

SECTION '2' – Applications meriting special consideration

Application No : 17/04313/FULL1

Ward:
Bromley Town

Address : Nexus Apartments 39 Elmfield Road
Bromley BR1 1AJ

OS Grid Ref: E: 540532 N: 168762

Applicant : Purelake New Homes Ltd

Objections : YES

Description of Development:

Two storey roof extension to existing building to provide 10 additional residential units (4 x one bed, 3 x two bed and 3 x three bed) with cycle parking and refuse/recycling storage.

Key designations:

Biggin Hill Safeguarding Area
Bromley Town Centre Area
London City Airport Safeguarding
Open Space Deficiency
Proposal Sites
River Centre Line
Smoke Control SCA 5

Proposal

The application proposes a two storey roof extension to the existing building to provide 10 additional residential units (4 x one bed, 3 x two bed and 3 x three bed) with cycle parking and refuse/recycling storage. The existing building is currently within residential use and hosts 50 units, this applications seeks to increase this to 60.

The extension would increase the height of the building from a four to six storey structure, proposed with a flat roof profile where PV panels are to be sited. The extension would measure 4.6m in height and would be set in from the front elevation by approximately 1.8m, with proposed balconies recessed by 0.8m. To the eastern elevation the extension is sited between 0-3.6m from the flank, with the western elevation sited 2m back with the balconies set back by 1.1m. To the rear the extension is recessed by 2.65m. Balconies are sited at fifth floor level with a terrace area sited around the perimeter of the apartments at fourth floor level. All proposed apartments are duplex in layout and are proposed to be constructed utilising a composite aluminium.

There is no additional parking proposed (beyond the existing 44 spaces), so the proposal can be considered car free. However, 20 additional cycle spaces are proposed, in addition to the 58 spaces already permitted under application Ref:

14/04850/RESPA. The permitted refuse storage (within the basement of the existing building) is proposed to increase in capacity to accommodate the additional ten units.

The application was supported by the following documents:

- Planning Statement (GVA, dated 18th September 2017). The statement sets out the overall policy background and identifies the planning considerations relevant to the application. It sets out the application and its background. It identifies the key planning considerations and concludes that the proposal would be an attractive addition, would help meet the Council's housing targets, would be of a high quality of residential amenity, would create new jobs through the construction process and would contribute to mayoral CIL which will improve regional and local infrastructure.
- Design and Access Statement and Strategy (Alan Camp Architects, September 2017). The document lays out an overall site analysis and design intent of the proposed development including proposed materials. The document also takes into consideration key views of the proposed development and provides a comparison of other tall buildings within the locality.
- Energy Statement (SRS Partnership, January 2018). The document states that the proposed development will adopt the Mayor of London's 'Energy Hierarchy' and achieve 5.63% reduction in residential regulated CO2 emissions through Building fabric enhancements, 38.9% reduction in residential regulated Co2 emissions through the introduction of solar PV Panels and a 42.39% reduction in residential regulated emissions overall from the combined energy hierarchy. This results in an estimated 9.28 tonnes/annum of residential CO2 emissions which are proposed to be off-set through cash-in-lieu contributions.
- Lifetime Homes Review (Purelake Group, July 2010). The document shows that the proposal meets Lifetime Homes Standards.
- Flood Risk Assessment (Tully De'Ath consultants, December 2014). The report states that the site is within Flood Zone 2 which is considered to have between a 1% (1 in 100) and a 0.1% (1 in 1000) annual probability of fluvial flooding. However the report notes that the probability refers to the basement car park level at 47.000m AOD. The residential ground floor at 50.450m AID is higher than the EA predicted flood levels and is at a low risk from flooding. The report advises residents become part of the EA's 'Flood Alert' scheme to allow them to move any vehicles in the basement prior to potential flooding. The report concludes that the proposed residential re-development is considered appropriate with this area.
- Refuse and Recycling Review (Purelake Group, March 2017). The report provides a breakdown of the numbers of recycling containers required for 60 flats (50 consented and 10 proposed) in line with Bromley's 'RCV and Containers' document. Bins are to be accessible within the 2m minimum

height store and visual signs will be provided at the communal waste storage and composting facility giving instructions on how to use the facility.

