

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

Application No : 17/02290/OUT

Ward:
Bromley Town

Address : 100 Madeira Avenue Bromley BR1 4AS

OS Grid Ref: E: 539333 N: 170245

Applicant : South East Living Group

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of a three storey terrace comprising 2 three bedroom and 1 four bedroom houses with integral garages, access onto Madeira Avenue and associated landscaping OUTLINE APPLICATION

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 3

Proposal

Outline planning permission is sought for the demolition of the existing dwelling at No. 100 Madeira Avenue and the erection of three terraced three storey dwellings. Two of the dwelling will have three bedrooms and one will have four bedrooms. The proposal includes vehicle access onto Madeira Avenue to provide car parking and landscaping to the front and individual rear gardens will be provided.

The applicant has provided an illustrative plan that indicates that the proposed building will have a height of 11.4m and a width of 16.4m. The building will have a length of 14.9m. The roof will be pitched with an eaves height of 8.6m. The building will retain a side space of 1.15m to the northern flank boundary and 1.7m to the southern flank boundary.

The proposal is for outline planning permission, with access and layout being the reserved matter for which approval is sought. Details of appearance, landscaping and scale are reserved for future detailed consideration.

Location

The site is located on the eastern side of Madeira Avenue and comprises a detached two storey dwelling. The topography of the site slopes steeply downhill from rear to front and the wider area is characterised by a mix of detached, semi-detached and terraced dwellings with a variety of architectural styles and heights. The site is covered by a Tree Preservation Order.

Comments from Local Residents

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

- Insufficient space for parking in front of garages which would increase on-street parking and traffic issues on Madeira Avenue. Impractical garages proposed.
- Loss of unique character of existing building. Replacement building would be out of character.
- Overdevelopment of the site and excessive bulk. Building line of the road would not be respected.
- Dominant and overbearing form of development and lowering of spatial standards of the road.
- Loss of local character – existing building has merit and should be retained whilst the new building would not reflect local character.
- Disruption and further traffic issues as a result of the construction works and increase in number of houses at the site.
- Loss of on-street parking along the frontage of the site, impacting on parking on the road.
- The proposed development of the roof space adds an extra level of windows. Coupled with the proposed forwarding of the building's footprint, which is already intrusive, this would also be a gross invasion of privacy for the houses across the road. It would mean that there would be a clear view into bedrooms and those of my neighbours. This contravenes aspects of Article 8 of The European Convention on Human Rights.
- Loss of privacy and overlooking of neighbouring residential properties.
- Loss of light and overshadowing.
- Noise, disturbance and possible damage to cars as a result of the construction works. Construction conditions should be imposed.
- The serious amount of excavation needed has serious implications for the safety of the foundations of the neighbouring properties and for the proposed property itself.
- Impact on trees at the site.

Consultations

Highways – Madeira Avenue is not subject to waiting restrictions in this vicinity and accommodates on-street parking without significant detriment to the free flow of traffic or conditions of safety in the highway. Although there appears to be a high demand for on-street parking in the vicinity of the application site and so there is likely to be some displacement of on-street parking demand to accommodate the proposed additional 2 crossovers. However, this is unlikely to have any significant impact in respect of highway considerations. The site location has a PTAL rating of 1a (low) where car ownership would be expected to be associated with the occupiers of the properties and where up to 2 parking spaces per unit would be desirable. The proposal is to provide integral garages and drives for each property and thus offer 2 off-street parking spaces per unit. Refuse and cycle storage is indicated to be within the garages. There are no highway objections to the principle of this proposal.

Environmental Health (Housing) – no comments received.

Environmental Health (Pollution) – no objections raised subject to standard informatives.

Drainage – no comments received. A standard drainage condition can be imposed to ensure satisfactory drainage of the site.

Thames Water – no comments received.

