

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

**Application No :** 19/01744/FULL1

**Ward:**  
Chelsfield And Pratts  
Bottom

**Address :** Deneside Orchard Road Pratts Bottom  
Orpington BR6 7NS

**Objections:** Yes

**OS Grid Ref:** E: 547473 N: 162538

**Applicant :** Mr M Doyle

**Description of Development:**

Demolition of existing dwelling and garage and erection of replacement five bedroom detached dwelling with attached garage.

**Key designations:**

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency

**Proposal**

Planning permission is sought for the demolition of the existing dwelling and the erection of a two storey 5 bedroom new detached dwelling.

The proposed detached dwelling would have two storeys and would have a pitched roof with a height of a maximum of 7m and would incorporate a barn hip, front gable feature with a height of 6.7m and front and rear dormers and rooflights. The proposal would incorporate an attached garage which would have a pitched roof with a height of 5.9m.

This application follows previous applications for extensions to the dwelling including providing a first floor to the existing bungalow, the most recent applications being permitted under ref 17/05315/FULL6 with amendments permitted (on appeal) under ref. 18/00523/RECON.

The current proposal now involves a replacement dwelling but would have a similar design, scale, ridge height and separation from the side boundaries than the permitted scheme ref. 18/00523/RECON.

**Location**

The existing building is a detached one storey bungalow with a detached garage to its northern boundary. The surrounding area is entirely made up of plots containing chalet bungalows. Plot sizes are generous and the predominant character of the

locality is of low density, one storey residential accommodation. The application site sits on a raised land level in comparison with the neighbouring dwelling - Roughway.

The site does not lie within a conservation area and is not a Listed Building.

### **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

- put in several different plans for the proposed development for Deneside and is of the opinion that it is a means of going around the 'back way'
- Whilst height of the proposed property has been reduced, still concerned that it might be higher than the average heights of other properties in the road
- Concerned that it will overshadow their property
- Property is 1m higher
- Request a site visit from the planning committee
- new plans are very similar, although larger, than the previous ones that were refused permission on 13 July 2017
- encroach more on Roughway and also extend further into the back garden.
- will completely overdevelop the site in width, depth and height
- the overbearing nature would result in a decrease of spatial quality to the impairment of the character of this part of the road and chalet bungalows.
- Application form states that this property is on main drainage. This is not correct and should be investigated further.

#### Local Groups

- site lies within a pleasant, semi-rural residential area, with individually designed, detached properties in very generous plots.
- area has distinctive high spatial characteristics with properties set back from the road
- An additional extension of 2.4m to the rear adds significant bulk to the overall scheme,
- revised scheme suffers the same shortcomings of the one that was refused permission in July 2017
- Deneside at present has a ridge that runs across the site.
- This proposal would continue that height well into the site because of the extensive area of flat roof.
- at odds with the general pattern of development in this part of Orchard Road
- Since 2017 refusal NPPF has been revised and new Local Plan adopted

- notable that Policy 4 requires new housing developments not only to achieve a high standard of design and layout but to enhance the quality of local spaces.
- Latest application falls short of meeting the policy requirements because -
- it is too bulky at first floor level with an extensive area of flat roof,
- development right up to the boundary exacerbates the feeling of overdevelopment,
- the development results in a diminution of the spatial quality, to the detriment of the character of the area and
- the development fails to enhance the quality of the local area.

### **Comments from Consultees**

Drainage Engineer: There is no public surface water sewer near the site, so the applicant is required to make his own arrangement as how to dispose of surface water run-off. A condition is recommended.

Highways: Same as previous application - Orchard Road is an unmade residential street that is not subject to waiting restrictions. Due to its nature at this point and existing accesses it has limited scope for on-street parking.

The PTAL rating for the site is 0 (the worst) and so car ownership would be expected to be associated with occupiers of the dwelling.

The proposal includes a double garage and an in-out drive that could accommodate 2/3 cars parked off-street.

There are no objections to this proposal from the highway point of view subject to standard conditions being imposed.

### **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 development plan for Bromley comprises the London Plan (March 2016) and the Bromley Local Plan (2019). The NPPF does not change the legal status of the development plan.