- Revised Noise Exposure Assessment (Clement Acoustics, December 2017). The report concludes that the measures noise levels have allowed an assessment of the level of exposure to noise of the proposed development site to be made. Outline mitigation measures, including a glazing specification and the use of appropriate ventilation have been recommended and should be sufficient to achieve recommended internal noise levels for the proposed development according to BS 8233: 2014. The report was revised throughout the application and an extension to the proposed high performance glazing around the south façade was introduced.
- Transport Statement (Vectos, August 2017). The report states that the site has a high level of public transport accessibility (PTAL 6a), particularly due to its proximity to Bromley South railway station, where there are regular services to and from London Stations via direct and connecting services. The residential units are considered to be in an accessible area. The site provides 44 parking spaces at basement level, which includes 11 undercroft spaces and 33 external spaces. It is not proposed to provide any additional parking. It is stated that the majority of the existing 50 residential flats, which are let on a long-term lease, have been occupied since the development launched in 2016 however only 16 spaces are used. At a worst case scenario the additional 10 units would increase the parking demand by 10 vehicles, however the existing parking facilities would continue to operate with available capacity. The report concludes that based on the potential traffic generation of the proposed residential use, there will be a negligible increase in peak hour traffic to the site.
- Air Quality Assessment (Aether, August 2017). It is stated that a conservative approach has been taken in the report, in that no improvement in the pollutant background concentrations or road transport emission factors has been assumed between the base year (2016) and the first year of occupation (2020). A quantitative screening assessment has been carried out using the DMRB method to determine the impact of emissions from road traffic on sensitive receptors. The results of the assessment indicate that both nitrogen dioxide and particulate matter concentrations are substantially below objective levels at the fourth and fifth floors. Therefore, no mitigation is required. Instead other measures such as providing secure and covered cycle storage should be considered to reduce the emission arising from the development. The proposed development has been assessed and found to be compliant with the London's air quality neutral guidance.
- Daylight/Sunlight assessment (Dixon Payne, January 2018). The assessment concludes that the roadway structure of Kentish Way obstructs the view of the development from the rear of 4 Palace View and there is no effect upon 4 Palace View as a consequence of the proposal. The overshadowing analysis concludes that the rear gardens to 4 palace View

and those adjacent properties do not suffer any additional overshadowing as a consequence of the proposal.

Location and Key Constraints

The site is located to the north of Bromley South Train Station and is within Bromley Town Centre. Kentish Way arterial road runs immediately to the east of the site and the railway line is located to the south. The site benefits from a PTAL rating of 6 (where 6 is the most accessible) and sits within Flood Zone 2.

The site is located within the Town Centre boundaries and the wider area comprises a range of uses including both residential and commercial. The site is also located within the Bromley South: Business Improvement Area. The building sits within a cluster of other tall buildings in comparison to the wider town centre.

The site itself is occupied by a four storey property which is now in residential use following the conversion of the building utilising Part 3 of the General Permitted Development Order into 50 residential units. Car parking is provided at basement level for 44 vehicles and cycle and refuse facilities are also provided.

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

- Constant building going on in Bromley and neighbours are forced to endure ever-increasingly high buildings.
- Bromley is changing and not for the better
- Adding an additional two storeys is not acceptable
- As a resident of Palace View the neighbour is sick of going up the road and seeing more building work, lorries and trucks polluting the air, making mess, making noise and causing difficult traffic situations
- The council should be aware of recent statistics which demonstrate how built up the borough has become.
- 36% of the borough is built on compared to 6% across the UK.
- With St Marks development and the recent development in Ravensbourne Road, it is now time to stand up to fight the constant thirst that developers have of trying to turn the borough into a money-making machine for them.
- The building can be considered tall and it would not be one of the sites on which a tall build could be considered as specified in the BTCAAP
- There will be 'eyes in the sky' overlooking the S.W corner of the Palace Estate
- The additional two storeys are an after thought, they do not blend in with the existing parent building or those of others in the vicinity
- More residents without provision of additional parking will increase the parking and delivery 'loads' on the adjacent local streets.

Comments from Consultees

Secure by Design: The application should be able to achieve the Secure By Design principles. A condition to this effect is required.

Thames Water: No comments

Environmental Health Pollution Officer: The original comments received from the Environmental Health Officer raised concerns with the application, stating:

'The Noise Assessment prepared by Clement Acoustics (ref: 12675-NEA-01) proposes a specification for glazing and ventilation to meet legal standards and whilst I concur with most of the conclusions I am concerned that noise from the railway has not been fully assessed, resulting in the extreme south façade (nearest to the railway) having a less stringent requirement for noise protection. I would be grateful if you could ask the Consultant to clarify this or to take additional measures to justify this approach'.

A subsequent revised acoustic assessment was submitted which extended the high performance glazing along the southern façade which the Environmental Health Officer considered acceptable.

No objections are raised subject to condition.

Drainage Engineer: No Comments

Highways: The development is in an area with PTAL rate of 6a (on a scale of 0 - 6b, where 6b is the most accessible). Also the site is part of the Bromley Town Centre's controlled parking zone (CPZ).