Considerations

National Planning Policy Framework, 2012

Chapter 4 Promoting Sustainable Transport
Chapter 6 Delivering a Wide Choice of High Quality Homes
Chapter 7 Requiring Good Design

The following London Plan policies are also a material consideration:

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
6.9 Cycling
6.13 Parking
7.4 Local Character
7.6 Architecture

The application falls to be determined in accordance with the following policies of the Unitary Development Plan

BE1 Design of Development
H1 Housing Supply
H7 Housing Density and Design
H9 Side Space
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
T7 Cyclists
T18 Road Safety
NE7 Development and Trees

Emerging Local Plan

The Council is preparing a Local Plan and the final consultation on its proposed submission draft of the Local Plan closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). The updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, and indicated the submission of the draft Local Plan to the Secretary of State in mid-2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 1 – Housing Supply
Draft Policy 4 – Housing Design
Draft Policy 8 – Side Space

Draft Policy 30 - Parking
Draft Policy 32 – Highways Safety
Draft Policy 37 – General Design of Development
Draft Policy 73 – Development and Trees
Draft Policy 116 – Sustainable Urban Drainage Systems (SUDS)
Draft Policy 123 – Sustainable Design and Construction

Other 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

Planning permission was refused under ref. 06/00093 for demolition of existing dwellings and erection of 6 four storey four bedroom townhouses with integral garages, car parking and landscaping (100 and 102 Madeira Avenue). The refusal grounds were as follows:

‘The proposed development would be out of character with the general pattern of development in the area, and would constitute a cramped overdevelopment of the site, by reason of the size, height and massing of the building, which would be detrimental to the spatial standards of the street scene and out of character with the surrounding area, thereby contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (September 2002).

The development in the manner proposed, and in particular the bulk of the building and the front facing balconies, would have a seriously detrimental effect on the amenities of nearby residents by reason of loss of prospect and privacy, and would be contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (September 2002).’

Planning permission was refused under ref. 05/02468 for demolition of existing dwellings and erection of 4 storey block comprising 14 two bedroom flats with 12 undercroft and 9 open parking spaces, associated bin store and cycle parking and terraced garden at rear (at 100 and 102 Madeira Avenue). The refusal grounds were as follows:

‘The proposed flatted development would be out of character with the general pattern of development in the area, and would constitute a cramped overdevelopment of the site, by reason of the number of units proposed, the size, height and massing of the building, and the lack of adequate car parking provision and amenity space, which would be detrimental to the spatial standards of the street scene and out of character with the surrounding area, thereby contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (September 2002).

The proposed building, by reason of its size, height and depth of rearward projection, would have a seriously detrimental effect on the amenities of nearby residents through loss of light, privacy and outlook, and would be contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan and Policies H6 and BE1 of the second deposit draft Unitary Development Plan (September 2002).

The proposed undercroft and surface parking area is inadequate in both layout and number of spaces provided to meet the Council's standards, and the proposals are, therefore, likely to lead to increased pressure for parking in nearby roads, which would be detrimental to the free flow of traffic and conditions of safety in the highway, thereby contrary to Policy T.15 of the adopted Unitary Development Plan and Policy T3 of the second deposit draft Unitary Development Plan (September 2002).'

Conclusion

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties. The impact on highway safety and the standard of accommodation provided for future occupants are also considerations.

Impact on the Character of the Area

Housing is a priority use for all London Boroughs. Policy 3.3 Increasing Housing Supply, Policy 3.4 Optimising Housing Potential and Policy 3.8 Housing Choice in the London Plan (2015) generally encourage the provision of redevelopment in previously developed residential areas 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.

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

Policy H7 requires the design of new residential development to be of a high quality and to recognise as well as complement the qualities of the surrounding areas. Density ranges should be compliant with the Technical Housing Standards and levels of residential amenity should be compliant with the London Plan.

