on Adjoining Properties.

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

In terms of outlook, the fenestration arrangement will provide mainly front, flank and rear outlook for each unit overlooking the rear, the railway line or overlooking the street. Therefore, it is considered that a suitable level of privacy at the intended distances to existing neighbouring property will be maintained generally.

Highways and Car parking.

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

There are no onsite car parking spaces provided on site. The Council's Highway Officer has reviewed the current application and the additional and updated survey information provided during assessment. No objection has been raised to the zero parking provision on site given the capacity available on the surrounding road networks and available levels of public transport.

Cycle parking.

Cycle parking is required to be 1 space per studio and 1 bedroom flats and 2 spaces for all other dwellings. The applicant has provided details of a location for cycle storage for the units integrated internally into the building design. Further details in this regard are recommended by condition as necessary.

Refuse.

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage for the units to the rear of the property. Given, the constrained nature of the site and limited possibilities for the location of refuse storage, on balance the location point is considered acceptable. However, further details in this regard are recommended by condition in relation to capacity, a containment structure and also for a management plan to facilitate ease of collection on the requisite collection day.

Sustainability and Energy.

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 informative is also recommended to ensure that the development strives to achieve the above sustainability objectives.

Community Infrastructure Levy.

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

Summary

Having had regard to the above, the proposed revised mixed use development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers. It is considered that the density and flat type of the proposed scheme is acceptable and that the development would not be detrimental to the character and appearance of the locality. 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(s) 17/02975/FULL1 and any other applications on the site set out in the Planning History section above, excluding exempt information.

As amended by documents received on 24.08.2017 and 15.09.2017.

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** 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.

- 5** 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.

- 6** Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 7 No development shall commence on site until details of proposals for the storage of refuse and recycling facilities for each residential/commercial unit hereby approved, including a management plan for ease of collection on the designated collection day have been submitted to and approved in writing by the local planning authority. The facilities as approved shall be provided in full prior to occupation of the development and shall thereafter be permanently retained and maintained.**

Reason: In order that the local planning authority may be satisfied with the provisions for recycling facilities and refuse storage in the interest of safeguarding the amenities of neighbouring occupiers and the area in general to accord with Policies BE1, H7 and T17 of the Unitary Development Plan.

- 8 The development permitted by this planning permission shall not commence until a surface water drainage scheme and details of general drainage works 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 and to accord with Policy 5.13 of the London Plan.

- 9 Details of a scheme of noise mitigation measures in full compliance with recommendations of the submitted Acoustic Report (Peter Moore Acoustics report 151002/2 and letter dated 20th June 2017) shall be submitted to the Local Planning Authority for written approval. Once approved the scheme shall be implemented in full prior to the use commencing and shall be permanently maintained thereafter.**

Reason: In the interest of the residential amenities of the dwellings and to accord with Policy 7.15 of the London Plan.

- 10 Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) for 12 bicycles shall be provided at the site in accordance with Drawing 035-A-01-100 Revision P05. 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.

- 11 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 accordance with Policy 7.14 of the London Plan.

- 12 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be permanently retained thereafter.**

Reason: To comply with Policy 3.8 of the London Plan and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.

You are further informed that:

- 1 The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.**
- 2 You should consult the Street Naming and Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk**
- 3 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the**

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

- 4 Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control or their Approved Inspector of the requirements of these conditions prior to the commencement of development.
- 5 Network Rail requests the Developer contacts AssetProtectionKent@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with us to enable any approval of detailed works as necessary. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx
- 6 The applicant is advised that the development shall strive to achieve 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 of Policy 5.2 of the London Plan.
- 7 This application is both adjacent to a Network Rail bridge and cutting and borders directly with the network rail boundary. Network Rail would require to see detailed design of how the Developer is going to ensure there is no risk to the Infrastructure including the possible requirement to support the cutting. At such proximity and with a basement proposed it is possible that monitoring will need to take place and be agreed. It is probable that a Party Wall Agreement will be required. In addition if it is seen as necessary that the developer requires to access Network Rail land during construction then licence will need to be issued.