The site, which previously comprised B1 office space and was referred to as Title House, has recently been redeveloped as part of a Prior Approval consent to provide 50 residential units within the existing building structure (ref: DC/14/04850/RESPA).

The applicant is seeking to provide an additional 10 residential units within a newly constructed fourth and fifth level that are to be built above the building.

Vehicular Access will remain as existing, via a gated entrance to the south of the site on Elmfield Road. Beyond the gated entrance, a ramp provides access to basement level car park facilities.

A total of 44 parking spaces at basement level are proposed which is inclusive of 11 undercroft spaces and a further 33 external spaces. No additional parking is offered which is acceptable in principle; providing the parking spaces remain free to use for the existing and future occupiers of the units.

There are currently 29 covered Sheffield cycle stands (58 spaces) provided on site. These are located within a secured undercroft area at basement level, accessible

from the car park to the rear of the site. The development proposals will provide an additional 10 covered Sheffield cycle stands, thus providing 20 additional cycle parking spaces at the site. This is acceptable.

Servicing of the building would continue to take place from the private car parking area to the rear of the building with servicing vehicles accessing the site via Elmfield Road.

Network Rail: Due to the nature and size of the building there will be considerable interface with Network Rail land and assets. In particular with construction activities, scaffolding and cranes in close proximity of the railway.

Basement - The construction of the basement should be such that there is no detrimental effect on the railway viaduct foundations. This should be considered in the design and construction.

The developer must ensure that their proposal, both during construction and after completion of works on site, does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Network Rail strongly recommends the developer contacts AssetProtectionsWessex@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with them to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/asp/1538.aspx.

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 takers 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

2.18 Green Infrastructure: the multi-functional network of green and open spaces

3.3 Increasing Housing Supply

3.4 Optimising Housing Potential

3.5 Quality and Design of Housing Developments

3.6 Children and Young Peoples Play and Informal Recreation Facilities

3.8 Housing Choice

3.9 Mixed and Balanced Communities

5.2 Minimising Carbon Dioxide Reductions

5.3 Sustainable Design and Construction

5.6 Decentralised Energy in Development Proposals

5.7 Renewable Energy

5.9 Overheating and Cooling

5.10 Urban Greening

5.11 Green Roofs and Development Site Environs

5.13 Sustainable Drainage

5.14 Water Quality and Wastewater Infrastructure

5.15 Water use and supplies

6.3 Assessing Effects of Development on Transport Capacity

6.9 Cycling

6.10 Walking

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

7.7 Location and design of tall and large buildings

7.8 Heritage Assets and Archaeology

7.14 Improving Air Quality

7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes

7.21 Trees and woodlands

8.2 Planning Obligations

8.3 Community Infrastructure Levy

Unitary Development Plan

BE1 Design of New Development

BE4 Public Realm

BE17 and BE18 High buildings and the Skyline

EMP3 Conversion or redevelopment of Offices

H1 Housing Supply

H2 and H3 Affordable housing

H7 Housing Density and Design

IMP1 Planning Obligations

NE7 Development and Trees

T1 Transport Demand

T2 Assessment of Transport Effects

T3 Parking

T5 Access for People with Restricted Mobility

T6 Pedestrians

T7 Cyclists

T9 and T10 Public Transport

T15 Traffic Management

T17 Servicing of Premises

T18 Road Safety

Bromley Town Centre Area Action Plan (AAP)

BTC8: Sustainable Design and Construction

BTC11: Drainage

BT12: Water and Sewage Infrastructure Capacity

BTC13: Combined Heat and Power

BTC14: Recycling

BTC16: Noise

BTC17: Design Quality

BTC18: Public Realm

BTC19 Building Height

BTC22: Public Transport

BTC24: Walking and Cycling

BTC25: Parking

BTC31 Developer Contributions

BTC32: Public Realm Improvements

IA2: Business Improvement Areas

Emerging Local Plan

1 Housing Supply

4 Housing Design13

30 Parking
31 Relieving Congestion
32 Road Safety
33 Access for all
37 General Design of Development
42 Development Adjacent to a Conservation Area
47 Tall & Large Buildings
48 Skyline
70 Wildlife Features
72 Protected Species
73 Development and Trees
84 Business Improvement Areas
92 Metropolitan and Major Town Centres
116 Sustainable Urban Drainage systems
119 Noise Pollution
120 Air Quality
123 Sustainable Design and Construction
124 Carbon dioxide Reduction, Decentralised Energy Networks and Renewable Energy
125 Delivery and Implementation of the Local Plan

Supplementary Planning Guidance

Shaping Neighbourhoods: Play and Informal Recreation (2012)
Accessible London: Achieving an Inclusive Environment (2014)
Sustainable Design and Construction (2014)
Control of Dust and Emissions during Construction and Demolition (2014)
Housing (March 2016)
Homes for Londoners - Affordable Housing and Viability (2017)