Madeira Avenue is characterised by a mix of residential properties, including detached, semi-detached and terraced housing. There are also townhouse dwellings with a three storey appearance further to the north of the site on the eastern side of the road (Nos. 114-124). The proposal seeks to demolish the single detached dwelling at No. 100 and replace it with a row of 3 terraced dwellings. Whilst the existing building is attractive in its design, it is not Statutory or Locally Listed and is not considered that its demolition would result in the loss of a significantly important building or be detrimental to local character. It is considered that the principle of the replacement proposed would be considered acceptable in light of the local character and the mix of development style on Madeira Avenue.

The proposed replacement building will retain a suitable side space to the flank boundaries of the site in order to respect the spatial standards of the area in this regard. The height of the building will exceed that of Nos. 98 and 102, however the use of a pitched roof design will focus this additional height away from the boundaries and therefore the building is considered to read sympathetically in the street scene without dominating the neighbouring dwellings. The height of the building will be marginally lower than the maximum height of the existing building. The proposed building will be sited in a manner that respects the established building line and would not appear to be prominent within the street scene due to the ample set back from the highway.

On balance it is considered that the style, layout and density of the development would complement the mixed character of Madeira Avenue and would not detract from the established form, layout and character of the area. The proposal would therefore comply with Policies BE1 and H7 of the Unitary Development Plan and Policies 4 and 37 of the emerging Local Plan.

Residential Density

Table 3.2 of the London Plan outlines suitable residential density figures throughout London, subject to setting and public transport accessibility. Within a suburban location such as this, with a PTAL rating of 1a, a residential density of 35-55 units per hectare would be expected for this type of large residential development, where the average number of habitable rooms per unit is 3.8-4.6.

The site has an approximate area of 0.09 hectares. The provision of 3 units would therefore result in a site density of 33.3 units per hectare. As the density standards should not be applied mechanistically, this marginal shortfall is considered to be broadly suitable for the site, given the PTAL rating and wider local character.

Amount and Standard of Accommodation

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, and in this instance, the proposal represents a density of 42 dwellings per hectare with the table giving a suggested level of between 40-80 dwellings per hectare in a suburban area with a 4 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 proposal needs to be assessed against the wider context in terms of the character, spatial standards and townscape value of the surrounding area.

Policy 3.5 of the London Plan and the Housing SPG (2016) 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 Nationally Described Housing Standards (2015).

A three bedroom five person house over three storeys would require a GIA of 99 square metres and a four bedroom six person house 112 square metres. The proposal would create residential dwellings that would have a GIA that comfortably exceeds this minimum. It is therefore considered that the dwellings would provide a suitable standard of accommodation for future occupants in accordance with the DCLG Technical Housing Standards (2015). It is also considered that the proposed room sizes would meet the minimum standards in respect to GIA and minimum width. The proposed bedrooms will have a GIA of between 11m² and 23m². The Technical Housing Standards require 11.5m² for a double bedroom and 7.5m² for a single bedroom. The bedrooms would meet the required 2.75m width requirement for a double

bedroom size and 2.15m for the single bedroom. The proposal would provide ample private amenity spaces at the rear and would therefore provide a suitable standard of accommodation for future occupants.

Impact on Neighbouring Residential Amenities

The proposed dwelling would respect the building line of this part of Madeira Avenue, however it would project 6m to the rear of No. 102 at lower and upper ground floor level. The development would present a three storey flank wall to No. 102 with a separation of 2.9m. The set back at first floor and roof level means that the building would project 3.5m to the rear of No. 102 at first floor level. The first floor and roof will be sited approximately 1m closer to the flank boundary than the existing two storey structure and whilst this would create some degree of further shadowing, the relationship with No. 102 is considered to be acceptable in this regard. As the lower ground floor aspect of the scheme will be sited on a low land level relative to No. 102, this aspect of the proposal would not impact on the outlook from the neighbouring rear windows. The upper ground floor would project 6m however the roof would not exceed the height of the existing boundary fence. The first floor will be set back with a rear projection of 3.5m relative to the rear wall of No. 102. The proposal would also create a separation to the flank boundary that does not at present exist by removing the existing building which adjoins the northern side boundary. In addition there are no flank windows at No. 102 that would be affected and on balance it is considered that the proposal would respect the amenities of No. 102 in light of the low roof height of the upper ground floor, separation to the boundary and stepped design at upper floor level.

