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DATE: 2 June 2017

To: Members of the
DEVELOPMENT CONTROL COMMITTEE

Councillor Peter Dean (Chairman)
Councillor Richard Scoates (Vice-Chairman)
Councillors Vanessa Allen, Douglas Auld, Eric Bosshard, Katy Boughey,
Kevin Brooks, Lydia Buttinger, Nicky Dykes, Simon Fawthrop, William Huntington-
Thresher, Charles Joel, David Livett, Kate Lymer, Alexa Michael, Neil Reddin FCCA
and Michael Turner

A meeting of the Development Control Committee will be held at Bromley Civic
Centre on **MONDAY 12 JUNE 2017 AT 7.30 PM**

MARK BOWEN
Director of Corporate Services

Public speaking on planning application reports is a feature at meetings of the Development Control Committee and Plans Sub-Committees. It is also possible for the public to speak on Contravention Reports and Tree Preservation Orders at Plans Sub-Committees. Members of the public wishing to speak will need to have already written to the Council expressing their view on the particular matter and have indicated their wish to do so to Democratic Services **by no later than 10.00 a.m.** on the working day before the date of the meeting.

The inclusion of public contributions, and their conduct, will be at the discretion of the Chairman. Such contributions will normally be limited to two speakers per proposal, one for and one against, each with three minutes to put their point across.

For further details, please telephone **020 8313 4745**.

A G E N D A

- 1 **APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS**
- 2 **DECLARATIONS OF INTEREST**
- 3 **CONFIRMATION OF THE MINUTES OF THE MEETINGS HELD ON 25 APRIL 2017 AND 10 MAY 2017 (Pages 1 - 14)**

4 QUESTIONS BY MEMBERS OF THE PUBLIC ATTENDING THE MEETING

In accordance with the Council's Constitution, questions to this Committee must be received in writing 4 working days before the date of the meeting. Therefore please ensure questions are received by the Democratic Services Team by 5 pm on Tuesday 6 June 2017.

5 PLANNING APPLICATION (16/04563/OUT) - 18 HOMEFIELD RISE, ORPINGTON BR6 0RU (Pages 15 - 64)

6 PLANNING APPLICATION (17/00757/OUT) - LAND AT JUNCTION WITH SOUTH EDEN PARK ROAD AND BUCKNALL WAY, BECKENHAM (Pages 65 - 108)

7 AUTHORITY MONITORING REPORT 2014-2016 (Pages 109 - 154)

8 SUBMISSION OF BROMLEY'S DRAFT LOCAL PLAN

(This report, together with the appendices, is printed as a supplementary document. Members should retain this document for the purpose of future consideration at meetings of the Executive on 20 June and Full Council on 26 June 2017.)

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DEVELOPMENT CONTROL COMMITTEE

Minutes of the meeting held at 7.30 pm on 25 April 2017

Present:

Councillor Peter Dean (Chairman)
Councillor Richard Scoates (Vice-Chairman)
Councillors Vanessa Allen, Graham Arthur, Katy Boughey,
Kevin Brooks, Lydia Buttinger, Nicky Dykes, Simon Fawthrop,
William Huntington-Thresher, Charles Joel, David Livett,
Russell Mellor, Keith Onslow, Tony Owen, Neil Reddin FCCA,
Pauline Tunncliffe and Michael Turner

Also Present:

Councillors Nicholas Bennett J.P. and Michael Tickner

37 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

Apologies for absence were received from Councillors Douglas Auld, Eric Bosshard and Alexa Michael; Councillors Keith Onslow, Russell Mellor and Tony Owen attended as their respective substitutes.

38 DECLARATIONS OF INTEREST

There were no additional declarations of interest.

39 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 25 JANUARY 2017

RESOLVED that the Minutes of the meeting held on 25 January 2017 be confirmed and signed as a correct record.

40 QUESTIONS BY MEMBERS OF THE PUBLIC ATTENDING THE MEETING

The following oral question was received from Mr D Angelo concerning the methods adopted by Bromley Planning Department when dealing with applications where privacy and loss of light were major issues:

'Can you please explain why, when a planning application is made initially and an objection by affected parties has been made, that an amended application for the same property addressing some of the objections is totally ignored and the initial plans passed?

Both the original application, the objection and the amended application were with the planning department prior to the final decision being made.

Surely by any standards this is totally unacceptable and shows a total lack of logic by the planning department.’

The Chairman responded as follows:-

Each planning application is determined on its merits with regard to the development plan and other material planning considerations. Representations made to the application are a consideration and are never ignored.

However, an application can only be determined on the basis of the plans submitted by the applicant who has the final choice as to what forms their application. If a proposal would have an unacceptable impact in planning terms, it would be refused planning permission.

Supplementary Question:

If the applicant withdrew amended plans we would like proof of when the plans were withdrawn.

The Chairman repeated that the applicant was free to put in whatever application they wished. The application would be decided on its merits.

Councillor Simon Fawthrop exercised his right as a member of the Committee and asked the following question:

Is it possible that there was a miscommunication and that in fact a supplementary application may have been submitted with the original application which then fell when the original application was granted permission?

The Chairman responded that his understanding of the circumstances surrounding the application was this: an application had been submitted and the application had generated objections. A subsequent amendment was then submitted with the amendment being withdrawn later.

The Chief Planning Officer further clarified that Mr Angelo’s complaints relating to the handling of this application were currently being addressed through the Council’s complaints procedure.

A further written question (set out below) was received from Mr Martin Ruddick of Bracken Hill Lane, Bromley concerning planning application (15/03400/FULL1) – 20 Blyth Road: Retrospective Planning Application, dismissed on appeal on 21 April 2016

Question

Mr Kehoe, the Chief Planner, instructed for the enforcement to be issued. Other promises have been made by the Enforcement Offices, and the item was raised at the DCC on 25/01/17 by Clive Lees on our behalf, with the expected issue of the enforcement notice within a couple of weeks. No notice has been issued - could the DCC pursue this please.

The Chairman's response was as follows:-

The Council has now issued an enforcement notice against the unauthorised development, EN/14/00163/OPDEV in connection with the unauthorised creation of a vehicular access together with the erection of a 3 metre high fence and the formation of a hardstanding for vehicular parking. A copy of the notice can be viewed online at

<https://searchapplications.bromley.gov.uk/online-applications/enforcementDetails.do?activeTab=documents&keyVal=N3CHL2BT0NA00>

41 PLANNING APPLICATION (16/04563/OUT) - 18 HOMEFIELD RISE, ORPINGTON BR6 0RU (ORPINGTON WARD)

Description of application – Demolition of numbers 18-44 Homefield Rise and the construction of 105 residential apartments in four separate three and four storey blocks to be served by two accesses together with associated car parking, cycle parking, refuse storage and private communal amenity space.

Oral representations in objection to the application were received from Mr David Padgham on behalf of Lancing Residents' Association.

Mr Padgham reported the following:-

Lancing Residents' Association was not opposed to redevelopment of the site per se. They were opposed to the current plans that were under consideration. The residents' felt that the current proposals amounted to overcrowding of the site.

Mr Padgham had been advised by a designing out crime expert that one of the proposed entrances to the development posed a danger.

Although the developers claimed that the site was in an urban area, the reality was that the location was suburban and it was felt that the proposals under consideration would result in urban sprawl.

Lancing Residents' Association were asking for the current application to be refused with any future submission more in line with the character of the area.

In response to Member questions, Mr Padgham reported that the building referred to in point 3 of his submission was a garage and workshop.

Oral representations in support of the application were received from Ms Jo Tasker (agent).

Ms Tasker reported the following:-

The Agent's had submitted a letter to the Committee which provided further details of the proposals. The current proposals had been in development for two years during this time there had been a number of consultations and the applicants had been involved in two pre-application processes.

The applicants considered that the site was in a sustainable location and that the proposals supported ongoing regeneration of Orpington Town Centre. The scheme would deliver a substantial number of new homes and the proposals around the number of affordable homes were well in excess of policy requirements.

In response to Member questions, Ms Tasker stated that the proposed car parking offer met policy requirements and was more than that required by both Transport for London and the Council's Highways department.

In terms of affordable housing, Affinity Sutton were required to meet certain strict standards in respect of rental accommodation.

Concerning the issue that had been raised by the speaker in objection to the proposal surrounding the proximity of the proposed development to a building belonging to 21 Lancing Road, Ms Tasker reported that the building was a workshop. A garage building could be closer to the development than a residential building.

Additional representations had been received from the applicant in support of the application and the speaker who had attended the meeting to speak in objection to the application, and from residents re-iterating comments already summarised in the report. In addition to this a representation had been received from Mr Richard Gibbons concerning the provision of cycle parking. The recommendation within the report would be subject to a section 106 agreement and officers would seek 35% affordable housing in addition to the s.106 elements outlined in the report.

Opening the debate, Councillor William Huntington-Thresher noted that during the course of the application process the approach of the developers had shifted from one of working in partnership with local residents to one of simply trying to push the proposals through. In line with this change of approach, during the course of the application process the proposals had changed a number of times. Councillor Huntington-Thresher stated that in his view 100 units represented the maximum for the site as it was in a suburban setting. The current proposals amounted to overdevelopment due to the arrangement of the units. Furthermore, the impact on amenity, specifically gardens, had been disregarded by the developers. The proposals were contrary to Policy BE1 in an area that was in deficit of public space. Councillor Huntington-

Thresher proposed that consideration of the application be deferred as the application represented overdevelopment and the proposals were out of character with the surrounding area. A deferral would also enable issues such as bicycle parking and car ownership to be further addressed.

Councillor Pauline Tunnicliffe seconded the motion to defer consideration of the application and endorsed the comments made by her ward colleague, Councillor Huntington-Thresher.

Councillor Fawthrop reported that in his opinion the application should be refused due to the bulk and size of the development, insufficient parking provision, and the impact on residential amenity.

Councillor Reddin stated that he would lean towards deferral. The site was surrounded by suburban low rise residential properties and a number of the proposed blocks overlooked open land. Councillor Reddin sympathised with Councillor Fawthrop's views on parking and indicated that in addition to revised parking he would like to see a reduction in height of the blocks.

Having considered the report, objections and representations, Members **RESOLVED that consideration of the application be DEFERRED to address the following:-**

- **overlooking (particularly from Blocks A and D);**
- **development (bulk and size) too large causing harm to the character of the area and resulting in overdevelopment;**
- **excessive number of units;**
- **arrangement of blocks A and D out of character;**
- **reduction in scale and height;**
- **concerns regarding level of parking and greenspace.**

**42 PLANNING APPLICATION (16/05782/FULL1) - KLINGERS,
EDGINGTON WAY, SIDCUP DA14 5AF (CRAY VALLEY EAST
WARD)**

Description of application – Partial demolition and redevelopment of the Klinger factory and associated buildings to provide 15 units to be used for B1(c), B2, B8 uses together with associated access and parking.

Joint Report 16/05782/FULL1 and 16/05784/LBC.

Oral representations from the Council's Design Champion, Councillor Nicholas Bennett in support of the application were received at the meeting. Councillor Bennett reported the following:-

The site had a chequered history and the building had been empty for roughly 20 years and had been subjected to vandalism. The building was on the risk register but remained an important building within the Borough and was a good example of the modernism of the period. Councillor Bennett reported

that he supported the recommendations in the report, particularly recommendation 7 – that the car parking area shall be used only by customers and employees of the premises at the application site and for servicing of the premises.

It was reported that, contrary to what was stated in the report, the site was not in the Green Belt but adjacent to it. Part of the access fell within the London Borough of Bexley and a Grampian condition would be added requiring works to the access to be completed.

Councillor Arthur welcomed the application which secured the building for its original purpose. The conditions outlined in the report were appropriate and Councillor Arthur moved that planning permission be granted.

The motion was seconded by Cllr Simon Fawthrop.

Having considered the report and representations Members unanimously **RESOLVED that PERMISSION BE GRANTED as recommended, subject to the conditions and informatives set out in the report of the Chief Planner and an additional condition as follows:**

Before the development hereby approved is first brought into use the access to the site from the existing highway shall be constructed in accordance with a design and specification first submitted to and approved in writing by the London Borough of Bexley (under Bexley Council ref. 16/03132/FUL)

REASON – To ensure a satisfactory means of access to the development in the interest of highway safety, to comply with Policy T18 of the Unitary Development Plan.

43 PLANNING APPLICATION (16/05784/LBC) - KLINGER WORKS, EDGINGTON WAY, SIDCUP DA14 5AF (CRAY VALLEY EAST WARD)

Description of application – Partial demolition and redevelopment of the Klinger factory and associated buildings to provide 15 units to be used for B1(c), B2, B8 uses together with associated access and parking.

Joint Report with 16/05782/FULL1.

The Chairman moved that Listed Building Consent be granted subject to the conditions listed in the report.

Councillor Simon Fawthrop seconded the motion.

Councillor Charles Joel noted that there was damage to the existing building and metal windows and stressed that as the development progressed these must be replaced with like-for-like materials.

Councillor Mellor welcomed the industrial use for the building which would provide small units were start-ups could locate

Having considered the report and representations Members unanimously **RESOLVED that LISTED BUILDING CONSENT BE GRANTED as recommended, subject to the conditions set out in the report of the Chief Planner.**

**44 PLANNING APPLICATION (16/05897/FULL1) - MAYBREY
BUSINESS PARK, WORSLEY BRIDGE ROAD, LONDON SE26
5AZ (COPERS COPE WARD)**

Description of application – Demolition of existing buildings and comprehensive redevelopment of the site to provide new buildings ranging from five to nine storeys in height comprising 159 residential units (Use Class C3), 1,099 sq m commercial floorspace (Use Class B1a-c) residents gym (Use Class D2), together with associated car and cycle parking, landscaping and infrastructure works.

Oral representations in support of the application were received from Mr Kieron Wheeler (Agent).

Mr Wheeler reported the following:-

The proposals before the Committee represented an important opportunity to regenerate the site. The developers had been in dialogue with both Council Officers and the GLA. The site in question was physically separated from the business area and it was unlikely that the buildings would be occupied again. A range of modern, conventional floor space was being proposed in the high quality, mixed use development which would incorporate 159 new homes.

In response to Member questions, Mr Wheeler confirmed that 5 car parking spaces on the north west of the development had been allocated for visitor parking. The developers had undertaken a parking survey which had indicated that there was capacity for on-street parking and there would be a concierge on site to control use of the spaces. The development was well located in good proximity to public transport and the town centre. A designed approach had been adopted and the developers felt that the impact on amenity space provision was minimal. Although Network Rail had reported that it was standing room only from Lower Sydenham station there were frequent, quick trains to London Bridge. Car parking had been a serious consideration and car club and travel scheme plans had been included within the proposals. The Developers felt that car parking provision was comfortable and appropriate for the site.

An update to the report was circulated. This clarified that as a result of amendments to the scheme made by the applicant, the proposed level of commercial floorspace was 1099 sqm (GIA), resulting in a net loss of 3304 sqm (GIA). This represented a 75% reduction in the quantum of commercial floorspace on site, when compared to the existing situation.

Late representations had been received along with comments from the Environment Agency and the Metropolitan Police Designing Out Crime Officer. No objections were raised subject to recommended conditions in the event that planning permission was granted.

Comments were also received from TfL, confirming in summary that the amount of car parking should be reduced to encourage sustainable travel, supported by the implementation of a CPZ.

Further representations had been received from Network Rail, raising concerns regarding the impact on capacity at Lower Sydenham Station.

In opening the debate, Councillor Russell Mellor, Ward Councillor for Copers Cope, highlighted that this was the third development of large density in the ward. This particular area was at saturation point for residential units and the existing industrial sites must now be considered for industrial purposes. The infrastructure for the area was not adequate to meet the additional demands of the proposal. Councillor Mellor moved that the application be refused for the reasons set out in the report and the additional reason: that the infrastructure of the area was inadequate to meet the additional demands of the proposal.

Councillor Simon Fawthrop seconded the motion adding that Public Transport Accessibility Levels (PTALS) were an inadequate method for deciding planning policy.

Councillor Reddin, although supporting refusal, noted that there were some positives within the application: it was refreshing to see a 1:1 parking ratio and the landscaping around the river would be welcome. However, these positives did not overcome the scale of the development and its proximity to Metropolitan Open Land.

Having considered the report, objections and representations, Members **RESOLVED that PERMISSION BE REFUSED as recommended, for the reasons set out in the report of the Chief Planner.**

The following ground for refusal was added:

In the absence of information to demonstrate to the contrary, the proposed development would give rise to an unacceptable impact on local public transport infrastructure particularly the local rail network, contrary to Policy T9 of the Unitary Development Plan and Policy 6.3 of the London Plan.

Noting it was the last meeting of the municipal year, the Chairman thanked the Members of the Committee for their continued support.