Planning History

There is a vast amount of planning history with regard to this site. The relevant planning history is summarised as follows:

10/01121/FULL1 - Flexible use of ground and first floor as medical centre (Class D1) and offices (Class B1) under Class E, Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) Order 1995 - Permitted

14/03181/RESPA - Change of use of Title House from Class B1(a) office to Class C3 dwellinghouses to form 38 one bedroom and 7 two bedroom flats (56 day application for prior approval in respect of transport and highways, contamination and flooding risks under Class J Part 3 of the GPDO) - Prior Approval Granted

14/04850/RESPA - Change of use of Title House from Class B1 (a) office to Class C3 dwellinghouses to form 39 one bedroom and 11 two bedroom flats (56 day application for prior approval in respect of transport and highways, contamination and flooding risks under Class J Part 3 of the GPDO) - Prior Approval Granted.

15/00599/FULL1 - Replacement windows and insertion of 4 additional windows within the eastern elevation -Permitted

15/02608/FULL1 - New canopy entrance - Permitted

Considerations

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

- Principle
- Design
- Standard of residential accommodation
- Highways
- Neighbouring amenity
- Sustainability
- Drainage
- Noise
- Pollution
- Energy
- CIL
- S106

Principle

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 NPPF Paragraph 14 identifies the presumption in favour of sustainable development and that planning permission should be granted if in accordance with the development plan. Paragraph 15 of the NPPF states that development which is sustainable should be approved without delay. There is also a clear need for additional housing to meet local demand and needs.

The London Plan Policy 3.3 requires the Borough to make provision for at least 641 additional dwelling completions per year 2015-2025. The current proposal could represent a contribution to the Council's required Housing Land Supply in a location within Bromley Town Centre.

Whilst the site itself is not allocated for housing, the Draft Local Plan identifies an area to the south and west of the site for mixed use development including 1230

residential units. Draft Policy 90 states that the Council will prepare an Opportunity Area Planning Framework for Bromley Town Centre, which is targeted for adoption in 2019/2020. It also sets a target delivery of a minimum of 2500 homes and an indicative 2000 jobs.

The building has been recently converted to a residential use and as such is considered as existing residential land. An increased density and housing provision could make a valuable contribution to the Boroughs housing supply. However, it is necessary to demonstrate that an appropriate density can be achieved having regard to the context of the surroundings, standard of accommodation to be provided and detailed design considerations, including the appropriateness of the increased height.

It is proposed to increase the building height by 2 storeys to provide 10 additional units resulting in a total of 60 flats including those approved and implemented under application ref: 14/04850. The proposal includes a mix of duplex apartments from one to three bedroom, all with access to an external terrace at the lower level with four of the units also to host balconies at the upper floor. Given the changes in the land levels, to the front of the building the extension would appear as a fourth and fifth floor however when viewed from the south, would be read as a fifth and sixth floor.

Members may consider that an additional two floors would add to the Council's target to provide much needed housing within the Borough, which is considered to be in a sustainable location. The proposal therefore complies with Policy H1 of the UDP.

In terms of the extent of the development, the land is sited within the Bromley Town Centre and within the Bromley South Business Improvement Area (BIA). The site is not located nearby sensitive areas such as conservation areas or sites of specific nature importance; no statutory listed buildings are located in close proximity to the site. Furthermore, the site is situated within an accessible area with existing residential development to the east and the building is solely within residential use.

Policy IA2 of the BTCAPP and Draft Policy 84 of the Local Plan states that redevelopment proposals resulting in a loss of Class B1(a) floorspace or which compromise the primary function of the BIA will not be permitted. Given that the building is currently used in a residential capacity the provision of increased residential floorspace within this location is not considered to negatively impact upon the BIA in accordance with Draft Policy 84.

The principle of the development of the site for a higher density of housing and additional housing provision is therefore supported in principle and is not considered to impact detrimentally upon the Business Improvement District subject to an assessment of all other matters.

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.

Policy BE1 of the UDP requires that new development is of a high standard of design and layout. It should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas, should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features.

Principle of a tall building

The Bromley Town Centre Action Plan (AAP) identifies sites which, in accordance with policy BTC19 'Building Height', may be considered suitable for the development of tall buildings. These locations have been carefully identified through a thorough process of urban design and townscape analysis which considered the environmental impacts of a tall building, their impacts on listed buildings and the town centre conservation area, impact on key views and integration in to the surrounding area.

