

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

**Application No :** 18/01041/FULL1

**Ward:**  
**Biggin Hill**

**Address :** 136 Main Road, Biggin Hill TN16 3BA

**OS Grid Ref:** E: 541951 N: 158801

**Applicant :** Mr Caulfield

**Objections : NO**

### **Description of Development:**

Demolition of existing building and erection of part two/three storey building comprising 1 Class A1 retail unit on part of ground floor and 1 two bedroom and 8 one bedroom flats on ground, first and second floors, with front and rear balconies, 10 car parking spaces, amendments to access road, provision of refuse and cycle stores, and landscaping.

### **Key designations:**

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Retail Shopping Frontage Biggin Hill  
Smoke Control SCA 24

### **Proposal**

It is proposed to demolish the existing buildings on the site, and erect a part two/part three storey flat-roofed building fronting Main Road which would comprise a retail unit and 2 one bedroom flats on the ground floor, 4 one bedroom flats on the first floor, and 1 two bedroom and 2 one bedroom flats on the second floor, resulting in a total of 9 flats. Each flat would have a front or rear terrace or balcony, whilst a communal amenity space would be provided to the rear adjacent to the parking area.

It is proposed to widen the existing shared access road between Nos.134 and 136 in order to access the rear parking area which would contain 10 car parking spaces and a cycle store. Refuse stores would be incorporated within the main building adjacent to the access road.

The application was supported by:

- Design and Access Statement
- Badger Assessment and Monitoring Reports 2017

### **Location and Key Constraints**

This site is located on the south-western side of Main Road and is occupied by a vacant single storey building which comprised two Class A1 retail units. It lies adjacent to Biggin Hill Sports and Social Club to the south-east, separated by an access road, and is adjacent to an estate agents at No.134 to the north-west, again separated by an access road leading to parking at the rear of the shops.

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

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

### **Comments from Consultees**

Drainage Engineer: There is no public surface water sewer near the site, therefore, the developer would have to make their own arrangements for the disposal of surface water. Standards conditions are suggested.

Highways: Main Road is a very busy classified road, a London Distribution Route, and part of the A233. The site is within a low (2) PTAL area. The current application differs from the permitted scheme in that there is one less retail unit and 2 additional one bed flats. There are now 10 parking spaces provided (1 per flat and 1 for the retail unit), rather than the 9 previously.

A Transport Statement and Stage 1 Road Safety Audit were included with the previous application. From a highway aspect, the changes are minimal with one additional car using the access. Apart from conditioned items, there was one ongoing issue from the RSA with the removal of the telephone box and it is unclear whether there is any update on that. Further RSA's will be needed at the appropriate stages. Given that the changes are minimal, no highways objections are raised to the proposals.

### **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

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 6.9 Cycling
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.4 Local Character
- 7.6 Architecture

## Unitary Development Plan

- BE1 Design of New Development
- H7 Housing Density & Design
- H9 Side Space
- T3 Parking
- T18 Road Safety
- NE5 Protected Species
- S4 Local Shopping Centres

## Emerging Local Plan

- 4 - Housing Design
- 8 - Side Space
- 30 - Parking
- 32 - Road Safety
- 37 - General Design of Development
- 72 - Protected Species

## Supplementary Planning Guidance

Mayor's Housing SPG  
NPPF

## **Planning History**

The relevant planning history relating to the application site is summarised as follows:

Permission was refused in 2015 (ref.14/05017) for the demolition of the existing buildings and the erection of a part one/three storey building comprising 2 Class A1 retail units and 8 one bedroom flats with 12 car parking spaces, cycle and refuse stores and a caretakers store on 4 grounds:

- (1) the size, height and bulk of the building would result in a cramped overdevelopment of the site, detrimental to the street scene
- (2) the unacceptable intensification of the use of a substandard vehicular access
- (3) the proposals may adversely impact on badgers on or close to the site
- (4) the inadequate size of the residential units and the lack of adequate amenity space to serve the development.

Permission was refused in August 2016 (ref.16/00231) for a similar scheme for 2 retail units and 8 flats on similar grounds. The only issue that had been satisfactorily resolved was the size of the residential units.

Most recently, permission was granted in September 2017 (ref.17/02291) for the demolition of the existing building and the erection of a part two/three storey building comprising 2 Class A1 retail units on the ground floor and 1 two bedroom and 6 one bedroom flats on the first and second floors, with front and rear balconies, 9 car parking spaces, amendments to the access road, the provision of refuse and cycle stores, and landscaping.

### **Considerations**

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

- Resubmission
- Principle
- Design
- Standard of residential accommodation
- Highways
- Neighbouring amenity
- Sustainability
- Impact on protected species
- CIL

### Resubmission

The current application is for the same building and layout but the ground floor would be reconfigured to provide one retail unit and two 1 bedroom flats, rather than two retail units. This would require amendments to doors and windows at ground floor level only. An additional car parking space would also be provided at the rear, along with additional cycle parking.

### Principle

Housing is a priority use for all London Boroughs and the Development Plan welcomes the provision of small scale infill development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

The NPPF sets out in paragraph 14 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

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

Policy 3.4 Optimising housing potential of the London Plan seeks to optimise housing potential, taking into account local context and character, the design principles and public transport capacity.