The meeting ended at 8.30 pm

Chairman

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DEVELOPMENT CONTROL COMMITTEE

Minutes of the meeting held at 7.54 pm on 10 May 2017

Present:

Councillor Peter Dean (Chairman)
Councillor Richard Scoates (Vice-Chairman)
Councillors Douglas Auld, Eric Bosshard, Katy Boughey,
Kevin Brooks, Lydia Buttinger, Nicky Dykes, Simon Fawthrop,
William Huntington-Thresher, Charles Joel, David Livett,
Kate Lymer, Alexa Michael, Neil Reddin FCCA,
Pauline Tunncliffe and Michael Turner

Also Present:

Other Members of the Council

45 PROPORTIONALITY OF SUB-COMMITTEES

RESOLVED that the proportionality of Sub-Committees be agreed as follows –

	Size	Conservative	Labour	UKIP
Plans Sub No. 1	10	8	1	1
Plans Sub No. 2	9	8	1	0
Plans Sub No. 3	9	8	1	0
Plans Sub No. 4	9	8	1	0

46 MEMBERSHIP OF SUB-COMMITTEES

RESOLVED that the following Sub-Committees be appointed for the 2017/18 municipal year with membership agreed as below.

(a) PLANS SUB-COMMITTEE NO. 1

	<u>Councillors</u>
1	Douglas Auld
2	Katy Boughey
3	Alan Collins
4	Robert Evans
5	Samaris Huntington-Thresher
6	Charles Joel
7	Alexa Michael
8	Tony Owen
9	Kevin Brooks (LAB)
10	Terence Nathan (UKIP)

(b) PLANS SUB-COMMITTEE NO. 2

	<u>Councillors</u>
1	Lydia Buttinger
2	Peter Dean
3	Nicky Dykes
4	Simon Fawthrop
5	Russell Mellor
6	Tony Owen
7	Richard Scoates
8	Michael Turner
9	Richard Williams (LAB)

(c) PLANS SUB-COMMITTEE NO. 3

	<u>Councillors</u>
1	Douglas Auld
2	Katy Boughey
3	Alan Collins
4	Samaris Huntington-Thresher
5	William Huntington-Thresher
6	Charles Joel
7	Alexa Michael
8	Colin Smith
9	Kevin Brooks (LAB)

(d) PLANS SUB-COMMITTEE NO. 4

	<u>Councillors</u>
1	Lydia Buttinger
2	Nicky Dykes
3	Simon Fawthrop
4	Kate Lymer
5	Neil Reddin
6	Richard Scoates
7	Melanie Stevens
8	Michael Turner
9	Richard Williams (LAB)

47 APPOINTMENT OF CHAIRMEN AND VICE-CHAIRMEN

RESOLVED that the following Councillors be appointed as Chairmen and Vice-Chairmen of the Sub-Committees appointed for 2017/18 –

(a) Plans Sub-Committee No. 1

Councillors Alexa Michael and Charles Joel

(b) Plans Sub-Committee No. 2

Councillors Lydia Buttinger and Michael Turner

(c) Plans Sub-Committee No. 3

Councillors Katy Boughey and Douglas Auld

(d) Plans Sub-Committee No. 4

Councillors Richard Scoates and Simon Fawthrop

The Meeting ended at 7.55 pm

Chairman

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Application No : 16/04563/OUT

Ward:
Orpington

Address : 18 Homefield Rise Orpington BR6 0RU

OS Grid Ref: E: 546296 N: 166102

Applicant : Affinity Sutton And McCulloch Homes Ltd **Objections :** YES

Description of Development:

Demolition of numbers 18-44 Homefield Rise and the construction of 103 residential apartments in four separate three and four storey blocks to be served by two accesses, together with associated car parking, cycle parking, refuse storage and private communal amenity space.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 29

Update

The application was deferred without prejudice from Development Control Committee on the 25th April to seek a review of the following points:

- Overlooking (particularly from Blocks A and D)
- Development (bulk and size) too large causing harm to the character of the area and resulting in overdevelopment
- Excessive number of units
- Arrangement of blocks A and D out of character
- Reduction in scale and height
- Concerns regarding level of parking and greenspace

Following the deferral, amended plans have been submitted which can be summarised as:

- A reduction of two units from 105 units to 103 units
- A reduction in the width and height of the rear of blocks A and D.

- Design changes to Blocks A and D
- The rear security fence has been increased in height to 2m and with dense hedging in front.
- Car parking provision is maintained at 76 spaces
- A detailed landscaping scheme will be provided

Block D has been reduced in length and is sited a further 1m from the rear boundary with the properties along Lancing Road. The rear most element has been reduced in height by 3m and in width by 7m. From the rear, the building will appear as three storeys at the closest point with the properties along Lancing Road. To compensate for the reduction in scale to the rear of the block, an additional wing has been added to the eastern elevation, set back 3.1m from the front elevation and measuring 5.8m in width and 11.5m in length at four storeys in height.

Block A has also been reduced in length and is sited a further 1.4m from the rear boundary of the site. The rear most element has also been reduced in height by 2.9m and in width by 9.4m. From the rear, the building will appear as two storeys at the closest point to the properties along Lancing Road. To compensate for the reduction in scale to the rear of the block, an additional wing has been added to the western elevation, set back approximately 4.9m from the front elevation and measuring 6.1m in width and 10m in length.

Block B and C have been reduced in height to the rear by 700-900mm.

The original report is repeated below, updated where necessary.

The summary and recommendation remains as before.

Proposal

Outline planning permission in respect of access, layout and scale is sought for the demolition of 18-44 Homefield Rise and the erection of 103 residential units comprising 20 x 1 bedroom 2 person apartments (inclusive of 2 x 1 bed, 2 person wheelchair units), 17 x 2 bedroom 3 person apartments (inclusive of 2 x 2 bed, 3 person wheelchair units), 64 x 2 bedroom 4 person apartments and 2 x 3 bedroom 5 person apartments. 76 car parking spaces and internal/external bicycle parking provision is proposed as well as refuse storage and landscaping. The detailed design of the development including appearance and landscaping would be subject to further planning approval at the appropriate stage and are not to be considered at this point.

Details of the proposal are set out below.

- The application proposes four blocks of apartments. Block A is proposed at two/three storeys with blocks B and C proposed with four storeys and block D proposed with three/four storeys. Surface car parking for 76 vehicles is located between block A and B and C and D.

- 2 x 1 bed (2 person), 10 x 2 bed (3 person), 8 x 2 bed (4 person) inclusive of 4 wheelchair accessible flats will be made available for affordable rent. 5 x 1 bed (2 person), 1 x 2 bed (3 person) and 10 x 2 bed (4 person) will be made available for intermediate rent. 39 of the remaining flats are to be shared ownership (not secured by legal agreement) with 27 units available at market rate.
- The development will front Homefield Rise with the existing entrances to the properties stopped up and replaced with two main vehicular entrance points to the east and west of the site. Pedestrian accesses are proposed from Mortimer Road to the south-east of the site and Gravel Pit Way to the west. Individual entrances to the ground floor front facing flats are taken from Homefield Rise.
- Four units are designed to be wheelchair accessible and are located within the ground floor of apartment block A. Four further units are designed to be wheelchair adaptable and are located on the ground floor of Block B and Block C.
- The four blocks are proposed to be constructed with a flat roof profile (with PV panels on top) and are to be set back from the highway by 1.8m at the closest point. The blocks are located between 8.4m-25m from the rear boundary with the dwellings sited along Lancing Road.
- The site is proposed to be bounded by 1.2m high wall and railings with secure pedestrian gates flanking the vehicle access. To the rear of the site a 2m high close boarded fence with defensive planting is proposed.

The applicant has submitted the following documents and, in some cases, subsequent addendums to support the application:

Transport statement (October 2016)

The report considers the highway and transportation issues regarding the proposed development, determines how the proposal integrates with the current transport network and establishes the predicted impact associated with the site including measures to influence travel behaviour. Section 2 addresses the site and local highway network including the availability of sustainable transportation alternatives to single occupancy car use. Section 3 looks at the planning policy, section 4 considers vehicle trips and the proposed impact, section 5 refers to traffic impact and section 6 considers travel plan initiatives.

The Transport statement considers that the site is in a very sustainable location with frequent bus services and Orpington Station just over 960m from the site. Car parking has been assessed based on economically active residents plus travel to work census demand. Parking provision will also be assisted by providing membership of a local car club. The statement also notes that the multi-modal increase associated with the scheme will not produce a material impact on the local road network. The report concludes that the proposed development accords with local policies and sustainable values.

Following the receipt of comments from the Council's Highways Officer, a Technical Note was received dated 14th February 2017 which states:
'Clarification was requested in respect of parking provision and the correlation between economically active residents and travel to work by car. It is proposed that parking is provided at a ratio of 0.78 per unit which is higher than the Berkeley Homes development currently under construction (14/03316/FULL1) which has a ratio of 0.55 spaces per unit. An assessment of those that may drive to work has been calculated and it accords with the number of parking bays on site. The assessment provides an evidence base that offsite parking, within a commuter controlled parking zone is unlikely to occur'.

With regard to cycle parking, covered cycle spaces will be provided in close proximity of each block to provide for up to 80 cycles. An area has been allocated within the site to cater for a further 112 spaces within 2 areas, resulting in capacity for 192 cycles on site. The demand for cycle parking will be monitored via the Travel Plan and controlled via the S106. Should the travel plan highlight the demand for additional cycle parking then the additional 112 spaces will be provided.

An addendum to the highways information was submitted in March 2017 which provided an update on the transport issues associated with the submission of amended plans. The report builds on the details submitted within the original application and further to comments from the highways officer to ensure the scheme does not result in any adverse highway impact. The addendum concludes that in highway terms the scheme accords with local and national policy.

Travel Plan (January 2017)

The travel plan addresses the site's current travel characteristics, reviews the governments and local planning policies, reviews the predicted travel patterns of future residents and is concerned with measures to encourage the use of sustainable travel modes and reducing single occupancy car use.

The report concludes that the development has been located in an area which can support sustainable travel and has ready access to the bus services and cycle links. The scheme has been designed to further encourage sustainable modes of transport i.e.: by the preparation of welcome packs which will include cycling/walking maps, bus routes and timetables, train timetables, car share information etc. Car club cars will be parked in surrounding road close to the development and the site will have increase permeability to allow easy use for walking and cycling. This can be secured by way of planning condition.

Preliminary Ecological Appraisal and Internal and External Building Survey

The assessment found that the site does not lie within or adjacent to any statutory or non-statutory designated ecological sites. The site is comprised mainly of amenity grassland, building and hardstanding.

Two buildings on the site were considered to have 'low' suitability for roosting bats, with no evidence of internal roosting and a lack of suitable holes and crevices. These buildings can be demolished without further consideration of bats.

Four of the residential buildings could not be surveyed and it is recommended they are surveyed in the future when available.

Three mature ivy covered sycamores were found on site which were considered of low suitability for roosting bats however it is recommended that these are retained within the scheme.

No evidence of badgers was found on the site however some areas could not be fully assessed due to dense vegetation cover or lack of access. A badger update survey is recommended before works begin and once dense vegetation is cleared.

Much of the site was unsuitable for reptiles however some long grass and scrub in the garden could potentially be suitable for slow worms. It is recommended a sensitive strimming regime is adopted.

One pond was identified which was considered to contain 'poor' habitat suitability for great crested newts.

Nesting birds may use the trees and scrub on site; it is recommended that clearance work on site be undertaken outside of the breeding bird season or immediately after a nesting bird check by a suitably qualified ecologist.

A fox hole was identified in one garden. Any mammal burrows should be excavated by hand to prevent any harm under the Mammals Protection Act 1006.

Tree Report (Inclusive of a Tree Survey, Constraints Plan, Arboricultural Impact Assessment, Arboricultural Method Statement and a Tree Protection Plan) (September 2016)

It is proposed to remove 6 no. category B sycamore trees from a centralised position within the site, 17 no. category C trees and 6 no. low category C hedges. 3 no. category U trees and 1 no. category U hedge will also be removed. The report includes various mitigation and protection methods in order to protect the remaining trees within the site. The report states that there is scope for extensive replacement planting with relatively large trees that should have more than adequate space to develop into good specimens.

The report concludes that providing that the measures outlined in the report are followed it should be relatively straight forward to protect the remaining trees on the site.

An addendum to the report was submitted in March 2017 which amends the site plan in respect of the revised plans. No other changes are made and the conclusions of the report remain valid.

Energy Statement (September 2016)

The document examines the planning policy context of sustainability and energy target requirements including bringing the development in line with London Plan requirements. Consideration was given to a range of renewables however the installation of photovoltaic was the only feasible option resulting in a 35.49% saving.

An addendum to the energy statement was received in March 2017 which acknowledged the zero carbon requirement of the London Plan however concluded there is little scope within the development to improve upon the 35% carbon reduction as proposed. As such, the developer is in agreement to pay the payment in lieu for carbon offsetting which can be secured via the section 106 agreement.

Flood risk assessment (September 2016)

The site is located within Flood Zone 1 which is defined as having a low risk of flooding and is a development type that is classified as being 'more vulnerable'. The report considers that the site is not exposed to any significant risks of flooding. It has been decided to discharge the surface water run-off via infiltration. This can be created through the combined use of crate soakaways and permeable paving. Rain water harvesting is appropriate on a scheme of this size and can be conditioned. There is the potential opportunity to incorporate SUDs into the scheme

An addendum to the flood risk assessment was received on the 28th February 2017 which provided a response to some of the consultation comments received as part of the application primarily the potential for significant surface water flooding within the rear gardens of the existing dwellings. It was concluded that the additional analysis undertaken demonstrates that the risk of surface water flooding to the development has been accurately quantified and can be mitigated appropriately by installing SuDS. In addition, it is recommended as a precautionary approach that the threshold level of the new buildings are raised to a minimum of 57.8 AODN, which will help to minimise the risk of internal flooding.

Archaeological Desk-Based Assessment (September 2016)

The application site is shown to have low potential for archaeological remains for all periods, bar the modern period. Any archaeological remains from this period are considered to have a nil value. Furthermore, the construction of the present structures on the application site is considered to have had a detrimental effect on any archaeological remains from earlier periods, either significantly truncating them or completely removing them.

Daylight and Sunlight Assessment (October 2016)

The report states that consideration has been given to number 12 Homefield Rise which is in the immediate vicinity of the proposed development. The rear windows to this dwelling have been analysed and the results show that there will be no significant adverse impact to the access to daylight to the habitable rooms. All of

the windows tested meet or surpass the BRE numerical recommendations with respect to daylight. The windows within the north facing apartments facing Homefield Rise were also assessed with no impact found to occur as a result of the proximity to the development at the Old Police Station site.

An addendum to the daylight sunlight assessment was submitted in March 2017. Within this it was confirmed that with the amended plans as received, there will be no further impact upon neighbouring residents.

Air Quality Assessment (September 2016)

The report notes that the construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation methods to minimise dust emissions. With these measures in place, it is expected that any residual effects will not be significant. The local community may experience occasional, short term dust annoyance. The scale of this would not normally be considered sufficient to change the conclusion that the effects will be 'not significant'. The building related emissions are below the benchmarks however the transport related emissions are above the benchmarks. Mitigation of this will need to be agreed with the Council.

Noise Assessment (September 2016)

Conclusions of the report note that standard methods of construction and standard grades of double glazing are likely to be sufficient to achieve the British Standard BS 8233 design targets for internal noise with windows closed. External noise level over all but the last few metres of the site closest to the roads are within the upper guideline value for gardens and amenity area, and the main proposed amenity area is well within the desirable noise level for such uses.

The road traffic noise affecting the site is concluded to be between the lowest observed adverse effect level and the significant observed adverse level. Mitigation has been found necessary but this is to a modest extent.

Statement of Community Involvement (October 2016)

The statement provides details of all public consultation undertaken with regard to the proposed development. The statement gives information concerning a copy of a newspaper advert, a copy of a public consultation invitation, the feedback form used at the consultation, a report of the consultation event and a follow up leaflet distributed.

The application is also accompanied by a Planning Statement (September 2016) which covers all relevant national, regional and local plan policy.

The following summary points are made in support of the application:

- There is no relevant planning history relating specifically to the site. However planning permissions have been granted in the local area for the

redevelopment of a range of different sites. All of these new developments are considered to contribute to the regeneration of Orpington Town.