Another relevant consideration would be the relationship of the proposal to the wider townscape; UDP Policy BE17 and London Plan Policy 7.7 are of particular relevance. Policy BE17 states that proposals for buildings which significantly exceed the general height of buildings will be required to provide a design of outstanding architectural quality that will enhance the skyline and a complete and well-designed setting, including hard and soft landscaping, so that development will interact and contribute positively to its surroundings at street level. The London Plan, at policy 7.7 says that tall and large buildings should be part of a plan-led

approach to developing an area and sets out a list of criteria which proposals for tall or large buildings will be expected to meet and which should be clearly demonstrated through the carrying out of an urban design analysis. Taller buildings should only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or large building. Among other considerations, taller buildings should relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm, particularly at street level; and incorporate the highest standards of architecture and materials.

Policy BE17 states that a tall building is one which would 'exceed the general height of their surroundings'. The application proposes a 6 storey building which is lower in height than Unicorn House to the west and Broadway House which fronts the High Street and therefore the Applicant does not consider it to fall within the definition of 'tall buildings' for the purposes of Policy BE17. Officer consider however that given the sites proximity to the lower scale Palace Estate to the east it is pertinent to consider the application in light of the policies in this regard.

The CABE/English Heritage Guidance on Tall Buildings (2007) sets out criteria for the evaluation of tall building proposals, including relationship to context, the effect on the historic context, architectural quality and credibility of design. The guidance advises that to be acceptable, any new tall building should be in an appropriate location, be of excellent design quality in its own right and should enhance the qualities of its immediate location and wider setting. In accordance with Historic England's Advice Note 4 on Tall buildings, the principles established within the Design and Access Statement will need to satisfactorily demonstrate high quality in urban design and architecture, as well as respond to and take full account of the evaluation of heritage assets. A key theme running through these policies and guidance is that new tall buildings should respond to their physical context, respecting and complementing the form, proportion, layout and scale of adjacent development.

The site forms part of the built form along the eastern side of Elmfield Road which slopes down towards the Kentish Way bypass beyond which is the Palace Estate, a residential area of mostly two storey semi-detached and terraced housing. The existing buildings in Elmfield Road currently range from 4 to 10 storeys, with the taller Bank of America office building on the western side of the road. The site is bound to the north by Devonshire House a 6 storey building with lift over-run projecting above the height of Nexus Apartments. To the west of the site is Unicorn House, a six storey development set above the highway by approximately 5m.

The proposal seeks to increase the height of the existing building by two storeys, this will be no taller than the maximum height of the adjacent property Devonshire House and will sit substantially below the ridge height of Unicorn House to the west. Given that the prevailing pattern of development within this location is for the taller buildings to be sited on the western side of Elmfield Road, the proposed development would relate well to this established urban grain by introducing an extended building consistent with the predominant pattern of development which would not result in a prominent or discordant feature on approach to the town centre from the east. The transitional nature of the eastern side of the road is

considered to be retained between the higher rise town centre uses and small scale residential properties, reinforced by the development being sited on the southern end of Elmfield Road which is at a lower land level than the buildings to the north.

Whilst the increase in height will be more appreciable on approach from the east, particularly on approach to the Kentish Way by-pass, given that the building can be read in context with the taller buildings on the western side of the road this is not considered to be so over dominant to warrant a refusal of the application. The increase in building height will also be appreciable travelling south along Rafford Way given the absence of development to the south beyond Nexus Apartments, however the built form is read in context with the buildings to the north, including Devonshire House, where the proposal is of a commensurate height.

Policy BE18 of the UDP is concerned with the impact of development on important local views, views of landmarks and skyline ridges, as identified in Appendix VII, while policy 7.7 of the London Plan stipulates that tall buildings should not impact on local or strategic views adversely. 4.6 of Historic England's Advisory Note states that a careful assessment of any cumulative impacts in relation to other existing tall buildings and concurrent proposals will also be needed to fully understand the merits of the proposal.

Within the submitted design and access statement the proposed roof extension has been tested from a number of key views identified within the BTCAAP. The extension sits well within the cluster of tall buildings along Elmfield Road when viewed further to the south on Kentish Way where the clear delineation of stepped built form is read from the west to the eastern side of Elmfield Road to the Palace Estate beyond Kentish Way. Views are also taken from the railway tracks to the west and from within the Palace Estate to the east where the proposed development will not be visible.

General Design

The extensions are recessed within the building footprint and appear with a strong verticality given the window arrangement and proposed use of alucobond cladding. Amenity space is bounded by a glazed screen to both the terrace area and projecting balconies, material samples of which including the treatment of the underside of the balconies, can be conditioned to be submitted. The extension is considered subservient given its set-back from the elevations which softens its impact when viewed from long and short range views. The recessed footprint also shows the evolution of the building which is considered a positive, being able to be clearly read as an extension to the host building which is further reinforced by the change in material palette.