To the south, the siting of the building will respect both the front and rear building line of No. 98 and will not project significantly either to the front or rear of this house. This particular relationship is considered to be acceptable as no loss of sunlight or visual impact would result. No. 98 possesses one first floor flank window that is obscurely glazed and serves a bathroom.

It is therefore considered that the proposal would respect the amenities of neighbouring properties and would comply with Policies BE1 and H7 of the Unitary Development Plan and Policies 4 and 37 of the emerging Local Plan.

Parking and Highway Safety

The Residential Car Parking Standards prescribe up to 2 car parking spaces per unit for large residential developments in a low PTAL area. Each dwelling will be provided with an integral garage and additional car parking space to the front of the building.

Madeira Avenue is not subject to waiting restrictions in this vicinity and accommodates on-street parking without significant detriment to the free flow of traffic or conditions of safety in the highway. Although there appears to be a high demand for on-street parking in the vicinity of the application site and so there is likely to be some displacement of on-street parking demand to accommodate the proposed additional 2 crossovers. However, this is unlikely to have any significant impact in respect of highway considerations.

The site location has a PTAL rating of 1a (low) where car ownership would be expected to be associated with the occupiers of the properties and where up to 2 parking spaces per unit would be desirable.

The proposal is to provide integral garages and drives for each property and thus offer 2 off-street parking spaces per unit. Refuse and cycle storage is indicated to be within the garages. There are no highway objections to the principle of this proposal.

Other Considerations

The site has no protected trees and therefore from an arboricultural point of view, no objections are raised. The details of replacement landscaping may be conditioned in order to ensure a satisfactory appearance and level of landscaping.

From a drainage perspective, no comments have been received from the Council's Drainage Officer, however a standard drainage condition can be imposed to ensure satisfactory drainage of the site.

Summary

Having had regard to the above it was considered that the proposal is acceptable in that it would not result in a significant loss of amenity to local residents and would not impact harmfully on the character of the area. To highway safety implications would result from the proposal and the development would not impact on trees. It is therefore recommended that Members grant planning permission.

Background papers referred to during production of this report comprise all correspondence on file ref(s): 05/02468/FULL1, 06/00093/FULL1 and 17/002290, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

1. (i) Details relating to the
 - (a) appearance
 - (b) landscaping
 - (c) scale

shall be submitted to and approved by the Local Planning Authority before any development is commenced.

- (ii) Application for approval of the details referred to in paragraph (i) above must be made not later than the expiration of three years beginning with the date of this decision notice.
- (iii) The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the details referred to in paragraph (i) above, or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: No such details have been submitted and to comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

2. 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.

3. 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.

4. Before any work is commenced details of parking spaces and/or garages and sufficient turning space shall be submitted to and approved in writing by the Local Planning Authority and such provision shall be completed before the commencement of the use of the land or building hereby permitted and shall thereafter be kept available for such use. No development whether permitted by the Town and Country Planning (General Permitted Development Order) 1995 (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.

5. The floor(s) of the garage(s) shall be constructed at such level(s) that the gradient of the access drive(s) does not exceed 1:10 at any point, as calculated from the levels of the back edge of the footway to the front of the garage floors.

Reason: In order to comply with Appendix II of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

6. 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.

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

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. 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.

10. 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.

- 11.** 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.

- 12.** Before the development hereby permitted is first occupied, the proposed window(s) in the first and second floor flank elevations 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.

- 13.** No 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.

- 14.** 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 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.

- 15.** Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

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

- 16.** A minimum distance of 6m shall be provided between the front doors of the garage(s) and the back edge of the footway.

Reason: In order to comply with Appendix II of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

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 may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010).**

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.**

- 4 The applicant is advised that discharging surface water run-off to public sewer without attenuation is not acceptable.**

- 5 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.**

- 6 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.