- The Council are unable to demonstrate a five year housing land supply
- The existing houses on the site are not Listed, locally listed or in a Conservation Area
- The site is highly sustainable and accessible
- The location of the site is close to Orpington town centre and not only is the site suitable, in principle, for residential redevelopment, it is also suitable for a more efficient, optimum and higher density form of residential redevelopment.
- The application buildings would provide an appropriate transition from these buildings to the lower and more domestic scale of the housing in Lancing Road
- The scheme has been broken up into separate buildings with gaps between the buildings to ensure the scheme does not appear overbearing or monolithic.
- The scheme responds to the topography of the site with the buildings stepping down the hill to provide a varied and interesting streetscape
- The scheme has been designed to address the dual frontages at the eastern and western ends of the site
- The scheme is not of an excessive density
- The development incorporates a good sized amenity area to the rear of the buildings
- The proposed development would not give rise to any loss of daylight or sunlight into the garden area of Lancing Road nor would there be any loss of outlook or visual over dominance given the distances involved and the intervening screening

Several amendments to the scheme have been submitted throughout the application process which has altered the layout, design and type of units proposed with the main set of amendments received on the 27th February and the 30th March. The main changes and additional information are as follows:

- Elevational alterations to break up the massing of the blocks
- Increased landscaping throughout the parking area facilitated by the reduction in 6 parking spaces
- Introduction of 2x 3 bedroom units within Block D
- Small increase in depth of blocks A and D at ground floor level
- Re-location of cycle and bin storage to an internal location within the blocks and the phased provision of external bicycle parking
- Increased planting along the front boundary
- Staggered front building line to allow for a greater separation distance to the highway
- Removal of the front gates
- Change in tenure mix of one unit and provision of wheelchair adaptable units
- Increased depth of recess along the flank elevations of Blocks B and C and insertion of inward facing window.
- Removal of some of the cycle storage within the upper floors and basement parking

Location

- The site measures 0.75 hectares (gross site area) and is sited on the southern side of Orpington Town Centre and to the east of the High Street (Approx.80m at the closest point).
- The site is located to the southern edge of Homefield Rise and comprises 13 dwellings, Nos.18-44, and is bound by Gravel Pit Way to the west and Mortimer Road to the east. The dwellings offer a mix of semi-detached and detached one and two storey properties of a varied style and size set with plots of a generally similar size and depth and presenting a common front building line within the street scene.
- To the west of the site to the other side of Gravel Pit Way are four two storey semi-detached dwellings, Nos 6-12 Homefield Rise, before the rear of the properties that front the eastern edge of High Street Orpington. The areas to the southern boundary, the east to the other side of Mortimer Road and the north-east to Lychgate Road are uniformly residential in character with a mixture of dwelling types representing the commencement of the residential development to the east of the town centre.
- The northern edge of Homefield Rise comprises the southern boundary of the largely commercial block featuring five storey Sainsbury's supermarket and the multi-storey car park above, Orpington College, the former police station building and The Walnuts shopping centre further to the north together with the associated leisure centre. Much of the land immediately abutting the northern edge of Homefield Rise comprises a single storey building to the south of the police station and a ground level car park which provides a separation of some 65m from the back edge of the footpath to the 11 storey Orpington College building.
- The site is located opposite the southern access to The Walnuts Centre, the multi-storey car park, Orpington College of Further Education and the site of the former Orpington Police Station that is currently being redeveloped under application ref: 14/03316/FULL1. The site also bounds residential properties to the west and along Lancing Road, Homefield Rise and Mortimer Road.
- The site is not subject to any TPO's and is predominantly characterised by areas of laid lawn and residential paraphernalia. One pond is identified within the 13 houses but this poses no ecological constraints.
- The site has no specific development plan designation in the 2006 UDP and is located within a transitional area between the Town Centre and residential properties. The site is allocated for residential development within the Draft Local Plan.
- The site is within a moderate Public Transport Accessibility Level (PTAL) area of 4
- The site is located within Flood Zone 1.

Consultations

Comments from Local Residents:

As notified on the 21st November 2016:

- Potential noise issues
- Overdevelopment of the site
- Privacy issues to the owner/occupiers of the properties along Lancing Road
- Security issues - the development should be gated and there should be a substantial height brick wall between the development and the rear gardens of Lancing Road
- Smells arising from the proposed communal bins will cause amenity issues
- Light and noise pollution will occur
- There are current issues with the development at Orpington policy Station including working unsociable hours which may occur at this site
- The site has two pedestrian accesses which are not gated, this negates the security benefits from the installation of gates at the front of the site
- No additional screening from plants is planned
- The external appearance of the development is not in keeping with the area
- There is insufficient parking proposed
- Increased car movements will cause highways safety issues
- The development will appear over bearing and out of scale
- There will be noise and disturbance to the occupiers of the dwellings along Lancing Road from the car parking within close proximity to the fences and the play area
- Balconies should not be allowed above two storeys
- Cycle parking is too close to the rear boundary which may cause a security risk
- Bin storage is insufficient for the development
- A much more suitable proposal would be townhouses
- There are no other blocks of flats in this residential area
- The public consultation was not listened to and the plans have been altered to the detriment of local residents
- The Berkeley Homes development was considered to be in the town centre, whereas this development is considered a transitional site. Why are there differences when they are equally as close to Orpington Town Centre?

As notified on the 6th March 2017:

- Bromley Council refused an application in 2010 to erect a bungalow at the end of the garden of 21 Lancing Road on the grounds that the development was out of character. This application would cause a greater amount of harm.
- Since the original consultation process, the developer has not taken on board any of the public comments
- The proposals will cause significant overlooking
- Overdevelopment of the site
- Out of keeping with the character of the area
- Considerable alterations to the skyline
- Other development in the area is not suitable justification for the proposals

- The scheme is not of high quality design. This development exceeds the allocation for the site and does not contribute to the quality of the area in terms of facilities
- The development will create significant over shadowing and will be overbearing in nature
- Security will be compromised as a result of the exposure of the rear gardens along Lancing Road
- Highways Safety Issues
- There is insufficient open space within the development
- The developer makes reference to the lack of 5 year housing land supply, this is no longer the case
- Too ambitious for the site
- Object to the loss of trees

As notified on the 30th March 2017

- The height of these dwellings will severely affect the sunlight and daylight and will overshadow the neighbouring properties and gardens significantly which are already shady due to the Northerly aspect.
- The proposal will create significant overshadowing of mine and other neighbouring properties and will be overbearing in its nature. The underlying terrain that these blocks will be built on is not flat and therefore the overall impact will be greater. Additionally, the height of these properties will mean significant privacy is lost by the existing occupiers of the neighbouring properties gardens and houses.
- Traffic issues due to increased car movements
- Believe that Affinity Sutton are abusing the planning application process by continually amending parts of their planning application and that Bromley Council are allowing them to do this.
- 14 days is not enough time to respond to amendments
- Amendments frustrate residents
- At no time a change has been made has any former document be named as no longer relevant. This is deliberately confusing and dishonest and Bromley Council should put a stop to it.
- Blocks are too high and too close to Lancing Road residents
- Orpington needs 2 and 4 bed roomed houses not 1 and 2 bedroom flats
- Flats are not in keeping
- Not enough parking spaces
- Communal bins will attract rats
- Overdevelopment of the site
- The exterior appearance of the upper floors makes the blocks look like containers
- Safety concerns from traffic and construction

As notified on the 18th May 2017

Objections received to the amended applications can be summarised as follows:

- The amended submitted scheme only makes relatively small changes from the original submission and the revised plans do not allay my concerns in relation to the principle of a large-scale development.
- The proposed development does not provide a suitable mix of housing for the locality based upon the Planning Officer's own recommendations
- The proposed design will not add to the quality of the area, it will detract from it. The blocks ignore the traditional suburban layout of the area.
- The development will interrupt the street scene, interrupted by a taller skyline
- The proposed design detracts from the sense of place and streetscape that currently exists in this area of Orpington.
- The proposal does not create an appropriate mixture of uses or support local services the proposal will rely heavily on existing community amenities as well as infrastructure and will not provide any additional facilities within the locality.
- The blocks of flats will be out of place.
- Privacy issues from the proximity of the development
- It is not innovative development
- That appropriate ways to reduce crime and disorder have not been incorporated into the design of the proposal scheme.
- The development will be out keeping
- This site does not represent an infill housing site and therefore a development of this scale and magnitude will be at odds to the existing vernacular, street scene, layout and housing density; this application would be more applicable to an infill site or plot within the Town centre.
- The latest Amended documents received for Homefield Rise creates the same problems as before. The massing of the development is as big as before except for the reduced height of Block A and minor alterations to Blocks B and C on the rear elevations.
- Although Blocks B and C have a revised position on the site Blocks B, C and D have 4 floors and still have balconies overlooking the residential 2 storey housing in Lancing Road.
- The development is poorly thought out by greedy developers trying to over develop this site for profit alone without any sympathy for the surrounding housing.
- Excessive number of units
- Concerns regarding level of parking and green space
- If approved as per this 'amendment' it will inevitably set a downhill precedent for the future of Orpington as we know it.
- Increased pressure on infrastructure and local resources
- At the planning meeting on 25th April 2017 the plans for Homefield Rise were deferred on 6 points. I do not believe the amended plans, submitted on 18th May 2017, address any of these 6 points. In addition these new plans site 3 cycle storage units directly behind the rear fences of Lancing Road residents which will further decrease the security of the residents. The positioning of refuse areas and cycle storage units behind the rear fences of Lancing Road residents has been a matter of concern to the residents of Lancing Road from the consultation period onward and the re-siting of cycle storage units in this area shows what little notice the planners take of our concerns.

- These amended plans bring the total number of amendments to this planning application to 17. I believe this to be a disgraceful abuse of Bromley's planning application process.
- A reduction in 2 units does not address the points raised at the previous meeting and in my opinion shows that the developer has not taken seriously the points raised by the Councillors and as such the revised proposal should be rejected.
- If the Council accepts the proposal as submitted, then I would have to question the point of the deferral at the meeting on 25/4/17 as clearly the overall size of the development was the overriding factor and a reduction of 2 units equating to 1.9% of the size of the development in no way addresses this.
- The new plans suggest a reduction in the privacy impact as a result of changes in balcony alignment. However the changes are not described in meaningful or measurable words.

Comments from Consultees:

The Council's Highways Development Engineer:

'There is a total of 76 surface car parking spaces proposed with four given over to wheelchair spaces. 14 electric charging points are proposed. The parking will be provided at 0.72 spaces per unit which is higher than the nearby Police Station site (0.55 spaces/unit). The developer has also offered to provide each resident with membership of the nearby Car Club with driving time included. A car park management plan is appropriate to be conditioned to give further information as to the allocation of parking spaces. The Road Safety Audit indicated that it was unlikely that the existing parking bays on Homefield Rise will need to be relocated. Once the development is occupied there may be issues that become apparent that require alterations to waiting restrictions. The bays in Mortimer Road could be extended where the crossover is removed. A contribution of £5000 for such work is suggested.

The existing access to the properties is to be stopped up and two new accesses from Homefield Rise proposed. A Stage 1 safety audit was carried out and no major items were identified. The general condition of Homefield Rise was identified in the audit and this is an area targeted by the resurfacing programme for the next financial year.

In terms of trip generation, the assessment of the Homefield Rise/High Street junction shows that it is still within capacity during the peak hours. This does not include the effect of the Police Station site but that is unlikely to significantly alter the situation.

In terms of servicing, the refuse vehicle will enter the site. The swept path analysis show the vehicle slightly overrunning some of the landscaped areas within the site however this is not a major issue and these may need to be slightly reduced.

With regard to cycle parking, the London Plan requirements would require a total provision of 190 spaces. Covered cycle spaces will be provided in close proximity of each block to provide for up to 80 cycles. An area has been allocated within the

site to cater for a further 112 spaces within 2 areas, resulting in capacity for 192 cycles on site. The demand for cycle parking will be monitored via the Travel Plan and controlled via the S106. Should the travel plan highlight the demand for additional cycle parking then the additional 112 spaces will be provided. No objections to this are raised.

A construction management plan will be needed if permission is forthcoming'

Since the deferral from committee, amended plans have been submitted which do not change the number of parking spaces provided however does change the overall layout of the parking as a result of the alterations to the layout of the blocks. Further comments have been received from the Highways Officer who states that as the number of car parking spaces remain as before, the original comments made to the application are valid. With regard to the re-arrangement of the parking spaces, the swept path analysis is tight and the refuse vehicle would need to drive over some of the landscaped areas which can be dealt with as part of the landscaping condition.

The Council's Drainage Officer -

Reviewing the submitted FRA carried out by Herrington Consulting Ltd dated September 2016 and the Addendum FRA carried out by Herrington Ltd with Ref No. SMB/1601/6593_Rev1 dated 23/03/2017, it is confirmed that the proposed 2 options of disposing surface water run-off are acceptable in principle subject to detailed design. No objections are raised subject to conditions.

Following the submission of amended plans since the deferral from committee, no further comments are raised by the Drainage Officer.

The Council's Street Trees Officer-

The properties included for demolition are not subject to any tree restrictions in terms of tree preservation orders and the site is not located within a conservation area. The landscape masterplan indicates the general landscape arrangement, including the positioning of new tree planting. The concept is supported however, a landscape scheme needs to include the specifications of the trees to be planted and the selected species.

The application has been supported by a Tree Constraints Plan, a Tree Protection Plan and an Arboricultural Report. The report is designed to support the application at this outline stage and a revised document is referred to for any future submission.

No objections are made to the scheme by the Tree Officer subject to conditions.

Following the submission of amended plans since the deferral from committee, no further comments are raised by the Trees Officer.

The Council's Environmental Health Officer (Pollution)-

No objections are raised within the grounds of consideration however a condition is required for further details of acoustic mitigation to be submitted.

Regarding the submitted air quality assessment, the report states that *'impacts from traffic generated by the proposed development on air quality is assessed as insignificant'* whilst also concluding that *'transport related emissions are above the relevant benchmark'*. Given the outcome of the assessment it is suggested that mitigation is based on provisions for electric vehicle charging points. A further condition requiring additional charging points in the form of running ducts is also required. A construction logistics plan will also be required as materials will be brought through both Bromley and Bexley's AQMA's.

Metropolitan Police Designing Out Crime Advisor-

Should this application proceed it should be able to achieve the security requirements of Secured by Design with the guidance of Secured by Design New Homes 2014. It is recommend a Secure by Design condition is attached to any permission.

Thames Water-

No objections are raised to the application subject to the inclusion of a condition preventing piling occurring at the site until a piling method statement is submitted to and approved in conjunction with Thames Water.

Transport for London-

The site of the proposed development is less than 270m from the A232 Spur Road, which forms part of the Strategic Road network (SRN).

TFL welcome the information on trip generation in the submitted transport Assessment (TA). The overall trips will not have a negative impact on the SRN.

It is requested that the number of car parking bays is reduced given the high accessibility of the site. TFL also request that the parking spaces are leased to residents rather than sold with the individual properties to allow future flexibility.

One wheelchair space for each wheelchair adaptable/accessible unit should be provided which should equate to around a 10% provision.

The cycle parking provision does not accord with the London Plan standard which requires 1 long stay space per one bedroom unit/studio, 2 long-stay spaces per all other units and 1 short stay space per 40 units therefore 190 spaces are required.

TFL raises comments as to the submitted draft Travel Plan which have been forwarded to the Applicant to note.

TFL require that a Construction Logistics Plan and Delivery and Servicing Plan are submitted prior to the commencement of development and considered in consultation with TFL.

Spur Road should not be blocked at any time during the construction.

Historic England - Archaeology

No archaeological requirements confirmed.

Planning Considerations

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

BE1 Design of New Development
BE7 Railings, Boundary Walls and Other Means of Enclosure
ER10 Light Pollution
H1 Housing Supply
H2 and H3 Affordable Housing
H7 Housing Density and Design
H9 Side Space
NE3 Nature Conservation and Development
NE5 Protected Species
NE7 Development and Trees
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
T7 Cyclists
T8 Other Road Users
T9 and T10 Public Transport
T11 New Accesses
T12 Residential Roads
T15 Traffic Management
T18 Road safety

Affordable Housing Supplementary Planning Document (SPD)
Planning Obligations Supplementary Planning Document (SPD)

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

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). An updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, indicating the submission of the draft Local Plan to the Secretary of State in 2017. The weight attached to the draft policies increases as the Local Plan process advances.

The most relevant draft Local Plan policies include:

Draft Policy 1 - Housing Supply
Draft Policy 2 - Provision of Affordable Housing
Draft Policy 4 - Housing Design
Draft Policy 8 - Side Space
Draft Policy 30 - Parking
Draft Policy 31 - Relieving Congestion
Draft Policy 32 - Road Safety
Draft Policy 33 - Access for All
Draft Policy 34 - Highway Infrastructure Provision
Draft Policy 37 - General Design of Development
Draft Policy 113 - Waste Management in new Development
Draft Policy 115 - Reducing Flood Risk
Draft Policy 116 - Sustainable Urban Drainage Systems
Draft Policy 119 - Noise Pollution Draft Policy 120 - Air Quality
Draft Policy 122 - Light Pollution
Draft Policy 123 - Sustainable Design and Construction
Draft Policy 124 - Carbon Dioxide Reduction, Decentralised Energy Networks and renewable energy

In strategic terms, the application falls to be determined in accordance with the following policies of the London Plan (March 2015):

2.18 Green Infrastructure
3.3 Increasing housing supply
3.4 Optimising housing potential
3.5 Quality and design of housing developments
3.6 Children and young people's play and informal recreation
3.7 Large residential developments
3.8 Housing choice
3.9 Mixed and balanced communities
3.10 Definition of affordable housing
3.11 Affordable housing targets
3.12 Negotiating affordable housing on individual private residential and mixed use schemes
3.13 Affordable housing thresholds
5.2 Minimising carbon dioxide emissions
5.3 Sustainable design and construction
5.7 Renewable energy
5.9 Overheating and cooling
5.10 Urban greening
5.11 Green Roofs and Development Site Environs
5.12 Flood risk assessment
5.13 Sustainable Drainage
5.14 Water quality and wastewater infrastructure
5.15 Water use and supplies
5.21 Contaminated land
6.3 Assessing effects of development on transport capacity

- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.13 Safety, security and resilience to emergency
- 7.14 Improving Air Quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.18 Protecting Open Space and Addressing Deficiency
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

The 2015-16 Minor Alterations (MALPs) have been prepared to bring the London Plan in line with the national housing standards and car parking policy. Both sets of alterations have been considered by an independent inspector at an examination in public and were published on 14th March 2016. The most relevant changes to policies include:

- 3.5 Quality and Design of Housing Development
- 3.8 Housing Choice
- 6.13 Parking

The relevant London Plan SPGs are:

- Housing (March 2016)
- Accessible London: Achieving an Inclusive Environment (2014)
- Sustainable Design and Construction (2014)
- Providing for Children and Young People's Play and Informal Recreation (2012)

Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF) (2012) and National Planning Practice Guidance (NPPG) must also be taken into account. The most relevant paragraphs of the NPPF include:

- Para 17: Core planning principles
- Paras 29 - 41: Promoting sustainable transport
- Paras 47 - 50: Delivering a wide choice of high quality homes
- Paras 56 - 66: Requiring Good Design
- Paras 69-78: Promoting healthy communities
- Paras 93-103: Meeting the challenge of climate change & flooding
- Paras 109-125: Conserving and enhancing the natural environment
- Paras 188-195: Pre-application engagement
- Paras 196-197: Determining applications

Paras 203-206: Planning conditions and obligations

Planning History

There is no relevant history or constraints for all or part of the identified site.