The materials are considered lightweight in nature with window design to match that approved under application ref: 15/00599/FULL1. The extension is similar in appearance to those on surrounding buildings, most notably Broadway House to the west and therefore would not appear out of character within its setting. Should permission be forthcoming a condition requiring the submission of the materials

can be added to ensure a high quality palette and details of the materials weathering capabilities given the exposed and prominent siting of the extension.

It is recognised that the character of the area is predominantly commercial in nature. Broadway House which is sited to the west of the development has some residential elements with external amenity area at fourth floor level, similar to that proposed within this application. The host building itself is used in a residential capacity and the movements to and from the building are of a domestic nature. Members therefore may consider that the extensions with external amenity space would not appear out of character and would sit well within the surrounding locality.

On balance, Officers consider the height and design of the extension to be acceptable.

Density

Policy 3.4 of the London Plan and H7 of the UDP seeks to optimise housing opportunities on sites with good public transport accessibility. These Policies stipulate that priority should be given to securing a high quality environment for residents and making the best sustainable use of land. Policy 3.4 of the London Plan seeks to optimise housing opportunities on sites with limited public transport accessibility. The application site has a PTAL rating of 6a. The London Plan sets the density at 140-405u/Ha and 650-1100 Hr/Ha for central areas.

The scheme proposed in this application would provide a density level of 291.3 u/ha and approximately 596.15hr/ha which meets the standards in terms of units however falls short of the minimum density in respect of habitable rooms. It is important to note that density is only one element of a scheme which needs to be assessed, Policy 3.4 of the London Plan states that when making planning decision Local Planning Authorities should take into account local context and character, the design principles and public transport capacity. Developments should optimise housing output for different types of location within the relevant density ranges as set out in Table 3.2 and where development proposals compromise this policy they should be resisted.

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 Governments 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). In respect of 1,2 and 3 bedroom duplex apartments 58sqm, 79sqm and 93sqm respectively. All units meet the minimum space standard in this regard and have adequate provision of amenity space in excess of the minimum 5sqm.

Amenity space in respect of unit FT-23 abuts the lift-overrun of the adjacent property Devonshire House which would act as the boundary to the terrace area to the north. Whilst the brick over-run would impede an open aspect to the north, the amenity area retains open views to the east and west, and therefore on balance this is considered acceptable. One living room window and bedroom window also face the lift over-run at a distance of approximately 2.5m however these are secondary windows to these spaces and on balance this is considered acceptable. All other units are provided with sufficient outlook and natural light provision.

In respect of noise from surrounding land uses, most notably the train tracks and Kentish Way, a noise assessment has been submitted which was subsequently amended to upgrade the glazing along the southern elevation. The environmental health officer raises no concern as to the impact of noise on future owner occupiers and as such the development in this regard is considered acceptable. Should permission be forthcoming the report and recommendation can be conditioned to be complied with.

Wheelchair Units

In accordance with London Plan Policy 3.8, 90% of all new dwellings will be required to meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings'. The remaining 10% of dwellings will be required to meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. Only in cases where the Local Authority will have nomination rights over occupants (social or affordable rent) will a unit be required to be fitted out as a wheelchair accessible unit (in accordance with Part M4 (3) 2b). Any market or Intermediate units will therefore need to be designed to be adaptable for use as a wheelchair unit in future.

As 10 units are proposed within this application, only one is required to be provided to M4(3) standard which is provided within unit FT-22 with a floor space provision of 106sqm, over and above the minimum standard for a two bedroom unit. This is considered acceptable and subject to a condition to ensure compliance should permission be forthcoming.

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 development is in an area with PTAL rate of 6a (on a scale of 0 - 6b, where 6b is the most accessible). Also the site is part of the Bromley Town Centre's controlled parking zone (CPZ).

Vehicular Access will remain as existing, via a gated entrance to the south of the site on Elmfield Road. Beyond the gated entrance, a ramp provides access to basement level car park facilities. A total of 44 parking spaces are existing at basement level, which is inclusive of 11 undercroft spaces and a further 33 external spaces. No additional parking is offered which Highways Officers consider is acceptable in principle providing the parking spaces are remain free for use for the existing and future occupiers of the units. Should permission be forthcoming this would be subject of a condition.

With respect to cycle parking, there are currently 29 covered Sheffield cycle stands (58 spaces) provided on site. These are located within a secured undercroft area at basement level, accessible from the car park to the rear of the site. The development proposals will provide an additional 10 covered Sheffield cycle stands, thus providing 20 additional cycle parking spaces at the site. Members may consider this acceptable.

