

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

Application No : 18/02366/FULL1

Ward:
Bickley

Address : 17 Park Farm Road Bromley BR1 2PE

OS Grid Ref: E: 541933 N: 169536

Applicant : Mrs Tracy Langley

Objections : YES

Description of Development:

Demolition of existing building and construction of two and a half storey detached house with accommodation in roof space and double garage integrated in ground floor level

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 10

Proposal

It is proposed to replace the existing dwelling with a two storey dwelling with roofspace accommodation providing 6 bedrooms facilitated by dormer windows. The dwelling measures 16.8m in depth (19.7m previously proposed), 21.3m in width and 9.0m in height. The dwelling is proposed with a hipped and gabled roof profile with a front projecting flat roofed single storey element. The dwelling provides 1.9m separation between the proposed flank elevation and the property at No. 19 and 1.9m between the flank boundary adjoining Hill Brow. The dimensions of the current and previous applications are summarised below:

	Height	Width	Length
Existing	7.8m	18.2m	7.5m
Approved	9.0m	18.0m	19.7m
Proposed	9.0m	21.3m	16.8m

The application is submitted accompanied by an Arboricultural Method Statement, a Sunlight Study and a Design and Access Statement.

Location and Key Constraints

The site is located on the southern side of Park Farm Road, on the junction with Hill Brow. The site currently hosts a large, detached two storey dwelling with single storey side extension and garage. The site is considered substantial in size, with off street parking provision for several vehicles within the front amenity space. The

topography of the site is relatively flat, however the property at number 19 is sited at a lower land level than the host dwelling. The area is characterised by similar large detached homes sited within generous plots.

There are no particular planning constraints at the site, and the site does not fall within a Conservation Area and has no protected trees.

Comments from Local Residents and Groups

Nearby owners/occupiers were notified of the application and representations received are summarised as follows:

Objections:

- Loss of light and overshadowing of neighbouring garden
- Harmful visual impact and loss of outlook from rear windows
- Excessive height, bulk and projection to the rear of neighbouring house

Comments from Consultees

Highways - No Objections given the space available for parking. Standard conditions are recommended.

Environmental Health (Pollution) Officer: No objections raised subject to a standard informative.

Drainage Officer: No objections subject to standard conditions.

Arboricultural Officer: no comments made.

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.

The National Planning Policy Framework was published on 24th July 2018. According to paragraph 48 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- b) 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
- c) The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF

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 (2016)

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Design and Quality of Housing Developments
- 3.8 Housing Choice
- 5.1 Climate Change
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.13 Sustainable Drainage
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive Environment
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.15 Noise
- 8.3 Community Infrastructure Levy

Unitary Development Plan

- BE1 Design of New Development
- H7 Housing Density and Design
- H9 Side Space
- T18 Road Safety
- H1 Housing Supply
- T3 Parking

Draft Local Plan

Draft Policy 1 - Housing Supply
Draft Policy 4 - Housing Design
Draft Policy 8 - Side Space
Draft Policy 30 - Parking
Draft Policy 32 - Road Safety
Draft Policy 33 - Access for All
Draft Policy 37 - General Design of Development
Draft Policy 49 - The Green Belt
Draft Policy 73 - Development and Trees
Draft Policy 77 - Landscape Quality and Character
Draft Policy 113 - Waste Management in New Development
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)
Draft Policy 123 - Sustainable Design and Construction

Additional Guidance

Housing: Supplementary Planning Guidance. (March 2016)

Technical Housing Standards - Nationally Described Space Standard (March 2015)

Supplementary Planning Guidance 1: General Design Principles

Supplementary Planning Guidance 2: Residential Design Guidance

Planning History

There is a considerable planning history with regard to this site, of which the most pertinent applications include:

07/03545/FULL1 - Demolition of existing dwelling and erection of 2 storey 6-bedroom dwelling with accommodation in roof space and integral double garage - Refused

Grounds of refusal:

‘The proposed development, constitutes an overdevelopment of the site by virtue of its size, siting and bulk on this exposed corner location and would be harmful to the visual amenities of the streetscene and character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.’

08/00469/FULL1 - Demolition of existing dwelling and construction of two storey six bedroom dwelling with accommodation in roof space and integral double garage - Refused

Grounds of refusal:

‘The proposed development constitutes an overdevelopment of the site by virtue of its size, siting and bulk on this exposed corner location and would be harmful to the visual amenities of the streetscene and character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.’

16/00550/FULL1 - Proposed demolition of existing dwelling and the construction of a two storey, 6 bedroom dwelling with accommodation within the roofspace.