Conclusions

The main issues to be considered in respect of the current proposal are:

- Principle of development
- Housing Supply
- Density
- Acceptability in terms of design
- Housing Issues
- Impact on neighbouring amenity in terms of outlook, daylight, sunlight and privacy
- Highways impacts
- Impact on trees and ecology
- Planning Obligations

Principle of Development and Housing Supply

The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

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

The NPPF Paragraph 14 identifies the presumption in favour of sustainable development and that planning permission should be granted if in accordance with the development plan. Paragraph 15 of the NPPF states that development which is sustainable should be approved without delay. There is also a clear need for additional housing to meet local demand and needs.

The London Plan Policy 3.3 requires the Borough to make provision for at least 641 additional dwelling completions per year 2015-2025. The current proposal could represent a significant contribution to the Council's required Housing Land Supply in a location adjacent to Orpington Town Centre. It is allocated within the Draft Local Plan (2016) for residential development of around 100 units of which some weight can be afforded. The site is also included as an identified site for within the Council's current Five Year Housing Land supply statement report which was approved by the council in November 2016.

As existing residential land, an increased density and housing provision could make a valuable contribution to the Boroughs housing supply. However, it is necessary to demonstrate that an appropriate density can be achieved having regard to the context of the surroundings, standard of accommodation to be provided and detailed design considerations.

The London Plan seeks mixed and balanced communities in accordance with Policy 3.9, which states that communities should be mixed and balanced by tenure and household income, supported by effective design, adequate infrastructure and an enhanced environment. Policies 3.11 and 3.12 confirm that Boroughs should maximise affordable housing provision, where 60% of provision should be for social housing (comprising social and affordable rent) and 40% should be for intermediate provision where priority should be accorded to the provision of affordable family housing.

In terms of the extent of the development, the land carries no formal designation and is not located nearby sensitive areas such as conservation areas or sites of specific nature importance; no statutory listed buildings are located in close proximity to the site. Furthermore, the site is situated within an accessible, residential area bounded on three sides by a mixture of residential properties and is currently in residential use.

The principle of the redevelopment of the site for a higher density of housing and additional housing provision is therefore supported in principle subject to an assessment of all other matters.

Density

Policy 3.4 in the London Plan seeks to ensure that development proposals achieve the optimum housing density compatible with local context, the design principles in Chapter 7 and with public transport capacity. Table 3.2 (Sustainable residential quality) identifies appropriate residential density ranges related to a site's setting (assessed in terms of its location, existing building form and massing) and public transport accessibility (PTAL). This site is considered to be in an 'urban' setting and has a PTAL rating of 4 giving an indicative density range of 45-260 dwellings per hectare / 200-700 habitable rooms per hectare (dependent on the unit size mix). The London Plan states that residential density figures should be based on net residential area, which includes internal roads and ancillary open spaces. UDP Policy H7 also includes a density/location matrix which supports a density of 450-700 habitable rooms / 165-275 units per hectare for locations such as this provided the site is well designed, providing a high quality living environment for future occupiers whilst respecting the spatial characteristics of the surrounding area.

Development should comply with the density ranges set out in table 4.2 of the UDP and table 3.2 of the London Plan and in the interests of creating mixed and balanced communities development should provide a mix of housing types and sizes. The Council's Supplementary Planning Guidance No1 - General Design and No.2 - Residential Design Guidance have similar design objectives to these policies and the NPPF. Policies 3.3 and 3.4 of the London Plan seek to increase

the supply of housing and optimise the potential of sites, whilst policy 3.5 seeks to protect and enhance the quality of London's residential environment.

As set out above, the housing density of the development would equate to 137 units per hectare which is compliant with the density guidelines set out in the London Plan and below those of the UDP. Approximately 388 habitable rooms per hectare is proposed which is slightly under the density guidelines as stipulated within the UDP but compliant with the London Plan standards which are more up to date.

Whilst the proposed development would sit slightly below the UDP ranges, a numerical calculation of density is only one aspect in assessing the acceptability of a residential development. Policy 3.4 is clear that in optimising housing potential, developments should take account of local context and character, design principles and public transport capacity. Subject to more detailed consideration of the design and layout of the scheme and the quality of residential accommodation proposed, the proposed residential density is acceptable in principle only.

Design

Scale

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes (Para's 56-57, NPPF).

Planning policies and decisions should aim to ensure that developments will function well and add to the overall quality of the area; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development; respond to local character, reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments; and ensure that development are visually attractive as a result of good architecture and appropriate landscaping (Para.58, NPPF).

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. UDP Policy BE1 sets out a list of criteria which proposals will be expected to meet, the criteria is clearly aligned with the principles of the NPPF as set out above.

The London Plan at policy 7.1 requires developments to be designed so that the layout, tenure and mix of uses interface with surrounding land and improve people's access to social and community infrastructure (including green spaces). Development should enable people to live healthy, active lives, maximise the opportunities for community diversion, inclusion and cohesion and the design of new buildings and spaces should help reinforce the character, legibility,

permeability and accessibility of the neighbourhood. Furthermore, buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of existing spaces and streets in orientation, scale, proportion and mass and contributes to a positive relationship between the urban structure and natural landscape features (policy 7.4, London Plan).

Consistent with this policy BE1 of the London Borough of Bromley Unitary Development Plan (UDP) requires new developments to be imaginative and attractive to look at; 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; the space about buildings should provide opportunities to create attractive settings and security and crime prevention measures should be included in the design and layout of buildings and public areas. The emerging Draft Local Plan takes a similar stance.

This is an outline application for matters of scale, layout and access; the appearance of the development inclusive of proposed materials, window design and finishing details as well as landscaping will be considered within a later application for reserved matters should planning permission be granted.

Whilst a quantitative assessment could be made using a numerical calculation of density, it is also important to consider the qualitative feel of the development in terms of its character and appearance, relationship to the established characteristics of the area and resultant relationship to existing development. Policy H9 requires developments to maintain a minimum of 1m separation distance from the boundaries. However, this is a minimum and in areas characterised by greater separation distances a more generous spacing should be achieved.

To the west of the site to the other side of Gravel Pit Way are four two storey semi-detached dwellings, Nos 6-12 Homefield Rise, before the rear of the properties that front the eastern edge of High Street Orpington. The areas to the southern boundary, the east to the other side of Mortimer Road and the north-east to Lychgate Road are uniformly residential in character with a mixture of dwelling types representing the commencement of the residential development to the east of the town centre starting with the site itself. The northern edge of Homefield Rise comprises the southern boundary of a largely commercial block.

The scheme itself proposes a two/three storey building to the flank site boundary of Mortimer Road, with two four storey buildings and a three/four storey building sited between 14.8m-6.8m between each other throughout the remainder of the site. The blocks are rectangular in shape with blocks A and D projecting a considerable way into the site, presenting a frontage to Mortimer Road and Gravel Pit Way. The development is set between 4.8m-12.6m from the Mortimer Road boundary and 2.8m-2m to Gravel Pit Way. The blocks are sited between 8.8-24.4m away from the rear boundaries with the properties along Lancing Road and are therefore considered compliant with Policy H9.

As stated within the Council's Five Year Housing Land Supply document, the site is noted as being suitable for a transitional form of development between the dense,

commercial aspect of Orpington High Street to the wider residential form to the south and east. It is noted that the introduction of four residential blocks to the site, in lieu of the existing dwellings, will impact upon the overall character of the area however the site appears as a natural break away from the wider residential form, bounded to the east and west by Gravel Pit Way and Mortimer Road, and therefore is considered suitable for a holistic form of re-development. The existing dwellings which are to be demolished make a neutral contribution to the character of the wider area and their removal will not impact detrimentally upon the setting of the locality.

When viewed from the west, the site will be read in conjunction with the re-development of the Police Station site which proposes a Part 4/Part 9 storey building sited opposite Block D of the proposal at a distance of 19.1m, sufficient to prevent any un-due tunnelling impact. Within the surrounding area this part of Orpington High Street also hosts the 5 storey Sainsburys Supermarket with multi-storey car park and 11 storey Orpington College providing a densely urbanised, commercial district. This is in stark contrast to the lower and more domestic scale of the dwellings along Lancing Road and to the east past Mortimer Road which also bound the site. It is therefore considered that the development of three/four storey buildings is appropriate in that the heights of the buildings would step down, away from the High Street towards the residential area to the east, providing a transitional massing of built form from high to low rise. As a result in the changes to the topography, the proposed buildings will appear stepped in height when viewed from the east with the blocks at A and D providing suitable separation distances from the neighbouring two storey development to prevent any undue oppressive or incongruent impact. It is noted that the site is lower in topography to the properties to the south and as a result the overall impact of the increased height is lessened.

Whilst the detailed appearance of the development is not a matter for consideration at this stage, the overall appearance of the blocks have been substantially altered throughout the lifespan of the application to seek to demonstrate that a development of this scale can be accommodated at the site, and now propose a more contemporary, stepped massing which is considered to soften the development when viewed from Homefield Rise and the adjoining roads. The buildings appear tiered with good fenestration to brick ratio which breaks up the overall facades. The upper floors of the buildings are sited the furthest back from Homefield Rise, mitigating the overall height of the four storey building. Given the staggered massing, the verticality of the window arrangement does not accentuate the height of the buildings as otherwise may occur, and the overall depth of the reveals and balconies add further interest to the design. Whilst the blocks are sited between 1.4-4m from the edge of the highway, the changes in the massing of the development so that the overall form is staggered back from the pavement mitigates any undue oppressive impacts and results in a form of development appropriate to its edge of town centre location. The staggered massing has been amended with the ground floor of Block D being stepped further away from Homefield Rise by 1.4m and further minor alterations to the extent of the step-back at the upper levels which is considered an acceptable change. It is noted that the front elevation of Block A has reduced the extent of the set-back at the upper floors however given that this is the lowest of the three blocks at the point in which the development is sited furthest back from Homefield Rise, on balance Officers

consider this an acceptable change. Whilst not a matter for consideration at this stage, the variety of materials proposed complements the overall form and adds visual interest to the scheme whilst retaining some of the materiality found within the surrounding residential properties. If the application were to be considered acceptable overall, at the detailed stage a high quality design and materials would need to be secured.

In terms of the amendments that have been forthcoming since the deferral from committee, Officers note that the reduction in massing to the rear of the development will have an appreciably positive impact upon the properties along Lancing Road and will also soften the impact of the scale of the buildings when viewed from the adjacent amenity spaces. Further to this, the resultant reduced massing of the western elevation of Block A when viewed from Gravel Pit Way and number 12 Gravel Pit Way is considered a betterment to the previous scheme and would reduce the overall massing of the development when viewed from this position.

Whilst the reduction in the massing to the rear is welcomed, Members should note that this has been compensated by the introduction of two additional wings to Block A and D. The additional massing does reduce the overall separation distances between the blocks, lessening the softening impact of the landscaping, however given that these wings are set back from the front elevations of the buildings and do not span the entire length of the blocks, on balance Officers consider this to be acceptable. 15m separation distances are retained between the flank habitable room windows which is considered acceptable to prevent actual and perceived overlooking and loss of privacy. Furthermore any potential for direct overlooking between the blocks can be minimised at the detailed design stage through the design and careful positioning of windows openings.

Third party concerns raised regarding the scale and height of the development have been duly considered. It is accepted that the proposed buildings would be taller than surrounding developments. However, it is considered appropriate to assess the scale of the building in the context of its immediate surroundings on the edge of the town centre forming part of the town centre and the wider residential area. In this particular location the proposed height and mass is considered to be acceptable. Approval of this application would not set a precedent for future buildings of a similar massing which would need to be assessed on their individual merits.

Layout:

The proposed layout, overall, provides adequate separation between the flats and neighbouring development in compliance with Policy H9, allowing good opportunities for soft and hard landscaping and retaining existing mature landscaping on and around the site, further details of which will be dealt with at the reserved matters stage. Generous spacing is provided between the blocks, between 15m-6.8m which allows for the implementation of planting and prevents the development appearing dominant and monolithic in its appearance however Officers note that this has been reduced from that as previously considered as discussed previously within the report. The buildings can be considered to frame

the front and flank elevations of the site, allowing for the retention of open, landscaped space to the rear to allow for the maximum spatial separation distance between the proposal and the existing residential dwellings along Lancing Road whilst creating an active and interesting frontage on approach into the Town Centre. Matters of appearance of the development from the dwellings along Lancing Road will be dealt with elsewhere in the report.

Officers do note that the gates were a response to security concerns raised by neighbours, however the removal of these in replacement with soft landscaping which is replicated throughout the parking area, is considered beneficial to the overall aesthetical appearance of the scheme specifically in the retention of a more spacious appearance in keeping with the wider residential area. Additional defensive planting is proposed along the rear boundary with a 2m fence which has been increased in height from that as previously considered and Officers consider any concern regarding potential security impact to be allayed as a result of this. Further details of the boundary will be conditioned for submission should permission be forthcoming.

Whilst design is a matter for future consideration it is noted that some of the ground floor units are provided with separate entrances which promote an active frontage along the site in keeping with the edge of town centre location. The ground floor units are also provided with private amenity areas to the front of the elevations which continue along Mortimer Road and Gravel Pit Way, encouraging ownership of the site which is considered a good mechanism to ensure the longevity of the publically viewable areas and defensible space. Members may also consider that the development not only responds well to the public realm at ground floor level, but Blocks A and D have also been designed to respond appropriately to the highways that bound the site to the east and the west, creating a dual active frontage which is welcomed. It is considered that the flank elevation of Block D is the most prominent of the site, given the separation distances between the flank façade and the neighbouring development which allows for an open and spacious corner location at this point. The flank elevation has been designed well and is considered satisfactory in addressing this prominent corner location with adequate fenestration and design detailing.

In terms of siting, Block D is also sited opposite the 9 storey Police Station Development and at this junction is considered to create a gateway entry point to the High Street without causing any undue tunnelling or oppressive impacts as a result of the stepped massing as considered previously.

All units must benefit from private amenity space which must comply with the requirements set out in the Mayor's Housing SPG. Only "in exceptional circumstances where site constraints make it impossible to provide private open space for all dwellings, then a proportion of dwellings may instead be provided with additional floorspace equivalent to the area of the private open space requirement" (Para.2.3.32 Housing SPG). This must be added to the minimum GIA. Further to this, the Mayor's Play and Informal Recreation SPG notes the importance of doorstep play space which is defined as a landscaped space including engaging play features for young children under 5 that are close to their homes, and places for carers to sit and talk.

Outdoor amenity space for the apartments are located to the rear and by way of private balconies/ private patios for the ground floor units (in which over 5sqm per unit is provided) and is of an acceptable size, shape and layout. As well as the private amenity area, three separate communal spaces are proposed to the rear of the site of approximately 265.5sqm of play space. The communal areas are considered appropriate to foster door step playing however consideration as to the appropriateness of such a space close to the parking areas needs further thought. Mitigation details of this can be submitted at the reserved matters stage within a detailed landscape plan.

Refuse/recycling storage has been considered in the proposed layout and are located within an integral location close to the main entrances of the blocks which is found to be acceptable. Cycle storage is proposed within an integral position within the blocks with indicative external sites identified should they be required.

The architectural approach is appropriate for this location and design quality will be secured by way of a reserved matters application, should the application be considered acceptable overall. In respect of layout and scale overall, it is considered that the development would complement the form of adjacent development and is appropriate within its context.

Housing Issues

Unit Size Mix:

London Plan policy requires new housing development to offer a range of housing choices in terms of the mix of housing sizes and types taking into account the housing requirements of different groups. Policies within the Bromley UDP do not set a prescriptive breakdown in terms of unit sizes however the priority in the London Plan is for the provision of affordable family housing, generally defined as having three or more bedrooms. The size of the site and location in a predominantly urban setting close to the town centre would respond well to the provision of 1 and 2 bedroom flats as is the majority provision however consideration should also be given to the loss of the 13 family sized dwellinghouses. In response to this, the application was amended to provide two 3 bedroom units suitable for family occupation within the ground floor of block D. The three bedroom properties give good access to the communal amenity spaces whilst also having their own private amenity area directly from the grounds which is considered responsive to the needs of the future occupiers. The majority of the affordable units are one and two bedroom dwellings which is considered to reflect local need and is considered acceptable by the Council's housing team.