### London Plan Policies

- Policy 3.3 Increasing Housing Supply.
- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.8 Housing choice
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.7 Renewable energy
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs
- Policy 5.12 Flood risk management
- Policy 5.13 Sustainable drainage
- Policy 5.14 Water quality and wastewater Infrastructure
- Policy 5.15 Water use and supplies
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.6 Architecture
- Policy 8.3 Community infrastructure levy

### Bromley Local Plan

- 1 Housing Supply
- 4 Housing Density and Design
- 8 Side Space
- 30 Parking
- 32 Road Safety
- 37 General Design of Development
- 73 Development and Trees

## Supplementary Planning Guidance

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

### **Planning History**

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

<b>Application Number</b>	<b>Description</b>	<b>Decision</b>
84/01526/FUL	- Single Storey Rear Extension.	Granted
86/03351/FUL	- Formation of new roof with additional rooms.	Granted
87/01844/FUL	- Construction of enlarged replacement roof single storey infill addition at front single storey rear extension.	Granted
16/05818/FULL6	- Raising of the roof to provide first floor accommodation and two storey side and rear extension.	Refused
17/01661/FULL1	- Demolition of existing dwelling and erection of a 2 storey 5 bed dwelling.	- Refused
	'The proposal would fail to complement or respect the spatial quality of the surrounding area and would appear as an overly dominant and cramped feature in the streetscene. This would be contrary to the guidance within London Plan Policy 7.4, UDP policy BE1, H9, and draft policy 8.'	
17/05315/FULL6	- Raising of the roof to provide first floor accommodation and two storey side and rear extension	- Permitted
18/00523/RECON	- Minor Material Amendment to vary	- Refused and allowed on appeal

The application was refused by the Council as it was considered to be contrary to Side Space Policy H9 of the Unitary Development Plan (now superseded by Policy 8 of the Bromley Local Plan) as the enlargement of the garage provided less than 1m side space and was considered to appear overly bulk cramped and dominant in the street scene.

The application was however subsequently allowed on appeal with the Inspector stating in the appeal decision as follows:

'Both parties acknowledge that the proposed side space at the appeal dwelling and the boundary with 'Rough Way would be less than 1 metre, but this would be no less than the current situation. However, this element of the scheme would not amount to a 2-storey extension, as it would be a single storey extension with accommodation in the roof space. Therefore, the scheme is not contrary to the

advice contained within Policy H9. Additionally, due to the current siting of the existing, detached single garage, nor could it be advanced that a 'higher standard' of separation already exists.'

'Additionally, the design of the roof over the attached garage would ensure that a sufficient visual break will remain between the host dwelling and 'Rough Way', thus preserving the gap between the dwellings, which contributes to the spacious characteristic of the area. The above measures will ensure that the scheme is not overly dominant or form a cramped feature in the streetscene.'

18/02260/PLUD - Single storey side extension to dwelling LAWFUL  
DEVELOPMENT CERTIFICATE (PROPOSED) - Refused

### **Considerations**

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

- Resubmission
- Principle
- Design
- Standard of residential accommodation
- Highways
- Neighbouring amenity
- Sustainability
- Trees
- Other (drainage/flooding/noise/pollution)
- CIL

### Resubmission

The site has been subject to a number of previous applications for a replacement dwelling or extension to the existing property. The application for a replacement dwelling was refused under ref. 17/01661/FULL1 for the following reason:

'The proposal would fail to complement or respect the spatial quality of the surrounding area and would appear as an overly dominant and cramped feature in the streetscene. This would be contrary to the guidance within London Plan Policy 7.4, UDP policy BE1, H9, and draft policy 8.'

More recently, a householder application for extensions to the existing bungalow to form a two storey dwelling has been permitted under ref. 17/05315/FULL6 for raising of the roof to provide first floor accommodation and two storey side and rear extension. Amendments to this application were then allowed on appeal under ref. 18/00523/RECON with the main amendments comprising of the increase in width and height of the attached garage.

This proposal involves a replacement dwelling with a very similar size, siting and design as the extension to the existing bungalow permitted under application ref. 18/00523 and the amendments made are as follows:

- Slab level has been lowered by 0.37m so that it would be partly below ground level however the overall ridge height would remain the same as under the approved scheme ref. 18/00523
- Increase in depth of rear projection by 2.4m to the southern side of the rear elevation and would have a width of 5.4m at ground floor and would incorporate a catslide roof with a flat roof to the first floor element with a height of 5m
- The proposed front dormer and rooflight would be positioned lower in the roofslope nearer to the eaves, from a height of 5.5m from ground level to the flat roof of the dormer to 5.1m
- Alterations to the position and size of some of the fenestration and rooflights
- The rear dormer to the northern side would be enlarged in width from 2.3m to 3.9m but reduced in height from 5.5m from ground level to 5.2m.
- Alterations to the internal layout.

