

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

**Application No :** 17/04924/FULL1

**Ward:**  
Petts Wood And Knoll

**Address :** 6 Irene Road Orpington BR6 0HA

**OS Grid Ref:** E: 545965 N: 166622

**Applicant :** Ms C Tamarro

**Objections :** YES

**Description of Development:**

Demolition of existing dwelling and erection of detached two storey 3 bedroom dwelling and detached 3 bedroom chalet bungalow with associated car parking and vehicular accesses

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 4

**Proposal**

It is proposed to demolish the existing detached chalet bungalow and garage on this site and construct a detached two storey 3 bedroom dwelling adjacent to No.8 Irene Road, and a detached 3 bedroom chalet bungalow adjacent to No.4 Irene Road, which would include the relocation of the existing vehicular accesses.

The proposed dwellings would maintain a separation of 2.4m between them, whilst the new dwelling on Plot 6B would be set slightly forward of the dwelling on Plot 6A. The dwelling on Plot 6A would be set back 2.2m from the southern flank boundary with No.4, whilst the dwelling on Plot 6B would be set back between 1.8-2.3m from the northern flank boundary with No.8.

Two car parking spaces are proposed on the frontage of each dwelling.

The application was supported by the following document:

- Planning, Design and Access Statement

**Location and Key Constraints**

This site is located on the eastern side of Irene Road, and has a plot width of approximately 27-29m, and an area of 0.13ha. It borders No.4 to the south which is a bungalow, and No.8 to the north which is a part one/two storey dwelling. The

area is characterised by a mixture of bungalows and two storey dwellings of various forms and design.

### **Comments from Local Residents and Groups**

Nearby owners/occupiers were notified of the application and representations were received, which can be summarised as follows:

#### Objections

- Current proposals do not overcome the previous grounds for refusal
- Proposals would be detrimental to the character and visual amenities of the area
- Undesirable loss of mature tree on the frontage
- Increased traffic which would be detrimental to residential amenity
- Increased pressure on parking in surrounding roads
- Loss of privacy to neighbouring properties, particularly 6 Keswick Road to the rear
- Cramped overdevelopment of the site
- Existing dwelling should not be demolished
- The special residential character of this area should be maintained
- Noise and disturbance during building works
- The roof of the proposed chalet bungalow is higher than the adjacent bungalow at No.4
- Inadequate separation to the side boundaries
- Loss of outlook from flank windows at No.4.

#### Local Groups (Knoll Residents' Association)

- Cramped overdevelopment of the site
- Out of character with the surrounding area
- Increased traffic and pressure for parking in this cul-de-sac
- The housing density of Irene Road has already been increased by recent large developments.

### **Comments from Consultees**

Highways: Each of the new dwellings would have at least 2 car parking spaces on the frontage, and no highways objections are raised to this nor to the relocation of the vehicular accesses.

Trees: No objections are raised as the existing trees are of limited significance, subject to the provision of new tree/shrub planting at the front of the site.

Drainage Engineer: The site is suitable for the use of soakaways, and no drainage objections are therefore raised.

## Policy Context

Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

According to paragraph 216 of the NPPF decision makers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given.

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to an Examination In Public which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016). The NPPF does not change the legal status of the development plan.

### London Plan Policies

Policy 3.3 Increasing Housing Supply.

Policy 3.4 Optimising Housing Potential

Policy 3.5 Quality and design of housing developments

Policy 3.8 Housing choice

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.7 Renewable energy

Policy 5.9 Overheating and cooling

Policy 5.10 Urban greening

Policy 5.11 Green roofs and development site environs

Policy 5.12 Flood risk management

Policy 5.13 Sustainable drainage  
Policy 5.14 Water quality and wastewater Infrastructure  
Policy 5.15 Water use and supplies  
Policy 5.16 Waste net self-sufficiency  
Policy 5.17 Waste capacity  
Policy 5.18 Construction, excavation and demolition waste  
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure  
Policy 6.9 Cycling  
Policy 6.13 Parking  
Policy 7.2 An inclusive environment  
Policy 7.3 Designing out crime  
Policy 7.4 Local character  
Policy 7.6 Architecture  
Policy 7.14 Improving Air Quality  
Policy 8.2 Planning obligations  
Policy 8.3 Community infrastructure levy

#### Unitary Development Plan

BE1 Design of New Development  
H7 Housing Density and Design  
H9 Side Space  
T3 Parking  
T18 Road Safety

#### Emerging Local Plan

Draft Policy 4 - Housing Design  
Draft Policy 8 - Side Space  
Draft Policy 30 - Parking  
Draft Policy 32 - Road Safety  
Draft Policy 37 - General Design of Development

#### Supplementary Planning Guidance

National Planning Policy Framework (NPPF)  
Major's Housing SPG

#### **Planning History**

Permission was refused in August 2015 (ref.15/02611) for the erection of 2 detached two storey 4 bedroom dwellings with integral garages on the following grounds:

"The proposed dwellings, by reason of their design, scale and height, would result in a cramped overdevelopment of the site and an incongruous addition to the street scene which would be significantly harmful to the character and visual amenities of the local area, thereby contrary to Policies BE1, H7 and H9 of the Unitary Development Plan, Policy 3.5 of the London Plan and the NPPF (2012)."