Affordable Housing:

Affordable housing will be sought on sites capable of providing 11 dwellings or more, a site area of 0.4ha or on sites providing over 1000 square metres of residential floorspace. The London Plan, at policy 3.8, states that Londoner's should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality

environments. Policy 3.12 requires the maximum reasonable amount of affordable housing to be sought on schemes having regard to current and future requirements at local and regional levels and the London Plan's target of an average of at least 17,000 more affordable homes per year in London. Development proposals are required to create mixed and balanced communities with the size and type of affordable housing being determined by the specific circumstances of individual sites. In order to give impetus to a strong and diverse intermediate housing sector, 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale. Priority should be accorded to provision of affordable family housing.

The development is considered liable for the provision of affordable housing on site as set out in the Policy H2 and contributions by way of planning obligations under Policy IMP1. Policy H2 requires 35% affordable housing to be provided.

The Applicant is proposing 75 affordable dwellings which equates to a 77.25% provision (by unit), however only the policy compliant level of 35% provision will be secured via the section 106 agreement. The units to be secured are predominantly located within apartment block A with the intermediate rented properties sited within block B. 2 x 1 bedroom units (2 accessible wheelchair units) and 20 x 2 bedroom units (including 1 adaptable wheelchair units) are to be made available for affordable rent. 6 x 1 bedroom units and 9 x 2 bedroom units are to be made available at intermediate rent which equates to a 35.39% provision by habitable room and 35.92% by unit number. The affordable dwellings are provided at varying sizes which is encouraged including one and two bedroom apartments, of which it is agreed there is the greatest requirement. This equates to a 59.45%-40.55% split in tenure in favour of affordable rent which is considered broadly compliant with the London Plan standards as outlined and acceptable for the size of the development being provided and reflecting upon local need.

Four affordable rented wheelchair accessible properties are located within the ground floor of block A which equates to an 11% provision of wheelchair accessible properties and deemed acceptable. 6 further wheelchair adaptable dwellings are sited throughout the development, three of which are to be made available for intermediate rent, one as affordable rent and two within the market units. The wheelchair units are also identified as being suitable for use by wheel chair users in accordance with the design requirements set out in the South East London Housing Partnership Wheelchair Homes Design Guidelines. Members may consider this provision acceptable and should planning permission be forthcoming the delivery of Affordable Housing, including affordable wheelchair housing, can be secured by way of legal agreement.

Standard of Residential Accommodation:

Policy 3.5 of the London Plan, which was amended by the Minor Alterations in 2016, sets out the Mayor's aspirations for the quality and design of housing developments. Part 2 of the Mayor's Housing SPG sets out guidance in respect of the standards required for all new residential accommodation to supplement London Plan policies setting out baseline and good practice standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights,

outlook, daylight and sunlight, external amenity space (including cycle storage facilities) as well as core and access arrangements.

The 2016 Minor Alterations to the London Plan adopted the DCLG Technical Housing Standards - nationally described space standard (March 2015) which standard 24 of the SPG says that all new dwellings should meet. Furthermore, the Minor Alterations at paragraph 3.48 state that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. As set out in approved document part M of the Building Regulations - Volume 1: Dwellings, to comply with requirement M4 (2), step free access must be provided. Generally this will require a lift where a dwelling is accessed above or below the entrance storey. In accordance with the Technical Housing Standards, the minimum gross internal areas specified for new dwellings will not be adequate for wheelchair housing (Category 3 homes in Part M), where additional area is required to accommodate increased circulation and functionality to meet the needs of wheelchair users.

The proposed units all comply with the space standards set out in the Technical Housing Standards and the proposed wheelchair accessible units (plot 3, 4, 5 and 7 within Block A) will have an internal area in excess of the minimum floor space standards of 50sqm and 61sqm respectively at 70 and 75sqm and larger than the other one and two bedroom apartments within the upper floors of the block.

With regards to Part M4(3) (wheelchair user dwellings) additional supporting information has been provided which show that units 21 (Affordable rent), 23 (Intermediate Rent) and 49, 51, 78 and 79 (market housing) are wheelchair adaptable which, together with the 4 affordable rented units which will be delivered to the SELHP standard accounts for approximately 10% of the overall development being delivered as wheelchair housing. Should the application be considered acceptable overall, conditions would be required to secure the relevant category of building regulations for the units which are accessible and adaptable and those designated as wheelchair user dwellings.

Based on the expected child occupancy of the development, the London Plan requires a minimum 256.6 square metres of play space for the development. Each unit would be provided with both private and communal amenity space. Furthermore, the proposed layout of the development provides open green space to the rear of the development of a considerable size and appropriate scale to facilitate doorstep play. It is therefore considered that the proposal would provide adequate play space for occupiers of the development.

With regard to the internal cores of the buildings, the circulation space is provided with roof lights and natural ventilation which is considered a benefit to the scheme, allowing for a light and airy communal space. It is also noted that the 4 storey buildings would have access by a correctly sized and positioned lift which is welcomed. Whilst the SELHP standards would require two lifts for all levels above ground floor, given the constraints of the site and the siting of all wheelchair units

within a ground floor location, this is considered superfluous and the provision of one lift is considered acceptable.

In terms of natural light provision, it is noted that some of the units are single aspect and north facing. Within the Applicant's Daylight and Sunlight Assessment it is noted that the proposed Block D and Block C lie within the affected range of the Sainsbury's supermarket building and the Berkley residential buildings currently under construction. The windows of the north-facing single aspect dwellings have been assessed with opaque trees and also with trees omitted and the daylight to the windows is within the BRE guidance performance criterion and therefore considered acceptable.

Overall the proposal would provide a good mix of dwellings designed to afford a high standard of amenity for future occupiers.

Impact on neighbouring amenity

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The application site is surrounded to the east, south and west by residential dwellings along Gravel Pit Way, Lancing Road and Homefield Rise. The development is sited so that the primary outlook from the residential units is to all four elevations of the blocks.

The dwelling most impacted by the development would be that to the west at number 12 Homefield Rise which is sited 20.5m from the flank elevation of Block D to the nearest habitable room window. Block D extends for 34.4m between 2-3m from the boundary of the site at three/four storeys, 14m-18.6m from the boundary with 12 Homefield Rise. It is noted that there are several habitable room windows and projecting balcony space along this elevation which may give rise to some overlooking into the rear amenity space, however given the oblique angle between the proposed plot and the rear of number 12, no direct overlooking into the rear of the neighbouring dwelling is considered to occur. Further to this, the visual impact of the scheme when viewed from number 12 Homefield Rise is further mitigated by the separation distance between Block D and the neighbouring properties. Members may therefore consider that the amendments have improved the relationship with 12 Homefield Rise.

With regard to any potential daylight and sunlight impacts, the only property identified within the affected zones of the development within the submitted daylight/sunlight assessment submitted would be the property at number 12 Homefield Rise. The report states that there are no habitable room windows within the flank gable end of number 12 however there are habitable rooms sited to the rear. The rear facing windows have been assessed with the proposed development in place and opaque trees present. All the rear facing windows within number 12 has been assessed with the proposed development in place and opaque trees

present. All windows have a Vertical Sky Component (VSC) greater than 27% and the daylight to these windows is within the BRE guidance performance criterion and therefore Members may consider there to be no significant adverse impact to the access to daylight to these habitable rooms.

The dwelling at number 46 Homefield Rise is sited to the east of the development, adjacent to Mortimer Way. The development is proposed to extend at three storeys along the eastern boundary of the site for 36m in length with habitable room windows and balconies along this elevation. Again, whilst the development would cause some overlooking of the rear amenity space, the angle of overlooking would be so oblique that Members may consider that there would be no loss of privacy with regard to the rear facing windows. Whilst there will be some visual impact of the development when viewed from number 46 as a result of the extent of the depth of the development, given the considerable change in land levels and separation distance as well as the two/three storey height of the block, this is not considered to be so significant to warrant the refusal of this application. Furthermore, given the change in land levels, the ridge height of the proposed three storey block is to be no higher than number 46 Homefield Rise which further mitigates its prominence. The amendments to block A in reducing the height and scale of the rear element of the block is a betterment to this relationship and would soften the impact of the development from 46 Homefield Rise.

Several comments have been raised from the neighbouring properties along Lancing Road whose rear amenity space adjoins the site to the south and south-west, specifically with regard to loss of privacy, overshadowing, loss of light and impacts to outlook. Blocks A and D are the closest sited 8-8.6m from the rear common boundary with numbers 43-23 Lancing Road. The dwellings along Lancing Road closest to the proposed development are those at numbers 43-39 with number 41 sited over 32m from the rear elevation of Block A at the nearest. Whilst it is noted that there are habitable room windows which face onto the rear of the gardens of 43-23 Lancing Road, these are located over 8m from the common boundary and between 33.5m- 61.4m from the neighbouring rear elevations, increasing in distance from the development from east to west. The separation distances provided are considered satisfactory to prevent any loss of privacy or overlooking which is further mitigated by the length of the rear gardens along Lancing Road. The separation distances have been further increased as a result of the amended plans. The overlooking is further mitigated by the mature planting sited along the rear boundary which will be further increased with the provision of increased planting to the rear which can also be secured through the submission of a landscaping plan at the reserved matters stage.

Members may also wish to note that the development site is located at a slightly lower land level to those properties facing Lancing Road which is considered to mitigate the overall appearance of the massing of the development. The benefits of the changes in land levels are mostly achieved with the properties closest to the development i.e. 41 Lancing Road where the ridge height appears no taller than the ridge of Block A as a result in the changes of the land levels. Given the orientation of the site, no concerns are raised as to potential loss of light resulting from the development.

It is acknowledged that the dwellings at 23-43 Lancing Road will meet the boundary with the development at the point of the communal parking area for the apartments and the communal outdoor amenity area. It is acknowledged that at this point there will be some additional vehicular movements and noise where presently there is an absence; however the retention of the hedgerow, replacement of the boundary fencing and planting along the southern boundary of the site is considered to mitigate this to an acceptable degree. Furthermore, the dwellings are located in excess of 24m at the closest point from the parking area therefore the noise associated with this space is not considered to be so detrimental to be considered harmful to neighbouring amenity given the size and scale of the adjoining gardens. Should permission be forthcoming, a condition will be required for a scheme of lighting and car park management plan to be submitted which will include methods to alleviate disturbance. No comments have been received from the Council's Environmental Health Officer with regard to potential noise impacts.

It is noted that Block D is sited opposite the new Berkeley Homes development at the Old Police Station, of which the northern aspect of the development is to be residential in use from the second to the fifth floor at the closest point. The development steps back away from Homefield Rise from floors 5-9. Given the height of the building at Block D, and the distances to the neighbouring commercial/residential development, it is not considered that there would be any undue overlooking or loss of light as a result of the development. Furthermore, Block D proposes no single aspect front facing units to Homefield Rise, and as a result it is not considered that the Orpington Police Station would adversely impact upon natural light provision to these units. With regard to the impact upon Block C, the submitted daylight/sunlight assessment raises no concern in this regard.

In terms of residential amenity within the site, the four proposed blocks are sited between 15m- 6.8m at the closest point between Block C and Block B. Whilst some windows within the flank elevations of Block C and Block B are secondary windows to living rooms/kitchen spaces and can be obscurely glazed, the primary windows are to bedrooms and it is acknowledged that there is a constrained relationship with regard to potential overlooking. It is considered however that the primary outlook of the windows is to the front and rear of the site and mitigation methods to prevent a detrimental loss of privacy can be a matter to be dealt with at the reserved matters stages i.e. with the offsetting of the windows/use of restrictors. On this matter, Members may consider the relationship acceptable. Details regarding screening along private amenity spaces, specifically close to entrance ways, to prevent mutual overlooking can also be dealt with under reserved matters.

Officers recognise that there is potential for transient pedestrian movements within close proximity to the habitable room windows along the ground floor of the application site which may cause some overlooking. However, the scheme proposes the installation of a 1.2m high boundary wall with railings which segregates the public highway from the defensible space in front of the units along the front of the site which would mitigate this concern and this is not an uncommon situation. Matters concerning landscaping are to be considered under a future reserved matters application and it is considered that mature planting along the

frontage would both alleviate any amenity concerns whilst seeking to approve the aesthetics of the scheme.

Overall it is considered that the proposal is acceptable in terms of overlooking/loss of privacy, visual impact, effect on daylight and sunlight and noise and disturbance for neighbouring residents of the development.

Parking and cycling provision and Highways impacts

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. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Para.32).

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

There is a total of 76 surface car parking spaces proposed with four given over to wheelchair spaces. 14 electric charging points are proposed. The parking will be provided at 0.72 spaces per unit which is higher than the nearby Police Station site (0.55 spaces/unit). The developer has also offered to provide each resident with membership of the nearby Car Club with driving time included which can be secured via the section 106 agreement. A car park management plan is appropriate to be conditioned to give further information as to the allocation of parking spaces.

The Road Safety Audit indicated that it was unlikely that the existing parking bays on Homefield Rise will need to be relocated. Once the development is occupied there may be issues that become apparent that require alterations to waiting restrictions. The bays in Mortimer Road could be extended where the crossover is removed. A contribution of £5000 for such work is suggested which can be secured via the section 106 agreement.

The existing access to the properties is to be stopped up and two new accesses from Homefield Rise proposed. A Stage 1 safety audit was carried out and no major items were identified. The general condition of Homefield Rise was identified in the audit and this is an area targeted by the resurfacing programme for the next financial year.

In terms of trip generation, the assessment of the Homefield Rise/High Street junction shows that it is still within capacity during the peak hours. This does not

include the effect of the Police Station site but that is unlikely to significantly alter the situation.

In terms of servicing, the refuse vehicle will enter the site. The swept path analysis shows the vehicle slightly overrunning some of the landscaped areas within the site however this is not a major issue and these may need to be slightly reduced.

With regard to cycle parking, the London Plan requirements would require a total provision of 190 spaces. Covered cycle spaces will be provided in close proximity of each block to provide for up to 80 cycles. An area has been allocated within the site to cater for a further 112 spaces within 2 areas, resulting in capacity for 192 cycles on site. The demand for cycle parking will be monitored via the Travel Plan and controlled via the S106. Should the travel plan highlight the demand for additional cycle parking then the additional 112 spaces will be provided. This has been agreed by the Council's Highways Officer.

A construction management plan will be needed if permission is forthcoming.

In conclusion, no concerns are raised in relation to highways matters

Landscaping, Trees and Ecology

Landscaping is an integral part of development and is fundamental to ensuring that the development responds appropriately to the character of the site and surrounding area and provide a high standard of amenity for future occupiers. The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; minimising impacts on biodiversity and providing nets gains in biodiversity where possible. Landscaping is a reserved matter and it is considered that a suitable landscaping scheme could be provided at reserved matters stage.

Policy NE7 of the UDP requires proposals for new development to take particular account of existing trees on the site and on adjoining land, which, in the interests of visual amenity and/or wildlife habitat, are considered desirable to be retained. Policy NE9 seeks the retention of existing hedgerows and replacement planting; where appropriate, recognising the important role they can play in softening and screening new development.

Planning Authorities are required to assess the impact of a development proposal upon ecology, biodiversity and protected species. The presence of protected species is a material planning consideration. Natural England has issued Standing Advice to local planning authorities to assist with the determination of planning applications in this respect as they have scaled back their ability to comment on individual applications. Natural England also act as the Licensing Authority in the event that following the issue of planning permission a license is required to undertake works which will affect protected species.

This application was accompanied by an arboricultural report and ecological appraisal which make a number of recommendations in respect of tree protection measures and protected species.

It is proposed to remove 6 no. category B sycamore trees from a centralised position within the site, 17 no. category C trees and 6no. low category C hedges. 3no. category U trees and 1 no. category U hedge will also be removed. The report includes various mitigation and protection methods in order to protect the remaining trees within the site. The report states that there is scope for extensive replacement planting with relatively large trees that should have more than adequate space to develop into good specimens. The report concludes that providing that the measures outlined in the report are followed it should be relatively straight forward to protect the remaining trees on the site.

Comments from the Tree Officer note that the properties to be demolished are not subject to any tree restrictions in terms of Tree Preservation Orders (TPO) and the site is not located within a conservation area therefore there are no constraints on the removal of trees. The Landscape Masterplan that has been submitted indicates the general landscape arrangement, including the positioning of new tree planting. The concept is supported, however, a landscape scheme needs to include the specifications of trees to be planted and the selected species and this is a matter that can be considered at the reserved matters stage should Members grant permission.

The application has been supported with a Tree Constraints Plan (TCP), a Tree Protection Plan (TPP) and an Arboricultural Report. The report is designed to support the application at this outline stage and a revised document is referred to for any future submissions inclusive of the reserved matters application should Members be minded to grant permission.

An Ecological Assessment was submitted which considered any likely impact of the scheme upon protected species inclusive of bats and badgers. The assessment found that the site does not lie within or adjacent to any statutory or non-statutory designated sites. The site is comprised mainly of amenity grassland, building and hardstanding.

Two buildings on the site were considered to have 'low' suitability for roosting bats, with no evidence of internal roosting and a lack of suitable holes and crevices. These buildings can be demolished without further consideration of bats. Four of the residential buildings could not be surveyed and it is recommended they are surveyed in the future when available. Should Members be minded to grant permission, this requirement can be conditioned. Three mature ivy covered sycamores were found on site which were considered of low suitability for roosting bats however it is recommended that these are retained within the scheme or where this is not possible, then it is recommended the ivy be removed by hand to reveal any features that may be concealed, provided no further features are revealed after this then the trees may be soft felled.