## 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.

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

Policy 4 of the Local Plan 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.

Policy 8 of the Local Plan states that when considering applications for new residential development, including extensions, the Council will normally require a proposal of two or more storeys in height to retain a minimum 1 metre space from the side boundary of the site for the full height and length of the flank wall of the building. Where higher standards of separation already exist within residential areas, proposals will be expected to provide a more generous side space. This will be the case on some corner properties.

As in the permitted scheme under ref. 17/05315/FULL6 and amendments under ref. 18/00523, the proposal has been designed and styled to a high standard. The height and appearance of the proposal would continue to be reflective of the surrounding area a likeness to the chalet bungalow character of accommodation in the street.

The application proposes to demolish the existing dwelling and construct a new dwelling which would closely match the design and scale of the extensions permitted under a minor material amendment permitted under ref. 18/00523 however with some further amendments to the scheme.

The proposal would continue to provide the same separation from the flank boundaries as the permitted scheme ref. 18/00523, with a proposed separation of 75cm at the front to the northern side (adjoining Roughway) narrowing to 37cm towards the rear of the garage and would have the same ridge height and bulk as the amendments to the garage proposed under ref. 18/00523. However, the Inspector in the appeal decision for ref. 18/00523 considered that the garage did not amount to a two storey development therefore it was not considered that the proposal was contrary to Side Space Policy 8. A separation of 94cm is proposed to the front to the southern side boundary shared with Fonthill and Applegarth.

With regards to the amendments made to the garage width and roof and the resultant reduced side space which would be the same in the current application as the permitted scheme on appeal. The Inspector stated in the appeal decision as follows:

'Both parties acknowledge that the proposed side space at the appeal dwelling and the boundary with 'Rough Way would be less than 1 metre, but this would be no less than the current situation. However, this element of the scheme would not amount to a 2-storey extension, as it would be a single storey extension with accommodation in the roof space. Therefore, the scheme is not contrary to the advice contained within Policy H9. Additionally, due to the current siting of the existing, detached single garage, nor could it be advanced that a 'higher standard' of separation already exists.'

'Additionally, the design of the roof over the attached garage would ensure that a sufficient visual break will remain between the host dwelling and 'Rough Way', thus preserving the gap between the dwellings, which contributes to the spacious

characteristic of the area. The above measures will ensure that the scheme is not overly dominant or form a cramped feature in the streetscene.'

The proposed separation to the side boundaries and scale of the garage and its roof proposed has therefore already been considered acceptable under this previous permission (18/00523) which was allowed on appeal. The proposal is therefore not considered to be contrary to the aims of Policy 8 of the Bromley Local Plan or have a harmful impact on the spatial standards of the area and would not appear cramped or overly dominant in the street scene.

Account has been taken of the permission at nearby Faircot (granted under reference 13/03068/FULL6) which permitted an increased scale and form of development compared with the original bungalow. The height of the current proposal reflects this permission by extending to chalet bungalow height on the principle frontage, with the first floor accommodation and windows restrained within the roof form. The only upper floor non-roof windows are set within the less prominent side and rear elevations. The proposal also only presents one full height gable to the street scene

Although not indicated on the submitted plans, the verdant character of front gardens in the street could be maintained at the application site through a condition requiring submission and implementation of a landscaping scheme prior to occupation of the dwelling.

The revised scheme would be in keeping with development within the locality, and would respect the spatial quality, form and grain of the surrounding area. It would now comply with guidance within, BLP policies 6, 8 and 37.

### 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 transport issues should be considered from the earliest stage of both plan making and when formulating development proposals and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

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

The proposed dwelling would continue to provide a satisfactory level of off street parking and access for a 5 bed house with a large front driveway.

## Neighbouring amenity

Policy 37 of the Bromley Local Plan 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 single storey garage element is sympathetic to the proximity and lower ground level of the neighbouring dwelling, Roughway to the north, and would ensure that the form of development, at this point, is no more immediately imposing than the current arrangement.

The neighbouring plot to the south, Fonthill is set a significant distance from the application site, there would remain at least 15m between Fonthill and the proposed left flank wall of the proposal. The only upper floor windows serve ensembles or secondary windows to the bedrooms and as such could be conditioned to be obscurely glazed.