The subsequent appeal was dismissed in March 2016 wherein the Inspector raised concerns about the height and bulk of the new dwellings in relation to the adjoining bungalow at No.4 and the part one/two storey dwelling at No.8. He also considered that a development of the scale, massing and layout proposed would have a harmful effect on the character and appearance of the area. Although he accepted that the proposed dwellings would reflect design elements in the area, the proposal for 2 two storey houses with a relatively narrow separation was considered to be uncharacteristic and out of scale in the street scene. This would be contrary to UDP Policy H9 as the existing dwelling, which occupies a more central position in its plot, is much more spacious in character. The Inspector identified the area are being characterised by individually-designed detached dwellings set within spacious plots, whilst the new dwellings would appear cramped and overdeveloped within their particular context.

A revised application was submitted under ref.16/04033 which attempted to overcome the Inspector's concerns by reducing the height and bulk of the roofs, and by providing a greater separation between the two new dwellings by locating the garages adjacent to each other rather than adjacent to Nos.4 and 8. However, this had the effect of setting the two storey elements of the dwellings significantly closer to the adjacent bungalow at No.4 and the part one/two storey dwelling at No.8. Although there would be more space provided between the new dwellings, they were still considered to appear particularly cramped in relation to the adjacent dwellings and the street scene.

The moving of the two storey dwelling on Plot 6A approximately 3.3m closer to the bungalow at No.4 was also considered to have a detrimental impact on outlook from two clear-glazed bedroom windows in the northern flank elevation of No.4, which were deemed to have an adverse impact on the amenities of the adjacent occupiers.

Permission was therefore refused in October 2016 on the following grounds:

- 1 The proposed dwellings, by reason of their size, height and close proximity to the flank boundaries, would result in a cramped overdevelopment of the site and an incongruous addition to the street scene which would be significantly harmful to the character, visual amenities and spatial standards of the surrounding area, thereby contrary to Policies BE1, H7 and H9 of the Unitary Development Plan, Policy 3.5 of the London Plan and the NPPF (2012).
- 2 The proposed dwelling on Plot 6A, by reason of its size, height and close proximity to the southern flank boundary with the bungalow at No.4 Irene Road, would have a seriously detrimental impact on the amenities of the adjoining property through loss of outlook from two flank bedroom windows, thereby contrary to Policy BE1 of the Unitary Development Plan.

No appeal was lodged against the refusal.

## Considerations

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

- Resubmission
- Principle
- Design
- Standard of residential accommodation
- Highways
- Neighbouring amenity
- Sustainability
- CIL

### Resubmission

The current proposals have amended the size and design of the two dwellings such that the two storey dwelling on Plot 6B would have a hipped roof adjacent to No.8 and a lowered eaves line in order to reduce the bulk at first floor level (a particular concern of the Appeal Inspector), along with an L-shaped footprint that would reflect the adjacent property.

The dwelling on Plot 6A has changed from a two storey dwelling to a chalet bungalow with a significantly reduced roofline and eaves level, whilst the first floor accommodation would be set away from the boundary with No.4, thus reducing the height of the roofline over the southern part of the dwelling closest to the side boundary by a metre. This is in response to the Inspector's concern about the scale of the previous two storey dwelling in relation to the bungalow at No.4.

### Principle

The loss of the existing dwelling was previously considered to be acceptable by the Council, and by the Planning Inspector on appeal, as the building was not listed or designated as being of local architectural interest. Therefore, no objections are seen to the loss of the building in the current proposals.

The site has a plot width of approximately 28m and a depth of 46m, which is not dissimilar to the original plot of No.9 opposite which has been redeveloped to provide 2 large detached two storey dwellings. There are a variety of plot sizes and dwelling types in the area, and the redevelopment of this site to provide two dwelling units is not considered to be out of character with the area in principle, provided that the dwellings are of an appropriate size and design.

With regard to the density of the proposed development, Table 3.2 of Policy 3.4 (Optimising Housing Potential) of the London Plan (2015) gives an indicative level of density for new housing developments. In this instance, the proposal represents a density of 15 dwellings per hectare with the table giving a suggested level of between 35-95 dwellings per hectare in suburban areas with a 2 PTAL location. The proposals would therefore result in an intensity of use of the site that would be below the thresholds in the London Plan.

Whilst the principle of the residential redevelopment of this site is considered acceptable in this location, the proposals also need to be assessed against the wider context in terms of the character, spatial standards and townscape value of the surrounding area, and the impact on residential amenity and pressure for parking in surrounding roads.