No evidence of badgers was found on the site however some areas could not be fully assessed due to dense vegetation cover or lack of access. A badger update

survey is recommended before works begin and once dense vegetation is cleared which can be conditioned to be submitted should Members be minded to grant permission.

Much of the site was unsuitable for reptiles however some long grass and scrub in the garden could potentially be suitable for slow worms. It is recommended a sensitive strimming regime is adopted.

One pond was identified which was considered to contain 'poor' habitat suitability for great crested newts.

Nesting birds may use the trees and scrub on site; it is recommended that clearance work on site be undertaken outside of the breeding bird season or immediately after a nesting bird check by a suitably qualified ecologist. This requirement can be conditioned for compliance.

A fox hole was identified in one garden. Any mammal burrows should be excavated by hand to prevent any harm under the Mammals Protection Act.

The report concludes that the site is not considered to be of high intrinsic value from an ecology and nature conservation perspective. Should the application be considered acceptable overall, tree and ecology conditions, to include the requirement for additional planting along the southern site boundary and the provision of ecological enhancements such as bat and bird boxes, would be recommended.

Site wide energy requirements

The London Plan provides the policy framework in respect of sustainable construction and renewable energy, and your attention is drawn to Chapter 5 of the London Plan (2015) and the Supplementary Planning Guidance entitled Sustainable Design and Construction (the latter document provides an example of a report format for an Energy Statement that the Council has found relevant and comprehensive). See also policy BE1(vi) of the UDP, regarding sustainable design and construction and renewable energy.

As outlined in the Housing SPG, from 1 October 2016 the Mayor has applied a zero carbon standard to new residential development. The Housing SPG defines 'Zero carbon' homes as homes forming part of major development applications where the residential element of the application achieves at least a 35 per cent reduction in regulated carbon dioxide emissions (beyond Part L 2013) on-site. The remaining regulated carbon dioxide emissions, to 100 per cent, are to be off-set through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere (in line with policy 5.2E).

With regard to the zero carbon requirements, it is acknowledged that although the scheme achieves the minimum 35% reduction through high efficiency measures and on site renewables however the Applicant states that there is little scope to reduce this any further. Therefore as the remaining offset to achieve 'zero carbon'

cannot feasibly be met on site; a payment in lieu for carbon offsetting will apply and can be secured via the section 106.

Air Quality

Policy 7.14 of the London Plan aims to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans.

It is noted within the submitted air quality assessment that the transport related emissions are above the relevant benchmark and appropriate mitigation measures should be implemented throughout the scheme to offset this. Comments from the Environmental Health Officer state that whilst the site is not located within an Air Quality Management Area, offsetting through the installation of electric charging points would be adequate. As construction materials will be brought through Bexley and Bromley's AQMA it is also recommended that the Applicant submit a construction logistics plan.

Drainage

Policy 5.13 of the London Plan states that Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other policy objectives of this Plan, including water use efficiency and quality, biodiversity, amenity and recreation.

The Applicant submitted a Flood Risk Assessment with the application which was followed by an addendum submitted in March 2017. Within this it was noted that the means of disposing surface water run-off was found to be acceptable. No objections were raised from the Council's Drainage Officer subject to a condition requiring further information to be submitted to identify a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development .

Planning Obligations

The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being

stalled. The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:

- (a) Necessary to make the development acceptable
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development.

Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis, making it illegal to secure a planning obligation unless it meets the three tests. From 5th April 2015, it is necessary to link Education, Health and similar proposals to specific projects in the Borough to ensure that pooling regulations are complied with.

Policy IMP1 (Planning Obligations) and the Council's Planning Obligations SPD state that the Council will, where appropriate, enter into legal agreements with developers, and seek the attainment of planning obligations in accordance with Government Guidance.

The applicant has agreed, in principle, to pay contributions for health and education. Highways contributions of £5000 have been agreed to provided waiting restrictions along the entrance to the development and also for a car club membership of 3 years. A payment in lieu for carbon off-setting is also required and agreed to which can be secured via the legal agreement.

The scheme would also be subject to Mayoral CIL.

Summary

The assessment above considers the qualitative as well as the quantitative merits of the design of the proposal in the context of surrounding development and in relation to adjacent residential properties.

It is considered that the site is an appropriate, identified site, suitable for the density of residential development proposed within this application. Through the submission of a transport statement and road safety audit, the amount of development proposed is not considered to unduly impact highway safety given the provision of sufficient off-street parking.

Matters concerning the impact on neighbouring amenity have been taken into account and it is considered that as a result of the separation distances between the neighbouring dwellings and the proposed development, no adverse impacts upon neighbouring properties will occur. The siting of the dwellings are considered appropriate in that they are set at a distance which mitigates any potential overlooking or loss of privacy. The scheme is considered of a logical layout, providing an open green space to the south of the development as well as landscaping throughout the site including throughout the parking area, softening the impact of the built form. The massing and siting of the flats is well reasoned, and appropriate within the wider residential and townscape context of the area.

Trees, ecology and protected species have also been considered and, subject to suitable conditions, the proposal is unlikely to have any significantly adverse impacts in this respect.

On balance the impact of the development is considered acceptable and it will contribute to the Borough's housing supply in a sustainable location.

as amended by documents received on 30.03.2017 and 31.5.2017

RECOMMENDATION: PERMISSION

Subject to the following conditions:

1 (i) Details relating to the appearance and landscaping 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: Section 91, Town and Country Planning Act 1990.

2 The development hereby permitted shall be carried out otherwise that in complete accordance with the following plans unless previously agreed in writing by the Local Planning Authority:

Site wide plans/elevations/floor plans: 1001 Rev G, 650_SL01, 001, 1021 Rev B, 1020 Rev B, 1019 Rev C, 1018 Rev C, 1017 Rev E, 1016 Rev E, 1015 Rev C, 1014 Rev C, 1013 Rev C, 1012 Rev C, 1011 Rev E, 1010 Rev E, 1000 Rev E, 1001 Rev F, 1002 Rev G, 1003 Rev E, 1004 Rev E, 1005 Rev E, 1006 rev E, 1007 Rev G, 1008 Rev G, 1009 Rev G, U534TCP, U534TPP

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.

3 The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific needs of the application site and the development. Details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted above ground level, and implemented in accordance with the approved details. The security measures to be implemented in

compliance with this condition shall seek to achieve the "Secured by Design" accreditation awarded by the Metropolitan Police.

Reason:In the interest of security and crime prevention and to accord with Policies H7 and BE1 of the Unitary Development Plan

- 4 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.

- 5 The development hereby permitted shall be carried out in complete accordance with the survey, mitigation and biodiversity enhancement recommendations outlined in the Ecological Appraisal document accompanying the application. Any deviation from these recommendations shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing.**

Reason:In order to comply with Policy NE5 of the Unitary Development Plan and in the interest of any protected species present at the site.

- 6 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.

- 7 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.

- 8 Details of a scheme of lighting for the whole site including the car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-**

certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter

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

- 9 Details of a scheme for the management of the car park shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is first occupied and the car park shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by the Authority.**

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.

- 10 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the LPA, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.**

Reason: The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to controlled waters.

- 11 Details of the means of privacy screening for the balcony(ies) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details and permanently retained as such.**

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.

- 12 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' for the units identified in the application within**

Blocks B, C and D as non-wheelchair units 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

13 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(3) 'wheelchair user dwellings' for the units identified in the application as wheelchair units 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."

14 An electric car charging point shall be provided to a minimum of 20% of car parking spaces with passive provision of electric charging capacity provided to an additional 20% of spaces.

Reason: To minimise the effect of the development on local air quality in accordance with Policies 6.13 and 7.14 of the London Plan.

15 Details of the layout of the access road as/junctions and turning area including its junction with Homefield Rise; and dimensions of visibility splays shall be submitted to and approved in writing by the Local Planning Authority and these access arrangements shall be substantially completed before any part of the development hereby permitted is first occupied. There shall be no obstruction to visibility in excess of 1m in height within the approved splays except for trees selected by the Authority, and which shall be permanently retained.

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

16 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.

- 17** Parking bays shall measure 2.4m x 5m and there shall be a clear space of 6m in front of each space (or 7.5m if garages are provided) to allow for manoeuvring and these spaces shall be permanently retained as such thereafter.

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

- 18** While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

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

- 19** Details of the finished surfaces of the access road, garage drives and parking areas, which shall include coloured materials and block paving, and of the street lighting installations, shall be submitted to and approved in writing by the Local Planning Authority before the development commences and the access road, drives, parking areas and street lighting shall be completed in accordance with the approved details before any of the dwellings hereby permitted are first occupied.

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

- 20** Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

Reason:In order to comply with Policy T7 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

- 21** The existing accesses shall be stopped up at the back edge of the highway before any part of the development hereby permitted is first

occupied in accordance with details of an enclosure to be submitted to and approved in writing by the Local Planning Authority. The approved enclosure shall be permanently retained as such.

Reason: In order to comply with Policy T11 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

22 Details of a scheme for the management of the car park shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is first occupied and the car park shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by the Authority.

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.

23 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.

24 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 T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

25 Before the development hereby permitted is occupied arrangements shall be agreed in writing with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons,

no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the vicinity of the site at any time.

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.

26 Unless otherwise agreed in writing by the Local Planning Authority, the trees hereby approved as part of the landscaping scheme shall be of standard nursery stock size in accordance with British Standard 3936:1980 (Nursery Stock art 1:Specification for Trees and Shrubs), and of native broad-leaved species where appropriate.

Reason:In order to comply with Policy NE8 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

27 No demolition, site clearance or building works shall be undertaken, and no equipment, plant, machinery or materials for the purposes of development shall be taken onto the site until an arboricultural method statement detailing the measures to be taken to construct the development and protect trees is submitted to and approved in writing by the Local Planning Authority.

The statement shall include details of:

Type and siting of protective fencing, and maintenance of protective fencing for the duration of project;
Type and siting of scaffolding (if required);
Details of the method and timing of demolition, site clearance and building works
Depth, extent and means of excavation of foundations and details of method of construction of new foundations
Location of site facilities (if required), and location of storage areas for materials, structures, machinery, equipment or spoil, and mixing of cement or concrete;
Location of bonfire site (if required);
Details of the location of underground services avoiding locating them within the protected zone
Details of the method to be used for the removal of existing hard surfacing within the protected zone
Details of the nature and installation of any new surfacing within the protected zone
Methods proposed for the watering of the trees during the course of the project

The method statement shall be implemented according to the details contained therein until completion of building works, and all plant,

machinery or materials for the purposes of development have been removed from the site.

Reason: To ensure that all existing trees to be retained are adequately protected and to comply with Policy NE7 of the Unitary Development Plan.

28 Development shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority

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.

29 Prior to the commencement of the development hereby permitted a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority.

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.

30 Details of a scheme of mitigation measures in full compliance with all recommendations of the submitted acoustic report (Noise Assessment for a Proposed Residential Development on Land at Homefield Rise, Peter Moore Acoustics Ltd, ref 160904/1, 22/9/2016) shall be submitted to the Local Planning Authority for written approval. Once approved the scheme shall be implemented in full prior to the use commencing and permanently maintained thereafter.

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.

31 Prior to the commencement of development, an ecological appraisal of numbers 42,38, 34 and 30 Homefield Rise shall be undertaken and the finding and conclusions of the appraisal shall be submitted in writing to the Local Planning Authority for approval in writing.

Reason: In order to comply with Policy NE5 of the Unitary Development Plan and in the interest of any protected species present at the site.

32 A badger update survey shall be undertaken and the findings and conclusions of the appraisal shall be submitted in writing to the

Local Planning Authority for approval in writing. If any badgers are discovered, details shall be submitted to and approved in writing by the Local Planning Authority of the timing of the works and any necessary mitigation measures. The works shall be carried out in accordance with the approved timing and mitigation measures.

Reason: In order to comply with Policy NE5 of the Unitary Development Plan and in the interest of any protected species present at the site.

33 Removal of trees on site shall be undertaken outside of the breeding bird season or immediately after a nesting bird check by a suitably qualified ecologist

Reason: In order to comply with Policy NE5 of the Unitary Development Plan and in the interest of any protected species present at the site.

34 The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

Reason: To reduce the impact of flooding both to and from the proposed development and third parties

You are further informed that :

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

In the interests of highway safety

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 Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control or their Approved Inspector of the requirements of these conditions prior to the commencement of development."**

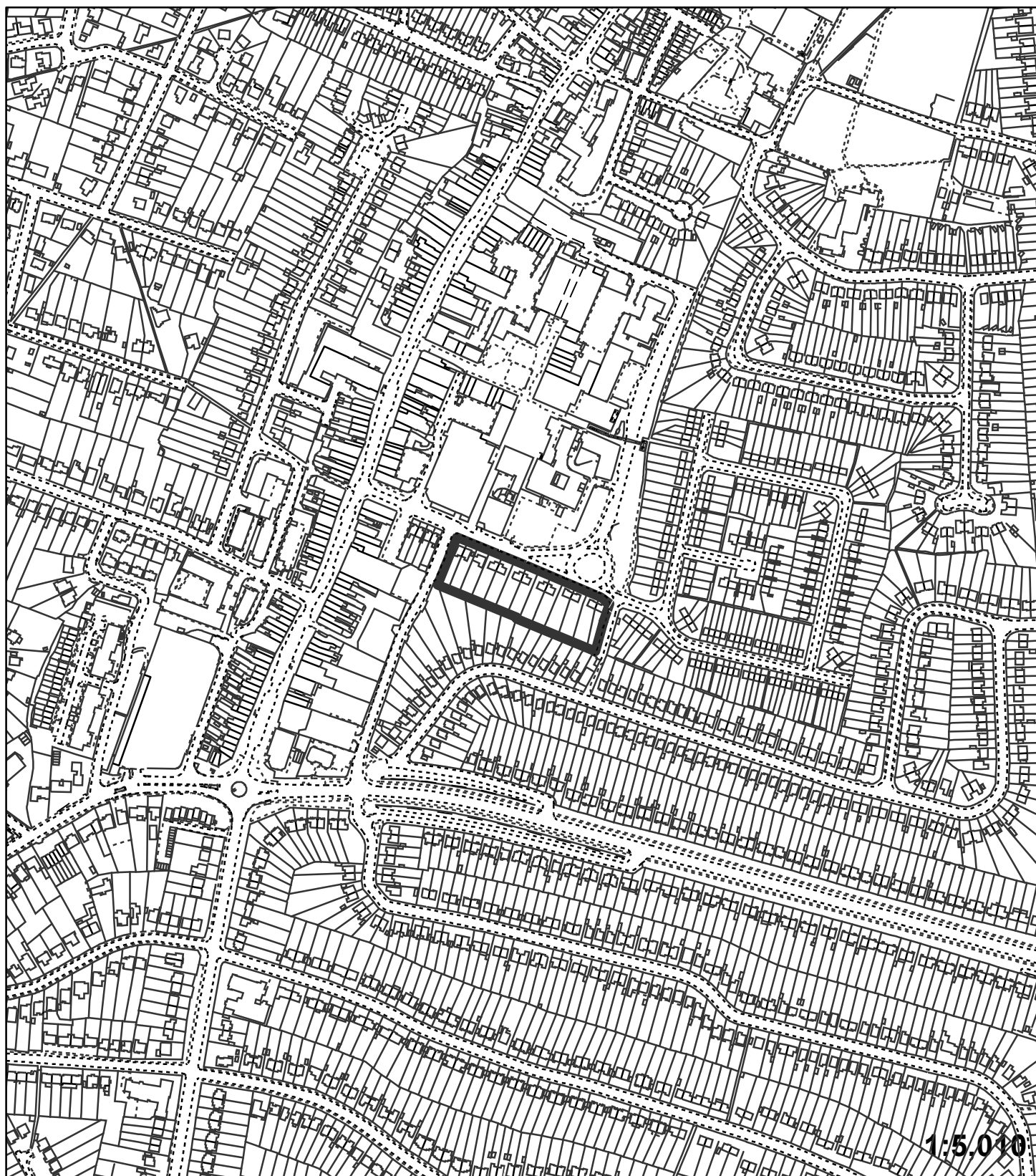
- 4 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team.**

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Application:16/04563/OUT

Address: 18 Homefield Rise Orpington BR6 0RU

Proposal: Demolition of numbers 18-44 Homefield Rise and the construction of 103 residential apartments in four separate three and four storey blocks to be served by two accesses, together with associated car parking, cycle parking, refuse storage and private communal amenity



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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Application No : 17/00757/OUT

Ward:
Kelsey And Eden Park

Address : Land At Junction With South Eden Park
Road And Bucknall Way, Beckenham

OS Grid Ref: E: 537930 N: 168386

Applicant : Northern Land Developments Ltd

Objections : YES

Description of Development:

Residential development comprising 15 four storey townhouses and 52 apartments in three and four storey blocks to provide a total of 67 residential units together with concierges office and basement car parking (OUTLINE APPLICATION).