Grounds of refusal:

'The proposed development constitutes an overdevelopment of the site by virtue of its size, siting and bulk on this exposed corner location and would be harmful to the visual amenities of the streetscene and character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan.

The development is considered to cause an unacceptable impact upon the neighbouring residential amenity in terms of outlook, prospect and loss of light by virtue of the extent of the rear projection and increased height of the dwelling contrary to Policy BE1 of the Unitary Development Plan.'

Planning permission was refused under ref. 16/05857 for demolition of existing dwelling and erection of a two storey 6 bedroom dwelling with accommodation in the roofspace.

Refusal grounds as follows:

'The proposed development constitutes an overdevelopment of the site by virtue of its size, siting and bulk on this exposed corner location and would be harmful to the visual amenities of the streetscene and character of the area, contrary to Policies H7 and BE1 of the Unitary Development Plan (2006).

The development is considered to cause an unacceptable impact upon the neighbouring residential amenity in terms of outlook, prospect and loss of light by virtue of the extent of the rear projection and increased height of the dwelling contrary to Policy BE1 of the Unitary Development Plan (2006).'

The application was subsequently allowed at appeal. The Inspector concluded that the development would have no detrimental impact on the character of the area or the amenities of neighbouring properties.

Conclusions

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

- Resubmission
- Design
- Neighbouring Amenity
- Standard of Residential Accommodation
- Highways
- Trees

Resubmission

Following the grant of permission on appeal under ref. 16/05857, the current proposal includes the following revisions:

- Redesign to include attached double garage to side adjacent to Hill Brow boundary. Removal of previously allowed projecting front garage
- Alterations to siting and footprint of building
- Elevational alterations and changes to external materials

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.

Paragraph 124 of the NPPF (2018) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 of the NPPF (2018) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). New development shall also establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Policies 3.4 and 3.5 of the London Plan reflect the same principles. Policy 3.4 specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range. This reflects Paragraph 58 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.

Policy H7 of the UDP set out a number of criteria for the design of new development. With regard to local character and appearance development should be imaginative and attractive to look at, should complement the scale, form, layout

and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping and relationships with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

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

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

There is a history of replacement and new dwellings on Park Farm Road and the adjoining Hill Brow, (Nos. 15A Park Farm Avenue, 60 Hill Brow and 64A Hill Brow). Due to the property being sited within a residential area where the prominent housing type is large detached properties within substantial plots, it is considered that the principle of demolishing the existing property and replacing it is acceptable and established. There are a variety of architectural types within the locality, inclusive of large, modern dwellings and as such the new dwelling is not considered out of character in terms of principle within the surrounding street scene.

Application ref. 16/00550 was refused on the basis of the scale of the development and the prominence of the siting of the building, which projected in advance of No. 19. In response to this, the following application set the building back from the Park Farm Road frontage and behind the building line of No. 17. The Inspector considered that as a result, the staggered building line of the houses following the curvature of the road would not be materially compromised. Furthermore, there would still be a substantial area of front garden, similar to the size of others on the road.

The Inspector noted that the mass of the building would be larger near to the boundary with Hill Brow, than the existing house. Nonetheless, the siting of the proposed house in the plot would still allow a generous distance to the front and eastern side boundary. This would ensure that the spacious, open character and appearance would not be materially eroded. Therefore the open, verdant character of the four corner plots on the junction of Park Hill Road and Hill Brow would be maintained.

The current application sites the attached garage closer to the flank boundary with Hill Brow and occupies this space, however the two storey flank wall will be sited 2.7m further away from the corner flank boundary than the allowed proposal. The corner vegetation will be retained under the recommended works of the Arboricultural Method Statement and it is considered that the design would enhance the sense of space at first floor level on this prominent corner site whilst

retaining the existing boundary vegetation and the verdant appearance that the Inspector attached weight to.

The Inspector considered that the proposed house would be higher than the existing one. However, it would also be built into the ground, so that the perceived increased height, according to the Council would only be about 0.5 metres. Consequently, the pattern of a small increase in the height of the houses on the road as the land level rises would be maintained. Accordingly, even though the house would be on a prominent corner plot in an elevated position, it would not be overly dominant. Given the varied style of architecture along the road then the design of the proposed house would not be materially harmful.

The current application responds to these comments by maintaining the same height as the scheme allowed at appeal.

On balance it is considered that the development proposal would not have a detrimental impact on the character of the area and would comply with Policies BE1, H7 and H9 of the Unitary Development Plan and Policies 4, 8 and 37 of the Draft Local Plan.

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.