## 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.

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

The proposed dwellings have been significantly reduced in size and scale from the refused schemes, and the provision of a lower height chalet bungalow on Plot 6A adjacent to the bungalow at No.4 has particularly helped to address the lower roof height of the adjacent dwelling. The dwelling on Plot B would also have a lower roofline and eaves level compared with the previous proposals, and the stepped-back element would reflect the design of the adjacent dwelling at No.8 which is also stepped back adjacent to the side boundary.

Although the separations to the side boundaries would be similar to the dismissed scheme, given the smaller scale of the dwellings now proposed, it is considered that they would not have an unduly cramped appearance within the street scene, nor adversely affect the character and spatial standards of the surrounding area. Therefore, it is considered that the concerns of the previous Inspector in these respects have been adequately addressed.

## Standard of residential accommodation

Policy H7 of the UDP sets out the requirements for new residential development to ensure a good standard of amenity. The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. The standards apply to new build, conversion and change of use proposals. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including refuse and cycle storage facilities) as well as core and access arrangements to reflect the Government's National Housing Standards.

The London Plan makes clear that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The relevant category of Building Control Compliance should be secured by planning conditions.

Policy 3.5 of the London Plan and the Housing SPG (2016) Standard 24 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 Technical housing standards - nationally described housing standard (2015).

The proposals comprise 2 three bedroom 6 person dwellings for which The London Plan suggests that the minimum size should be 102sq.m. in floor area. Plot 6A would provide 146sq.m. floorspace whilst Plot 6B would provide 176sq.m., and both dwellings would therefore achieve this standard.

Good sized rear gardens of 23-26m in depth would be provided to serve each dwelling.

The applicant has confirmed that the proposals would comply with Part M4(2) of the Building Regulations "accessible and adaptable dwellings", and therefore complies with Policy 3.8 of the London Plan 2015 and the Mayor's Housing Supplementary Planning Guidance 2016.

### Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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

The proposed dwellings would have room for at least 2 car parking spaces on the frontage, and no highways objections are raised to the proposals.

### Neighbouring amenity

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.

The previous scheme submitted under ref.16/04033 was refused on grounds which included the detrimental impact of the southern two storey dwelling (Plot 6A) on the amenities of the occupiers of No.4 through loss of outlook from two flank bedroom windows in the facing elevation. The current proposals are now for a chalet bungalow on Plot 6A which would have a significantly reduced roofline and eaves level adjacent to the boundary with No.4, and would lessen the impact on the outlook from the adjacent bedroom windows at No.4 to an acceptable degree, particularly given the 2.8m separation between the dwellings, and the set-back of the front element of the new dwelling when compared with the refused scheme.

With regard to the impact on No.8 to the north, the proposed two storey dwelling on Plot 6B would have a hipped roof adjacent to No.8 and a lowered eaves line in order to reduce the bulk at first floor level compared with the previously refused schemes, whilst the footprint has been amended to step the northern side of the dwelling further back so that it would be set behind the front of the adjacent dwelling at this point. The dwellings would have a separation of approximately 2.7m, and the revised proposals are not considered to cause any significant harm to the amenities of the occupiers of No.8.

### Sustainability

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.

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.

### CIL

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

### Conclusion

The revised proposals are now considered to result in an acceptable redevelopment of this site which would be in keeping with the character and spatial standards of the surrounding area, and would not have a significantly harmful effect on the amenities of neighbouring residents nor on traffic and road safety in the area.

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

**as amended by documents received on 17.11.2017**

### **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 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.**

- 3 Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.**

- 4 Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning**

**Authority before any work is commenced. The works shall be carried out in accordance with the approved details.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area**

- 5 Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.**

**Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan**

- 6 No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:**

**i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;**

**ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and**

**iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.**

**The scheme shall be implemented, maintained and managed in accordance with the approved details**

**Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan**

- 7 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in**

such a position as to preclude vehicular access to the said land or garages.

**Reason:** In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

**8** While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

**Reason:** In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the Unitary Development Plan.

**9** The existing access shall be stopped up at the back edge of the highway before any part of the development hereby permitted is first occupied in accordance with details of an enclosure to be submitted to and approved in writing by the Local Planning Authority. The approved enclosure shall be permanently retained as such.

**Reason:** In order to comply with Policy T11 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

**10** 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.

**11** Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 4A.14 of the London Plan and Planning Policy Statement 25.

**12** Before the development hereby permitted is first occupied the proposed windows at first floor level in the flank elevations of the dwelling on Plot 6B shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window which can be opened

are more than 1.7 metres above the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance as such.

**Reason:** In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan

**13** 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.

**14** Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

**15** 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 retained permanently thereafter.

**Reason:** To comply with Policy 3.8 of the London Plan 2015 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** You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.

**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)**