The site is located adjacent to other commercial properties to the north-west and south-east, some with residential accommodation above, and backs onto residential properties at the rear. A mixed commercial/residential development has previously been considered to be appropriate in principle in this location, but consideration is needed of the increased

residential density in relation to the character of surrounding developments, and the adequacy of the residential accommodation provided.

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 82 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 within the thresholds in the London Plan. However, the proposals need to be assessed against the wider context in terms of the character, spatial standards and townscape value of the surrounding area.

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

Policy H7 of the UDP sets out criteria to assess whether new housing developments are appropriate subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, community safety and refuse arrangements.

The only changes to the previously permitted building relate to elevational alterations at ground floor level only, including changes to the shopfronts, the addition of windows and doors to the ground floor flats, and changes to the positions of the refuse stores.

These changes would complement the design of the building, and the proposals would not therefore have a detrimental impact on the character and appearance of the surrounding area.

#### 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 1 two bedroom 4 person flat and 8 one bedroom 2 person flats. The London Plan (2015) suggests that the minimum size of a two bedroom 4 person dwelling should be 70sq.m., and the minimum size of a one bedroom 2 person dwelling should be 50sq.m.

The two bedroom flat would be slightly below the requirements at 69sq.m. (as with the permitted scheme), but this would not be unacceptably small to warrant a refusal on those grounds. The one bedroom flats would provide between 51-63sq.m. floorspace, and would therefore achieve the standard.

Each dwelling would have private outdoor amenity space in the form of a terrace or balcony, and a communal area is proposed at the rear adjacent to the parking area. The provision of amenity space is therefore considered acceptable to meet the needs of the development.

#### 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 provision of an additional parking space for the development is considered acceptable the meet the Council's parking standards, whilst the widened access road would provide an acceptable access to the site.

#### 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 proposed changes to the elevations of the building would be at ground floor level only, and the proposed building would be separated from the adjoining buildings by side access roads. The revised scheme would not therefore be significantly harmful to the amenities of adjoining occupiers.

#### 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.

#### Impact on protected species

Badger Monitoring and Assessment Reports were submitted with the previous application, and the green area to the rear of the site would now be adequately retained in order to protect the badgers and their sett. As with the permitted scheme, this can be appropriately conditioned in order to preserve the green space.

#### 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 not considered to result in an overdevelopment of the site, and would not be out of character with the surrounding area. The amenities of neighbouring residential properties would be adequately protected, and no harm would be caused to traffic and parking in the vicinity or to protected species.

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 14.06.2018**

**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: To comply with Section 91, Town and Country Planning Act 1990.**

- 2 Details of a scheme of landscaping, which shall include use of native plant species where possible, details of all boundary treatment, 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. Furthermore all boundary treatments shall be maintained in perpetuity.**

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

- 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 No trees on the site shall be felled, lopped, topped or pruned before or during building operations except with the prior agreement in writing by the Local Planning Authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed with the Authority.**

**Reason: In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that as many trees as possible are preserved at this stage, in the interest of amenity**

- 5 Details (including samples) 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**

- 6** 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 5.13 of the London Plan.

- 7** 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 implementation of the sustainable drainage proposals and to accord with to London Plan policy 5.13

- 8** 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.

- 9        **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.**

- 10       **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.**

- 11       **Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.**

**Reason: In order to comply with Policy T3 and Appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.**

- 12       **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.**

- 13       **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 implementation of the surface water drainage proposals and to accord with London Plan Policy 5.13 Sustainable Drainage**

- 14 No windows or doors additional to those shown on the permitted drawings shall at any time be inserted in the first and second floor flank elevations of the building hereby permitted, without the prior approval in writing of the Local Planning Authority.**

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

- 15 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 UDP and in the interests of visual and residential amenity.**

- 16 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.**

- 17 Before any work is commenced on the access/highway works, a Stage 2 Road Safety Audit shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented strictly in accordance with the approved details to the satisfaction of the Local Planning Authority before any part of the development hereby permitted is first occupied. A Stage 3 Audit shall be submitted to and approved in writing by the Local Planning Authority following satisfactory completion of the works.**

**Reason: In order to comply with Policy T18 of the Unitary Development Plan and to ensure that the proposal does not prejudice the free flow of traffic and conditions of general safety along the adjoining highway.**

- 18 Details of the method of opening of the bin stores shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details before the first occupation of the building.**

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

- 19 Details of the design of the access road to incorporate pedestrian safety measures shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details before the first occupation of the building.**

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

- 20 The development shall be carried out in accordance with the recommendations in the Badger Assessment and Monitoring Report 2017 by The Ecology Partnership approved under ref.17/02291.**

**Reason: In order to comply with Policy NE3 of the Unitary Development Plan and in order to safeguard the interests and well-being of badgers and their setts.**

- 21 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.**

- 22 The ground floor shop unit shall be used for Class A1 retail use only and for no other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).**

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

**You are further informed that :**

- 1 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010). If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)**