When considered the previously allowed proposal, the Inspector states that the existing two storey part of the house already extends to the rear of No 19, close to the shared boundary. The proposed house would have a two storey extent beyond the rear elevation of No 19 of about 7 metres, which would be about 3 metres longer than the existing dwelling. However, it would be set back from the boundary by about 4.4 metres. As a consequence, even though the proposed house would be slightly elevated, it would only be seen in oblique views from the windows next door. It would therefore not have a materially overbearing effect. The occupiers would still have the benefit of open views in other directions, which would also ensure that the extension would not have any considerable enclosing effect. The proposed house would be seen from the adjoining garden. However, in view of its siting in relation to the relatively generous proportions of the garden of No 19, it would not unduly impinge on the occupier's enjoyment of this outside space.

The current application positions the two storey flank wall of the development closer to the shared boundary with No. 19 so that the separation will be 1.9m as opposed to the previously allowed 4.4m. However, the rear projection of the development has been reduced as a result of the revised siting so that the two storey aspect of the dwelling will project beyond the rear of No. 19 by 1.6m less than the allowed proposal, with a single storey section sited to the rear of this. The result is that the relationship with No. 19 will allow for less separation than the allowed appeal, however the rear projection of the two storey aspect of the house

will be reduced. It is noted that the existing two storey dwelling is sited even closer to the flank boundary than the proposed siting and that the revised footprint will project only 0.7m to the rear of the existing house. As a result, it is not considered that the additional impact on the amenities of No. 19 in regards to loss of light and visual impact would be substantially detrimental.

It is considered on balance that the proposal would not be materially harmful to the amenity neighbouring properties and would therefore comply with Policy BE1 of the Unitary Development Plan and Policy 37 of the Draft Local Plan.

Standard of Residential Accommodation

Policy 3.3 of the London Plan (2015) Quality and Design of Housing Developments 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.

Policy BE1 in the Adopted UDP states that the development should respect the amenity of occupiers of future occupants.

The shape, room size and layout of the rooms in the proposed building are considered satisfactory. None of the rooms would have a particularly convoluted layout which would limit their use. All habitable rooms would have satisfactory levels of light and comply with the internal room space requirements within London Plan Policy 3.3.

In terms of amenity space the rear garden is of sufficient depth and proportion to provide a usable space for the purposes of a five bedroom dwelling house.

No objections are raised in terms of highways by virtue of the retention of sufficient parking within the front amenity area.

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 proposal is not considered to result in any detrimental highway safety consequences. The proposal would not create additional parking demand and the access and parking availability at the site will not be substantially altered as a result of the development.

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. Further standards and guidance are set out in the Housing SPG.

CIL

The Mayor of London's CIL is a material consideration. CIL is payable on this proposal and the applicant has not completed the relevant form.

Conclusion

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not impact detrimentally on the character of the area and would not be detrimental to the amenities of adjoining neighbours. No impact on highway safety would result and the standard of accommodation provided for future occupants would be suitable

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 following conditions:

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

Reason: Section 91, Town and Country Planning Act 1990.

- 2 Details of a scheme of landscaping, which shall include 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** Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.

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

- 4** Details of the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed in accordance with the approved details.

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

- 5** 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: In order to comply with Policy 5.13 of the London Plan and in order to ensure the satisfactory drainage of the site.

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 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 adopted Unitary Development Plan.

8 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.

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

- 9** No additional windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the flank elevation(s) of the development 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.

- 10** 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.

- 11** Before the development hereby permitted is first occupied, the proposed window(s) in the second floor western flank elevation shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.

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

- 12** No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

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

- 13** The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings 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.

- 14** Prior to commencement of the development hereby permitted, a survey of the condition of the road shall be submitted and agreed by the Local Planning Authority and any damage caused to the surface of the road during the construction phase of the development will be reinstated to a standard at least commensurate with its condition prior to the commencement of the development.

Reason: In the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

- 15** Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) for 2 cycles shall be provided at the site and shall be permanently retained thereafter.

Reason: In order to comply with Policy T7 and Appendix II.7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

- 16** 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, including details of ACO channel and soakaway pit, 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 a satisfactory means of surface water drainage.

You are further informed that :

- 1** The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.
- 2** You are advised that this application is 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 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.**

If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

- 4 Street furniture/ Statutory Undertaker's apparatus "Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant."**

- 5 Given the status of Park Farm Road as an unadopted street/highway, the applicant should be advised via an informative attached to any permission that the condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development. The applicant should, therefore, also be advised that before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for them to obtain the agreement of the owner(s) of the sub-soil upon which Park Farm Road is laid out.**

- 6 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the**

existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.