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 21
Smoke Control SCA 9
Smoke Control SCA 18

Urban Open Space

Proposal

Outline planning permission is sought for 67 new residential units together with basement car parking and concierge's office. The only matters of detail under consideration at this stage relate to the access and layout of the development. The detailed design of the development including appearance, scale and landscaping would be subject to further planning approval at the appropriate stage. The proposal, as submitted, includes:

- 52 apartments across 4 blocks and 2 rows of terraced houses (totalling 15 houses) are proposed positioned around a central landscaped area;
- three blocks (blocks A, B and C) three stories in height are situated on the western edge of the site with blocks B and C fronting onto South Eden Park Road and a further block (block E) situated in the south eastern corner of the site;
- block A would comprise 12 apartments together with a concierge's office;
- blocks B and C would each contain 18 apartments;
- block E would be a four storey block of 8 apartments;

- a terrace of 9 four storey townhouses houses are situated towards the eastern side of the site fronting onto the central landscaped area;
- a terrace of 6 four storey townhouses are adjacent to the southern edge of the site backing onto Bucknall Way to the south;
- vehicular access to the development is from the existing access off of North Drive via South Eden Park Road leading to a basement car park/cycle storage serving the apartment blocks and private garages for the houses;
- an internal vehicular loop is also proposed which doubles up as pedestrian access to the houses and flats;
- 3 new pedestrian accesses are proposed from South Eden Park Road giving direct access to blocks B and C and to the internal access loop;
- the total car parking for the development equates to 169 spaces including a total of 60 spaces for the houses within a dedicated garage, 10 visitors spaces and 7 disabled spaces;
- 13 car parking spaces are also proposed at surface level in the north of the site;
- 129 cycle parking spaces are proposed within the basement;
- Servicing and refuse collection will take place at ground level via the internal access road.

The applicant has submitted the following documents and reports to support the application:

Transport Statement by Transport Planning & Infrastructure (Feb 2017):

The report considers the proposal in relation to local, regional and national policy and assesses the site's proximity to bus services, rail services and cycle routes, schools, employment sites, health facilities and other local infrastructure. Regular bus services are accessible within 100m of the site with connections to local rail services to central London. The assessment concludes that overall the site is within an acceptable walk or cycle distance to a range of everyday facilities.

Accident data for the period up to 30th June 2015 has been obtained from TfL with 14 accidents in total occurring over this period, due to a number of different causes. The Report concludes that there is no suggestion that the development would result in an increase in the number or severity of road accidents in the area, or that any of the nearby junctions are deficient in design terms.

The Transport Statement also assesses the impact of the development proposals on the highway network based on a potential trip generation of 67 residential dwellings. TRICS data using the category '03 Residential: K - Mixed Private Housing (flats and houses) was used as a basis for assessment with sites selected

within the South East (including Greater London). On an average weekday, it is estimated that the proposal could generate 613 two-way total person trips, of which 319 could be vehicular.

A junction capacity assessment was also undertaken based on the layout of the existing North Drive/South Eden Park Road junction where no alterations are proposed. The assessment concludes that the junction operates well within capacity when accounting for development traffic, with no queuing on any arm of the junction and driver delay considered to be minimal.

The report concludes that the additional traffic generated by the development would result in minimal increase in traffic generation on the surrounding road network and would not have a material impact on the operational capacity of South Eden Park Road.

Landscape Appraisal by JFA Environmental Planning (March 2016):

This report assesses the landscape features of the site and its character which it considers is one of neglect, not forming part of any existing character area and making no particular contribution to the setting of the local area. Furthermore, the report finds that the site does not form part of any key views. The report notes that there will be some visual effects arising from the development but considers that the proposed set-back of the buildings and additional planting proposed along the boundary will effectively screen and filter views of the new buildings from South Eden Park Road. Furthermore it considers that as the ridge height of the proposed buildings would not exceed the height of the retained trees, this will further limit any sense of visual intrusion arising from the development proposals. The report also concludes that as the site performs no significant visual function, being incidental to main views, this change in perception is not significant. The proposed landscape strategy is also considered beneficial in that it will soften views into the site and provide localised landscape improvements. Overall, it concludes that the change on perception of the site from the immediate surroundings will be negligible or even improved as a result of the development.

Open Space Audit by JFA Environmental Planning (March 2016):

The applicant commissioned a private consultant to undertake an open space audit of the open spaces in the vicinity of the site with the aim of demonstrating that the site is surplus to requirements as open space that does not fulfil a specific function or provide an important break in the built up area. An area of 2km around the site was chosen to be the area of assessment. In undertaking the site evaluation, the report considers that one of the important aspects is accessibility by the public.

The report concludes that there is a significant amount of open space within the area consisting mainly of outdoor sports facilities and natural and semi-natural greenspaces, including urban woodland, that the site is not within an area of identified open space deficiency and that there are publicly accessible parks (Kelsey Park to the north and Harvington Park to the west) which provide the public with much more valuable open space than the application site. Overall, the report concludes that the loss of this site as open space will not detract from the local

area either in public value or aesthetic appeal and it is surplus to requirements in this respect.

Heritage Statement by Heritage Collective (March 2017):

This assesses the potential impact of the development on the character and appearance of the Park Langley Conservation Area and the nearby listed Chinese Garage building. The report concludes that while that views of the development from the Conservation Area will be largely screened by evergreen tree screening, the slight change to views out of the conservation which would occur would not harm an understanding of the character and appearance of the conservation area. Furthermore, the assessment concludes that there will be no effect on the significance or setting of the Chinese Garage with the proposed development being in the periphery views to the front elevation of the Chinese Garage and largely filtered by tree screening.

Arboricultural survey and Planning Integration Report by Quaife Woodlands (February 2017):

The report recommends the removal of a number of trees as part of the development, three of which the report considers are of low quality or poor condition. One of the trees, a Horse Chestnut is subject to a Tree Preservation Order (TPO). The report concludes that the loss of these trees would not detract from the landscape and there is scope for new tree planting as part of the development which will help to mitigate the visual impact. Furthermore, the retained trees will be protected in accordance with the current standards and guidance and a number of recommendations are made in respect of tree retention and protection.

Preliminary Ecological Appraisal by the Ecology Partnership (February 2017):

An extended preliminary ecological appraisal was undertaken on 9th December 2015 and identified the habitats present on the site as well as the dominant plant species in each habitat. Further survey work was carried out in March and April 2016 including Badger, Bat, Reptile and amphibian surveys which included assessment of trees for their potential to support roosting bats. The survey finds that the development would not impact any designated sites or areas of significant off-site habitat. A number of trees on the site were found likely to provide some opportunity for foraging and roosting bats including the trees lining the edges of the site, in particular the eastern edge along North Drive and are recommended for retention and enhancement where possible. In terms of bats, the report concludes that while it is likely that bats do use the site for foraging, it is not considered significant in terms of foraging habitat compared to the wider landscape of woodland, ponds and allotments as well as back gardens. Active badger setts have been identified on the site (within the eastern hedgerow) and mammal paths were located within the site boundaries. The site was also found to have significant areas of optimal habitat for reptiles and nesting birds and some potential for stag beetles. It was found to have low potential for supporting dormice or Great Crested Newts.

The report takes into account the nearby Sites of Interest for Nature Conservation (SINC) at Harvington Estate and Kelsey Park. It concludes that there would be no direct impacts on these sites resulting from the development and any impact from construction such as dust and noise will be minimised using best practice guidance which can be conditioned. Furthermore, the impact resulting from an increase in the local population and the potential increase in recreational use of these SINCs is also likely to be insignificant.

The report recommends that consideration be given to the existing "green corridors" and habitat linkages around the site, finding that the scrub/ruderal mosaic and semi-mature trees on site are considered to be of local value and have the potential to support a range of protected species. Those trees identified as having medium-low suitability for roosting bats (T25 and T26 in the proposed site plan) are recommended to be retained, however, if their removal is considered necessary then a further climbing survey is recommended with a soft-felling approach and replacement tree planting in other parts of the site to enhance foraging habitat.

The report recommends the retention of the far eastern and southern tree lines along with mitigation measures for the protection of bats, including no or low lighting and bat boxes. Further monitoring of Badger setts is also recommended and these should be retained within the scheme with a 20m buffer zone around the sett. Alternatively if disturbance is considered likely then a Natural England license should be applied for. Furthermore, any tree works should be carried out outside of the Bird breeding season and bird boxes and bird-friendly planting should be considered.

Further survey work in respect of Badgers and Reptiles (which could include Stag Beetles) is recommended (see results below).

Badger Survey by the Ecology Partnership (February 2017):

Four mammal holes were identified within the site boundary in April 2016. Monitoring revealed that 2 holes on the far eastern boundary are actively used by at least 2 badgers. The two holes located on the inner tree line are actively used by a fox family. The use of radar is recommended to establish if the holes are connected beneath the ground as this may have implications for the development if the inner holes form part of the Badger sett.

The development plans indicate the build zone for the houses and apartment buildings will be over 25m from the badger setts and the report finds that no immediate impact on the setts is likely to occur. It is recommended to confirm tunnel locations and to establish if the tunnels underneath the driveway will be lost prior to tree clearance and any development works. A license from Natural England would be required for any development works that are likely to affect an active Badger sett. The report also recommends that the trees and hedgerows providing a commuting corridor along the far eastern edge of the site should be retained and enhanced to allow badgers to move to further off site habitats. A 20m buffer zone should also be included around the sett entrances and included within the landscape proposals.

The loss of the leylandi treeline will likely result in the closure of the holes used by foxes and further monitoring work should be undertaken to determine if any cubs are present. Closure would need to be undertaken humanely.

Reptile Survey by the Ecology Partnership (2017):

A survey for reptiles was carried out in April to May 2016 and found no reptiles to be present on the site during that time. The likelihood of the presence of reptiles on the site is therefore considered to be unlikely and no further survey work is recommended. However a range of habitat enhancements are recommended including planting a range of species and creating log piles around the edge of the site and positioned under mature trees to provide refuge for reptiles.

The updated reptile report recognises the limitation of the surveys in that the site's use as a car storage area with regular disturbance from people and cars as well as significant areas of rubbish on the edge of the site, could mean unsettled conditions for wildlife on the site with animals seeking further shelter to escape disturbance prior to the surveys being undertaken. However, the revised report acknowledges that further survey work may be required if there is a significant delay to the start of the work. The results of these surveys are considered to be valid for up to 2 years if the state of the site remains relatively constant.

Air Quality Assessment by Lustre Consulting (July 2016 with update Feb 2017):

An Air Quality Assessment was prepared for the 105-unit scheme previously proposed. The proposed new layout is for a 67-unit scheme. The Air Quality Assessment prepared for the 105-unit scheme therefore represents a worst case scenario for air quality impacts at this site. The findings of the original report are summarised below:

A qualitative assessment of dust levels associated with the proposed development was carried out and the report concludes that the impact of dust and soiling can be reduced to negligible through appropriate mitigation measures. During construction a visual assessment of the site should be undertaken and a log maintained where a dust nuisance occurs. The Air Quality Neutral Assessment has concluded that the proposed development will meet building emissions benchmarks and so no mitigation measures are recommended in this respect. Following completion of the development, the impact of vehicle emissions from the development is also considered negligible or moderate. Where air quality is already an issue the combination of a moderate impact can mean that the overall impact is considered significant and mitigation measures should be considered and a basic hierarchy is provided for mitigating the air quality impacts associated with the development. Preference in the hierarchy given is to preventing or avoiding exposure/impacts to the pollutant in the first place by eliminating or isolating the potential source, the second stage of the hierarchy is reduction and minimisation of exposure/impacts, and, lastly, off-setting the new developments air quality impact through contributions to air quality improvements elsewhere. The assessment concludes that reducing/minimising the impacts should in this instance be considered practicable and recommends electric car charging points, a travel plan,

car sharing schemes and reduction in emissions through green infrastructure and energy efficiency.

Combined Contamination, Flooding and Other Environmental Hazards Report by Sitecheck (July 2015):

This brief report concludes that no contamination liabilities have been identified and recommends no further action. In respect of flooding, details of any historical flooding of the site should be confirmed. A potential ground instability hazard was identified and further investigation/contacting a RICS accredited surveyor is recommended.

Flood Risk Assessment by Herrington consulting ltd (Feb 2017):

The report considers the susceptibility of the proposed development to flooding and its potential to increase the risk of flooding elsewhere. The report recommends the provision of underground storage, permeable paving, 2 small ponds and swales to restrict surface water run-off. It is concluded that the site-specific risk of flooding from surface water is low and the proposed SUDS measures would ensure that the risk of flooding from the development elsewhere will not increase as a result of the proposed development.

Noise Assessment by Peter Moore Acoustics Ltd (Feb 2017):

This report finds that road traffic noise levels affecting the proposed development are to be between the lowest observed adverse effect level (LOAEL) and the significant observed adverse effect level (SOAEL) meaning noise levels are high enough to potentially have an adverse effect, but can be addressed by mitigation measures.

It considers that the proposed site layout, in combination with 1.8 metre close-boarded wooden fences to the rear gardens of the terraced houses, provides sufficient shielding for the external noise affecting gardens. The public open space at the centre of the site, and the rear gardens of the terraced houses, all fall within the 50 dB LAeq criterion for desirable noise levels in gardens that is recommended by British Standard BS 8233: 2014.

The report finds that sound insulation for the three blocks nearest South Eden Park Road may be needed in the form of a modest acoustic grade of glazing for windows and an alternative means of ventilation, other than opening windows, will be required for the three apartment blocks nearest South Eden Park Road, on the facades either directly facing or with a sideways aspect to that road. There is also a marginal requirement for this at the end nearest South Eden Park Road of the terraced houses facing Bucknall Way. It is anticipated that an MVHR type of ventilation system will be used, which is System 4 in Approved Document F of the Building Regulations. This ventilation will avoid the need either for windows to have to be opened for ventilation, or for passive ventilation slots to be incorporated into the window frames, both of which would compromise the sound insulation performance.

It concludes that, with the mitigation measures described in the report, the noise issues will be satisfactorily addressed and the NPPF / 2010 Noise Policy Statement for England policy requirement will be achieved.

Energy Statement by Bluesky Unlimited (Feb 2017):

This sets out a number of potential low-carbon and renewable technologies which are considered appropriate and could be installed in order to meet policy requirements, including combined heat and power (apartments), solar hot water heating panels, photovoltaic panels and flue gas heat recovery systems. However, as this is an outline application it is anticipated that a further energy statement will be required to accompany any future reserved matters application. In addition, the buildings will be designed and constructed to reduce energy demand and carbon dioxide emissions.

Affordable Housing Statement (March 2017):

This states that 23 of the dwellings are proposed as affordable housing representing 35% of the number of dwellings. The precise tenure of the affordable dwelling has yet to be determined and a Registered Provider has yet to be engaged as a development partner. Furthermore, 10% of the dwellings, it states, will be wheelchair accessible.

The application is also accompanied by a **Planning Statement** and **Design and Access Statement**, in which the applicant submits the following summary points in support of the application:

- The Council recently accepted that the most recent examined and tested decision in respect of Housing Land Supply in the Borough is an appeal decision in August 2016 in respect of residential development of metropolitan open land in Beckenham where the Inspector found that the Council was unable to demonstrate a 5 year Housing Land Supply;
- The Council subsequently published a Housing Supply paper in Nov 2016 which asserted that the Council was able to demonstrate a five year Housing Land Supply, however, this is not an assertion which has been tested or examined;
- an Inspector has recently concluded in respect of an appeal decision in Orchard Road, Bromley that, as a precautionary approach, she was of the view that the Borough was unable to demonstrate a 5 year housing land supply;
- regardless of the housing land supply position, the London Plan requires Boroughs to seek to exceed the housing requirements set out in the London Plan;
- it seems highly likely that the housing requirement figure for Bromley will increase as part of the London Plan review;
- the provision of 67 new homes within a sustainable and accessible urban location would make a significant contribution towards the provision of housing within the Borough;
- The Bromley UDP is some 11 years old and Policy G8 was based on a UDP topic/review paper on open space published in 1997;
- There has been no subsequent open space assessment in the terms contemplated by paragraph 73 and 74 of the NPPF;

- Policy G8 is not based on a robust and up to date assessment of the needs for open space in this part of the Borough and is therefore inconsistent with the NPPF and should therefore only be afforded limited weight;
- An open space audit-assessment has been undertaken as part of this application which demonstrates that the site is not within an area of open space deficiency;
- The site can be considered as surplus to open space requirements;
- The open characteristics of this land make little or no contribution to the visual quality of the area and the site has no aesthetic importance and policy G8 should be afforded limited weight;
- furthermore, because recent appeal decisions have established Bromley is unable to demonstrate a five year housing supply the policy is to be regarded as out of date;
- when balanced against the contribution that the site can make in contributing to the shortfall of housing and the provision of affordable housing there should be no objection to the principle of development of the site for residential purposes;
- the character of the surrounding area is mixed in nature both in terms of land use and the size, form and nature of buildings;
- The modern developments that have taken place to the south in Langley Park and Langley Waterside display a mix of residential buildings ranging from sizeable 5 storey apartment blocks to more modest terraced housing which have established their own character;
- The development currently taking place on the third phase of the Glaxo Wellcome site has a varied character;
- The overall massing of the buildings is appropriate to the denser urban grain around the Chinese roundabout and greater accessibility/sustainability of the most northerly part of the former Glaxo site;
- the application proposal is for a substantially reduced development of three and four storey apartments and town houses as compared to the previous scheme;
- the massing and bulk of the buildings fronting onto South Eden park Road has been reduced and a greater number of houses are now proposed as compared to the mainly apartment led scheme previously proposed;
- the garden depths for the Block D houses has been increased to 12m;
- the inclusion of basement car parking enable substantial areas of open space and landscaping to be incorporated within the development and would ensure that the scheme does not appear cramped;
- the massing of the buildings is appropriate to the urban grain around the Chinese roundabout and reflects the density and massing of the scheme approved by the Council on the immediately adjacent site at Jacanda Lodge;
- the development also seeks to establish its own character by focusing the scheme around a landscaped central square;
- a high quality traditional design is proposed and the articulation of the buildings in both elevation and plan form would ensure that the buildings would not appear as overbearing in terms of their bulk and mass;
- all of the proposed apartments and houses have been designed to comply with national and London Plan space standards;
- would have no direct impact on the living conditions of neighbouring occupiers;

- no highways or transport objections were raised in respect of the previous proposal and the scheme would result in less traffic generation and less impact on the adjacent road network and would comply with policies T3 and T18 of the UDP;
- the development would be approx. 30m from the Badger sett and it is not considered that a License would be necessary from Natural England, appropriate mitigation measures will be incorporated into the scheme;
- important trees around the boundaries of the site will be retained;
- 35% affordable housing will be provided the tenure and mix of which will take account of the requirements of policy H2 of the UDP as well as the Housing and Planning Act 2016;
- The proposed apartments can be designed to ensure that there would be an acceptable acoustic climate within individual apartments;
- The proposed development would not cause harm to the significance or setting of the nearby listed building at the Chinese Garage nor to the setting of the nearby Park Langley Conservation Area;
- overall the proposal would result in the provision of new housing in a sustainable and accessible location - given the need for new housing in London, this is a benefit of significant weight;
- the application would result in a significant visual enhancement to the area compared to the current despoiled nature of the site; and
- the provision of affordable housing would be a significant benefit.