The main roof profile and garage would be similar to the extended dwelling permitted under ref. 18/00523 and therefore the bulk proposed has already been established under this previous permission. The proposal would involve a further 2.4m rear projection compared to the extension permitted in 2018 to the southern side of the rear elevation, adjacent to the boundary with Fonthill. This would incorporate a catslide roof over the ground floor element with a flat roof to the first floor element which is set in from the ground floor flank walls. Therefore, the proposed additional rear projection would not result a bulky addition or greater harmful visual impact to the scheme already permitted under ref. 18/00523. The proposal is not therefore considered to result in any additional harmful visual impact or overshadowing over the extension already approved under ref. 18/00523.

It is not considered that the proposed alterations to the fenestration would result in any additional vantage points which would be detrimental to the privacy of the neighbouring properties.

The proposal maintains a satisfactory distance from the neighbouring dwellings and due to the siting and design of the proposed dwelling, would not have an overbearing or detrimental impact on the amenities of the neighbouring occupiers and would accord with Policy 37.

## Sustainability

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

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

## CIL

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

## **Conclusion**

Having had regard to the above it is considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area.

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

## **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 of the Town and Country Planning Act 1990**

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

**Reason: In order to comply with Policy 37 of the Bromley Local Plan and in the interests of visual and residential amenity.**

- 3 The materials to be used for the external surfaces of the building shall be as set out in the planning application forms and / or drawings unless otherwise agreed in writing by the Local Planning Authority.**

**Reason: In order to comply with Policy 37 of the Bromley Local Plan and in the interest of the appearance of the building and the visual amenities of the area.**

- 4 (a) Prior to commencement of the development hereby approved (excluding any ground clearance or demolition) a scheme for the provision**

of surface water drainage shall be submitted and approved in writing by the local planning authority.

(b) Before the details required to satisfy Part (a) are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 and the advice contained within the National SuDS Standards.

(c) Where a sustainable drainage scheme is to be provided, the submitted details shall:

i. provide information about the design storm period and intensity, the method employed to delay (attenuate) and control the rate of surface water discharged from the site as close to greenfield runoff rates (8l/s/ha) as reasonably practicable and the measures taken to prevent pollution of the receiving groundwater and/or surface water

(d) The drainage scheme approved under Parts a, b and c shall be implemented in full prior to first occupation of the development hereby approved

Reason: Details are required prior to the commencement of any new operational development in order to ensure that a satisfactory means of surface water drainage, to reduce the risk of flooding can be achieved before development intensifies on site and to comply with the Policy 5.13 of the London Plan and Policies 115, 116 and 117 of the Bromley Local Plan

5 Prior to commencement of development (excluding demolition) 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 . The development shall be completed strictly in accordance with the approved levels.

Reason: Required prior to commencement in order to ensure that a satisfactory form of development can be undertaken on the site in the interest of visual amenity and to comply with Policy 37 of the Bromley Local Plan

6 (a) Surface water from private land shall not discharge on to the highway.

(b) Prior to the commencement of above ground works 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.

(c) Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the details approved under Part (b) and shall be retained permanently thereafter.

Reason: To ensure satisfactory implementation of the surface water drainage proposals can be secured before additional pressure is placed on existing arrangements and to accord with to London Plan Policy 5.13

**Sustainable Drainage and Policies 115, 116 and 117 of the Bromley Local Plan**

**7** i) Prior to commencement of above ground works details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

**1. A scaled plan showing all existing vegetation to be retained and trees and plants to be planted which shall include use of a minimum of 30% native plant species of home grown stock (where possible) and no invasive species**

**2. Proposed hardstanding and boundary treatment**

**3. A schedule detailing sizes and numbers of all proposed trees/plants**

**4. Sufficient specification to endure successful establishment and survival of new planting.**

**(ii) There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority.**

**(iii) Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details**

**Reason: In order to comply with Policies 37, 73 and 74 of the Bromley Local Plan to secure a visually satisfactory setting for the development and to protect neighbouring amenity.**

**8** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no building, structure, extension, enlargement or alteration permitted by Class A, B or C of Part 1 of Schedule 2 of the 2015 Order (as amended), shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

**Reason: In the interests of protecting the character of the area and residential amenity of neighbouring properties in accordance with Policy 37 of the Bromley Local Plan**

**9** Before the development hereby permitted is first occupied the proposed roof windows in the south facing roof slope of the dwelling shall be obscure glazed to a minimum of Pilkington privacy Level 3 (or equivalent), 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 installed and the window(s) shall subsequently be permanently retained in accordance as such.**

**Reason: In the interest of the amenities of the adjacent properties and to comply with Policy 37 of the Bromley Local Plan**

**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)**