The servicing of the building would continue to take place from the private car parking area to the rear of the building with servicing vehicles accessing the site via Elmfield Road. Members may consider this existing arrangement is considered acceptable.

It is noted that the development will be highly visible from Kentish Way given the proximity of the building to the road however Highways Officers have not raised any concern over the impact of this upon highway safety.

Membership to a car club for a period of 2 years for the first occupants of the proposed apartments will be secured via a condition.

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.

In respect of neighbouring amenity, those residential units most impacted as a result of the proposals are those on Palace View, with the closest (number 4), sited in excess of 30m from the site to the east. Kentish Way separates the nearest residential properties from the proposed development.

The eastern elevation of the extension faces Palace View. Windows within this elevation at fourth floor level serve a kitchen and a dining room, both of which are not considered habitable spaces and would be subject to more transient residential movements than those associated with a bedroom, living room etc. At the fifth floor level the windows serve a bedroom and bathroom. A terrace area is also proposed to wrap around the lower floor of the duplex apartment, with openings out onto this space from the kitchen/living area.

As previously stated, the built form is sited over 30m from 4 Palace View, and given the height and proximity of Kentish Way to this property, the views of the proposed development would be oblique when viewed from the rear garden. The fifth floor on the eastern elevation is recessed back away from the fourth floor by 3.6m and therefore views from the bedroom window would be obscured to an extent that the user would not have the capability of looking down onto Palace View from this aperture, but would have more distant views of Palace View where the separation distances are considered acceptable to prevent any harmful overlooking. Further to this, given the staggered rear elevation, location of the window within the elevation and length of the rear garden of 4 Palace View, the window is off-set to the neighbouring amenity space which would further mitigate any overlooking. At fourth floor level Officers consider that the glazing to the outside terrace area can be conditioned to be obscurely glazed to prevent any actual or perceived overlooking from this, and adjoining amenity areas. Should Members require, the window to the fifth floor bedroom can be obscurely glazed given that the habitable room is dual-aspect, however Officers do not consider this necessary.

Amenity space in respect of unit FT-23 along the northern elevation would face onto the recessed top floor of the adjacent property Devonshire House. The southern elevation of Devonshire House hosts several windows. The use of this space is unknown however it is likely to be of a commercial capacity. To prevent mutual overlooking between the two buildings, obscure glazed screening is also required along this elevation which is considered acceptable given that non-obscured views to the east and west are retained.

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.

An energy assessment and strategy has been provided which shows how the need for energy is to be minimised, and how it will be supplied to the particular development proposed. In accordance with the energy hierarchy in policy 5.2 of the London Plan, updated following the implementation of the 2013 Building Regulations (see the Mayor's guidance: Energy Planning (guidance on preparing energy assessments (2015))), developments should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

As set out in the Mayor's Housing SPG, a zero carbon standard will be applied to all new residential development. The statement concludes that there is an on-site reduction in residential regulated CO₂ emissions through the introduction of solar PV panels and building fabric enhancements of 42.39%., and as such an estimated 9.28 tonnes/annum of residential emissions are required to be offset through a payment in lieu equating to £16 704 in order to ensure the scheme meets Carbon Zero standards.

As such the Statement has indicated appropriate sustainability measures to ensure that the development strives to achieve the objectives as set out above. This is considered acceptable.

Drainage and Flooding

The submitted flood risk report states that the site is within Flood Zone 2 which is considered to have between a 1% (1 in 100) and a 0.1% (1 in 1000) annual probability of fluvial flooding. However the report notes that the probability refers to the basement car park level at 47.000m AOD. The residential ground floor at 50.450m AID is higher than the EA predicted flood levels and is at a low risk from flooding. The report advises residents become part of the EA's 'Flood Alert' scheme to allow them to move any vehicles in the basement prior to potential flooding. The accompanying flood risk note states that the increase of two additional storeys is unlikely to increase the risk of flooding both within and beyond the site boundary. No objections are raised by the Council's Drainage Officer.

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.

Planning Obligations

The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:

- (a) Necessary to make the development acceptable
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development

Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis. From 5th April 2015, it is necessary to link Education, Health and similar proposals to specific projects in the Borough to ensure that pooling regulations are complied with.

Planning obligations may be required for this development and Members will be updated with proposed heads of terms at the meeting. Any obligations will need to be secured by legal agreement.

Conclusion

The principle of residential development for the existing building to be converted to residential development has already been granted under the prior approval process therefore the principle of an extended residential footprint is considered acceptable and would not impact upon the Business Improvement District. The location of the development is considered a sustainable location, next door to Bromley South train station with access to several bus routes.

