

## 4-8 Sedgemere Road

In the London Borough of Bexley

Planning Application reference: 24/02488/FULM

This addendum sets out various factual updates, clarifications and corrections which need to be considered in conjunction with the Representation Hearing Report originally published on 22 September 2025.

### Clarifications and corrections to the report

Paragraph	Proposed Amendment / Correction	Comment
3	A contribution of £15,000 towards a controlled parking zone review by the Council of the impact of the Development and whether alterations to existing parking controls needs to be introduced, <b>or towards the provision of an off-site car club bay.</b>	Revision in response to Local Highway Authority comments.
3	Travel Plan Monitoring Contribution of <del>£2,000</del> <b>£3000</b> to monitor the implementation of and compliance with the Travel Plan.	Revision in response to Local Highway Authority comments.
235	Whilst foul flows from the development would increase due to the much larger scale of development, the applicant's calculations identify that there would be an overall reduction in flows to the surrounding foul networks in the area against the existing discharges <b>rates.</b>	Clarification.
244	..the applicant's drainage strategy identifies that a betterment in surface water runoff would be achieved to the surrounding foul networks within the area when compared to the existing unrestricted discharge, along with an overall reduction in flows <b>rates</b> when accounting for both proposed foul and surface water.	Clarification.
246	...in this case, however, it is considered that that there are site specific circumstances and concerns which mean	Additional information.

	<p>that this is impracticable. <b>The proposed development would attenuate surface water through on-site measures which is promoted within Thames Water strategies to slow down the rate of rainwater in the sewer network.</b></p>	
248	<p>Furthermore, <del>the</del> <b>a planning condition in response to</b> requested by Thames Water <b>comments</b> would be imposed requiring network reinforcement upgrades or development phasing (if required).</p>	<p>Alteration to reflect current draft condition wording.</p>
248	<p>..In addition, given the size of this site, the total attenuation volume is limited, and the scheme is expected based on the applicant's calculations to provide an overall betterment <b>in the site runoff rate</b> from existing discharges to the local foul networks.</p>	<p>Further clarification.</p>
311	<p>Whilst inclusion of an off-site car club space has been considered, the applicant has sought to prioritise other active and sustainable travel measures within what is an acceptable package of transport mitigations. It is noted that the TA identifies an existing car club vehicle nearby <b>and the controlled parking zone contribution may also be attributed towards the provision of an off-site car club bay.</b></p>	<p>Revision in response to Local Highway Authority comments.</p>
336	<p>The applicant estimates that the CIL payments would total approximately £1,186,942. Further discussion would be required with LB Bexley officers to confirm the final figure.</p>	<p>Further information.</p>
<b>Appendix 1, Condition 11</b>	<p>Prior to the commencement of development hereby permitted (with the exception of site preparation and demolition works), details of all on site SuDs and attenuation measures shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that the previously identified site surface water discharge rate of 1 l/s to the Thames Water Sewer network will be achieved. The submitted scheme shall include details of:</p>	<p>Further detail relating to the required surface water discharge rate.</p>

	b). Calculations to demonstrate that the proposed system is fit for purpose, including correctly sized attenuation to achieve the identified surface water discharge rate of 1 l/s <b>for all storm events up to and including the 1 in 100 year with an additional 40% allowance for future climate change;</b>	
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