The additional storeys have been designed to integrate the existing built form and the Bromley skyline. The extension is proposed with a recessed form which softens its appearance. This has been shown through appropriate massing and the use of lightweight materials. Sustainable development features have also been incorporated into the design including the provision of PV panels and upgrading works to the facade.

The number and size of the proposed units comply with UDP and Local Plan standards and would provide adequate amenity space. It is not considered that there would be a detrimental impact upon future owner/occupier or neighbouring residential amenity. Highways Officers raise no objection and there is considered to be sufficient vehicle and bicycle parking within the site.

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.

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT

and 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 be carried out otherwise than in complete accordance with the following plans and reports unless previously agreed in writing by the Local Planning Authority:

EX-P-LO4 Rev P2 (existing fourth floor plan)
EX-P-RO5 Rev P2 (existing roof plan)
PL-E-02 Rev P4 (proposed south elevation)
PL-E-03 Rev P5 (Proposed east elevation)
PL-E-01 Rev P4 (proposed west elevation)
PL-E-04 Rev P5 (proposed north elevation)
PL-P-L04 Rev P7 (proposed fourth floor plan)
PL-P-L05 Rev P8 (proposed fifth floor plan)
PL-SP Rev P2 (proposed site plan)
SK-PD-B01 Rev P8 (Existing basement parking)
SK-PD-E-01 Rev P5 (existing west elevation)
SK-PD-E-02 Rev P4 (existing south elevation)
SK-PD-E-03 Rev P3 (existing east elevation)
SK-PD-E-04 Rev P4 (existing north elevation)
SK-PD-L01-L03 Rev P3 (existing first to third floors)
SK-PD-SP Rev P4 (existing site plan)
PL-P-R06 Rev P1 (Proposed fifth floor)
PL-S-AA Rev P1 (Proposed Section A-A)
SK-PD-L00 Rev P1 (Proposed ground floor plan)
PL-P-WCH-L04 Rev P2 (Proposed Part M Unit Fourth floor plans)
PL-P-WCH-L05 Rev P2 (Proposed Part M Unit Fifth floor plans)
PL-E-05to06 Rev P1 (Long Elevations)

Design and Access Statement (September 2017, Alan Camp Architects)
Transport Statement (August 2017, Vectos)
Planning Statement (GVA, September 2017)
Flood Risk Assessment (Tully De'Ath Consultants, December 2014)
Flood Risk Note (Tully De'Ath Consultants, September 2017)
Noise Exposure Assessment (Clement Acoustics, September 2017)
Refuse and Recycling Review (The Purelake Group, July 2015)
Air Quality Assessment (Aether, August 2017)
Energy Statement (SRS Partnership, January 2018)
Design and Access Strategy (The Purelake Group, October 2017)
Daylight and Sunlight Report (Dixon Payne, January 2018)

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 and samples 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 above ground works are commenced. A schedule for applying the approved render shall be submitted including the type of render and manufacturer and the procedure for application. 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** Before the development hereby permitted is first occupied the glazed terrace boundary to the eastern elevation serving unit FT-22 and the glazed terrace boundary to the north of unit FT-23 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

- 5** Before works commence a scheme of glazing and ventilation based on the recommendations of the Acoustic Assessment prepared by Clement Acoustics (report ref 12675-NEA-01RevA) shall be submitted to and approved in writing by the Local Planning Authority. The glazing and ventilation shall be installed in accordance with the approved scheme and shall be permanently maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

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

Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is

likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 7** Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned 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 arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

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

- 8** 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.

- 9** Details of a scheme for the management of the car park shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is first occupied and the car park shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by the Authority.

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.

- 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** 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.

12 The development hereby permitted shall incorporate measures to minimise the risk of crime. No development shall take place until details of such measures, according to the principles and physical security requirements of Secured by Design, have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is occupied and thereafter retained.

Reason: In the interest of security and crime prevention and to accord with Policies H7 and BE1 of the Unitary Development Plan.

13 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 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.

14 Details of the means of privacy screening for the balconies and terraces 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 and permanently retained as such.

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.

15 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'wheelchair user dwellings' for the units identified in the application as wheelchair units and shall be permanently retained 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."

16 Details of the Photovoltaic panels on the roof of the building in accordance with details of their scale and appearance (including drawings showing sections through the roof of the building) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any development. The approved details shall be implemented prior to first occupation and shall be retained thereafter in operational working order.

REASON: In the interest of the visual amenities of the area and in order to seek to achieve compliance with the Mayor of London's Climate Change Mitigation

and Energy Strategy and to comply with Policy BE1 of the UDP and policies 5.2, 5.3 and 5.7 of the London Plan.

You are further informed that :

- 1 Network Rail strongly recommends the developer contacts AssetProtectionsWessex@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with Network Rail to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.

- 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

- 3 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