The applicant submitted a further letter in support of the application on 15/05/17. The points made in addition to those set out above are summarised as follows:

- The illustrative layout plainly demonstrates that the site can satisfactorily accommodate 67 units;
- With regard to the Urban Open Space policy G8 of the UDP is based on an open spaces assessment undertaken in 1997;
- There has been no subsequent open space assessment undertaken and published as part of the evidence base for the emerging Local Plan;
- The NPPF states this should be done to inform open space policy;
- Para 215 of the NPPF advises weight can only be given to policies in existing Development Plans according to their degree of consistency with the NPPF - in this case G8 is inconsistent with para's 73 and 74 of the NPPF and out of date;
- In two recent appeals Inspectors have concluded that in view of the dispute on housing land supply a precautionary approach should be taken that the Council is unable to demonstrate a five year supply (144 Blackbrook Lane and Orchard Road);
- Therefore only limited weight can be attached to policy G8 and with no other adverse impacts, the benefits arising from the new housing in a sustainable and accessible location plainly mean the presumption in favour of planning permission being granted applies.

The applicant has also submitted some examples of development they have undertaken within the London Borough of Bromley over the last 36 years and in other prestigious locations (received 31/05/17).

Consultations

Nearby owners/occupiers were notified of the development in writing, a site notice was posted and a press advert was published. Representations were received in support of and in objection to the proposal which are summarised below. Two petitions totalling 26 signatures were also received in support of the application:

Support:

- Much needed high quality residential development;
- Flats would be welcome and help younger people to get on the property ladder for the first time;
- An excellent use of the land;
- Enhancement to area;
- Would like to be part of this new community;
- Will be near to all local shops and amenities;
- Would enable my wife and I to be independent as her health deteriorates and she becomes less mobile;
- Utilising the existing access is much better than putting a new access onto the Bucknall Way roundabout;
- Trees around Bucknall Way roundabout are being retained and the development will have lots of nice open spaces.

Objection:

- feel that this development is still too high density;
- there is insufficient parking, especially for the apartments, this will lead to an increase in street parking along Wickham Way;
- The area does not need further high density developments as the traffic congestion especially around the Chinese roundabout is already dangerous;
- inappropriate and undesirable development in respect of the flats element;
- The Heritage Statement appears to lack consistency of detail: At para 3.21 the Statement records the status of the Park Langley Conservation area as follows: "Park Langley Conservation Area is of national importance and high significance.", however the conclusion at para 4.17 has down-rated the significance of the conservation area to 'medium' and states "This is a heritage asset of Medium Significance where there will be No Change resulting in Neutral Impact".
- The density is excessive for the size of plot and not in keeping with the feel and open space design of the immediate surrounding area
- There is insufficient public infrastructure in terms of schools, medical, social support and municipal services to accommodate the scale of the development;
- The size and scale of the proposed will create a social disturbance and dramatically change the feel, nature and tradition of the area;
- The height and unbroken elevations are not in keeping with the character of the area;
- This is a very small area of land, a few town houses would be acceptable but this is far too many units;
- The neighbouring land, the site of the old Wellcome Research Centre, is still under development with nearly 400 new units: this is bound to have an adverse effect on the already congested traffic;

- The South Eden Park Rd, only access and egress if from a roundabout at both ends, these are already highly congested at peak times, this will be made much worse by the 400 houses that have already been granted planning. To grant another 67 new units before the impact of this has been assessed would be reckless;

- While the existing open space is not accessible to the public, it is still an open space;

- The retained open space is not visible to the general public as the development is very close to the road and the open space is hidden, giving the impression of a very dense development;

- the access road is very close to the busy roundabout which will add to the congestion it experiences, any access to the development should be placed at the other end of the development adjacent to Bucknall Way;

- the area needs more affordable housing and fewer luxury developments;

- The percentage of affordable housing and lack of commitment to the type and size is of concern;

- believe this site will over populate the area and will be detrimental to the area in general;

- Extra local 'village' shops should have been planned within the Langey Quarter estate;

- believe this area of land would be best served as a village shopping area with a garden, water feature, outdoor eating which is child friendly and closed at night;

- have no objection to the building of new homes in the area but serious consideration must be undertaken and sensible, pertinent answers given by the developers to :-

(a) the adequate provision of primary and secondary schools, as schools in the area are already over-subscribed or will be by the time the development is completed.

(b) The local hospital PRUH cannot cope with the demands made on it at present and this must be of concern.

(c) The strain put upon local GP surgeries

(d) The extra traffic on a narrow and fast road leading to the Chinese Garage roundabout;

- this area is becoming overly developed and it's far better to have some area that acts as a break between such residential areas;

- Within approximately 90 feet of the front of 2, 4 and 6 Bucknall will be the rear of five, four-storey townhouses with roof access which will totally overlook the dining rooms, lounge and front bedrooms of these properties;

- The proposed building will be approximately twice the height of the buildings in Bucknall way, the elevation will be higher than the existing trees and, as this is the rear of the proposed properties, will cause unreasonable overlooking and loss of outlook;

- This proposal is for "four storey town houses", incompatible with the two-storey houses opposite, the proposed houses will be approximately 70ft high, dwarfing the local area;

- The whole development is in conflict with, what is in effect an urban village, this development will destroy that, being more relevant to an inner-city suburb;

- The height of the building will totally dominate the area and particularly the corner opposite the Chinese Garage;

- Considering the adjacent Park Langley conservation area and the Langley Park development, which are low rise and fairly low density, this development will significantly change and destroy the nature of the area;
- Any argument that Langley Waterside is high rise is irrelevant as the development is not visible from the road;
- In spite of the traffic survey in October, conducted at the end of and just after the official half term holiday when traffic is still reduced, during peak times the traffic builds up from the Chinese Garage roundabout past the roundabout at Bucknall Way/South Eden Park Road;
- there is frequently a large car transporter delivering cars to the Chinese Garage and there are bus stops just past the entrance and opposite the entrance - any additional vehicle access on this part of the road will add to increase in the risk of delays to traffic exiting the Chinese Garage roundabout and the potential for accidents;
- The average property has two cars, and the visitors to the development will add further congestion;
- the revised application has not overcome either points of objection which resulted in the refusal - there have been NO material changes to Policy in the intervening weeks since the refusal and therefore the Council and Planning Committee would have NO grounds on which to reverse their prior decision;
- an objection to the current UDP has been lodged by the applicant (with reference to seeking re-designation from UOS to residential use) - this objection would be decided by the Planning Inspectorate later in the year and there is NO compelling evidence that the land associated with the above application is required to deliver Bromley's housing need;
- housing targets can be met within the sites already identified within the UDP and the above site is not required;
- have also sought legal advice with regard to the current land designation (as non-residential use) within the context of the previous Planning and Committee decision to REFUSE the application and advise that the local community will pursue a Judicial Review into the Councils decision making process, should this application be approved;
- if the buildings need to be placed this close to the TPO trees, it suggests the site is too small to accommodate even the proposed number of dwellings on the site and illustrates that the site remains overcrowded;
- inappropriate and over-bearing design;
- If the new Langley junior school goes ahead, I predict traffic will just grind to a halt;
- object to the removal of the tree groups on the east side of the proposed development;
- will definitely not benefit from the tree groups removal which cast absolutely no shade;
- tree removal will completely alter our view and privacy;
- rather than looking at these beautiful trees, I will be looking directly at the back of a row of tall, modern houses, which overlook my property and garden, with no tall trees between us;
- would like lighting to be carefully considered;
- the piece of land situated on South Eden Park Road opposite Hampstead Mews which Bromley council has maintained for many years was fenced off nearly

a year ago and now is included in this planning application and forms part of the proposed development;

- The plan included within the application in relation to Hampstead Mews only shows the original cottage which was demolished some 8 years ago and therefore does not represent the location of existing houses and how residents will be effected;
- Impact on TPO trees;
- Reduction in the amount of light to houses along South Eden Park road especially for houses situated in Hampstead Mews given these properties are already effected from reduced day light given the tall trees located in Harvington estate;
- Applicant has deliberately downgraded the quality since acquiring this land by introducing many old vehicles and building materials and removal of trees and bushes, etc;
- The application for the change of use of the Chinese Garage will cause even more congestion;
- Development in Langley Court plans to widen South Eden Park Road - the road is too narrow to cope with the volume of current traffic as it is a means of getting from Beckenham to West Wickham/Shirley and Croydon.

Consultee Comments:

The Council's Highway Development Engineers:

The proposed access arrangements, visibility splays and internal road network are acceptable in principle and the existing pedestrian provision of dropped kerbs across the site access junction will be improved with tactile pavement for pedestrians along South Eden Park Road.

The proposed parking provision equating to 1.77 spaces per flat as well as 7 parking spaces for disabled users and a dedicated garage for each house providing up to 4 spaces is considered acceptable. Cycle parking provision and refuse storage and collection is also considered acceptable.

The estimated vehicular trip generation has been calculated by the applicant and the capacity of the site access junction has also been tested. These indicate that the junction operates well within capacity when accounting for development traffic with no queueing on any arm of the junction and driver delay minimal.

Overall, it is considered that there would not be any demonstrable harm arising from the proposal and it will not cause any severe highways impacts; Conditions are recommended.

The Council's Environmental Health Officer:

Air Quality:

Concur with the conclusions in the Air Quality Assessment, including the suggested Mitigation Measures in Table 22 which should be secured either by way of Condition or by a Section 106 Agreement.

Noise:

The acoustic assessment finds high noise levels for properties fronting South Eden Park Road with lower noise levels in the rest of the development. It is understood that a whole-building MVHR ventilation system is proposed for the affected dwellings. With an MVHR ventilation system the report finds a standard thermal double glazing may be acceptable or a modest grade of acoustic glazing. This will depend on the final design including area of glazing so further calculation is necessary.

The previous design incorporated single aspect dwellings facing the road (North West) and as such even with appropriate glazing and ventilation these dwellings would provide very poor amenity for residents as they will be unable to open any windows without an unacceptable impact from noise. There is no suggestion in the current application that the internal design is to change, therefore it is assumed that single aspect dwellings are still likely.

It is increasingly seen as poor design to rely solely on acoustic insulation. In a case such as this, with an empty site, it is perfectly feasible to consider layout and other measures.

Objections are therefore raised on noise grounds. Irrespective of the above, a condition would also be necessary requiring an acoustic assessment containing composite façade calculations for each sensitive receptor to cover the South Eden Park Road façade with details of glazing and ventilation specification to achieve a good standard of internal amenity at each location (accounting for internal MVHR noise).

Contamination:

No Phase 1 assessment has been submitted with the application, only a generic 'off the shelf' land check report. This is completely inadequate for this scale of development, in particular as it involves sensitive receptors with gardens and the site is on/close to known potentially contaminated sites. Given the site location and scale of development physical sampling will be expected. It would be best to have a Phase 1 assessment up front as part of the application however a condition could also be attached to cover this.

Lighting:

A condition requiring the submission of a scheme of lighting is recommended.

The Council's Drainage Officer:

The proposed surface water drainage strategy is acceptable in principle and conditions are recommended to ensure compliance with the details set out in the Flood Risk Assessment.

Transport for London:

The London Plan allows a maximum of 2 spaces per four bedroom unit, 1 space per one and two bedroom units and 1.5 spaces per three bedroom unit equating to a maximum of 85 car parking spaces for this development, including the provision of blue badge spaces. As such the proposed quantum is 84 spaces above London plan standards. TfL requires the overall car parking provision to be reduced

significantly in line with London Plan policy 6.1 and support the London Plan objectives to reduce traffic and congestion levels. 20% of all car parking spaces are active Electric Vehicle Charging Points (EVCPs) and a further 20% should be passive to be secured by condition.

The proposed cycle parking provision is in line with London Plan standards, further details are required with regard to access to the spaces within the basement and the location of short-stay spaces.

Details of the proposed management of the car parking to ensure visitors are parking in appropriate spaces should also be provided. A Travel Plan statement should also be provided outlining measures to encourage sustainable travel and a Travel Plan should be secured through any subsequent S106.

Delivery and Servicing and Construction Logistics Plans should be secured through condition.

Thames Water:

No objection with regard to sewerage infrastructure capacity. The developer should demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer; any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. An informative is recommended re: Groundwater Risk Management Permit. They also recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

A further informative is recommended regarding a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Natural England:

Have not assessed this application for impacts on protected species but refer to the Local Authority to their Standing Advice.

The Metropolitan Police Designing out Crime Advisor:

Having reviewed the available documentation and taking into account the design and layout, there is no reason why the development could not achieve Secured by Design Gold or silver awards. A planning condition is recommended in this respect.

Historic England:

The planning application is not located within an archaeological priority area, however the site itself covers an area of 1.62ha. A desk-based assessment should therefore be carried out using existing information to identify the likely effects of the development on the significant of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets.

Planning Considerations

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

- BE1 Design of New Development
- BE4 Public Realm
- BE6 Environmental Improvements
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- BE13 Development Adjacent to a Conservation Area
- BE16 Ancient monuments and archaeology
- ER7 Contaminated Land
- ER10 Light Pollution
- G8 Urban Open Space
- H1 Housing Supply
- H2 and H3 Affordable Housing
- H7 Housing Density and Design
- H9 Side Space
- NE2 Development and Nature Conservation sites
- NE3 Nature Conservation and Development
- NE5 Protected Species
- NE7 Development and Trees
- NE9 Hedgerows and Development
- NE13 Green Corridors
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T6 Pedestrians
- T7 Cyclists
- T8 Other Road Users
- T9 and T10 Public Transport
- T11 New Accesses
- T12 Residential Roads
- T14 Unadopted highways
- T15 Traffic Management
- T16 Traffic Management and Sensitive Environments

- T17 Servicing of premises
- T18 Road safety

Affordable Housing Supplementary Planning Document (SPD)
Planning Obligations Supplementary Planning Document (SPD)

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

The final consultation for the Preferred Submission Draft Local Plan was completed on December 31st 2016. It is expected to be submitted to the Secretary of State for examination in public in mid-2017. The weight attached to the draft policies increases as the Local Plan process advances.

Relevant policies from the Draft Local Plan include:

Draft policy 1: Housing Supply
Draft policy 2: Provision of Affordable Housing
Draft policy 4: Housing Design
Draft policy 8: Side Space
Draft policy 26: Health & Wellbeing
Draft policy 30: Parking
Draft policy 32: Road Safety
Draft policy 33: Access for All
Draft policy 37: General Design of Development
Draft policy 42: Development Adjacent to a Conservation Area
Draft policy 55: Urban Open Space
Draft policy 69: Development and Nature Conservation Sites
Draft policy 70: Wildlife Features
Draft policy 72: Protected Species
Draft policy 73: Development and Trees
Draft policy 77: Landscape Quality and Character
Draft policy 78: Green Corridors
Draft policy 79: Biodiversity and Access to Nature
Draft policy 116: Sustainable Urban Drainage Systems (SUDS)
Draft policy 118: Contaminated Lane
Draft policy 119: Noise Pollution
Draft policy 120: Air Quality
Draft policy 122: Light Pollution
Draft policy 123: Sustainable Design and Construction
Draft policy 124: Carbon dioxide Reduction, Decentralised Energy Networks and Renewable Energy
Draft policy 125: Delivery and Implementation of the Local Plan

In strategic terms, the application falls to be determined in accordance with the following policies of the London Plan (March 2015):

2.18 Green Infrastructure
3.3 Increasing housing supply
3.4 Optimising housing potential
3.5 Quality and design of housing developments
3.6 Children and young people's play and informal recreation
3.7 Large residential developments
3.8 Housing choice
3.9 Mixed and balanced communities
3.10 Definition of affordable housing

- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood risk assessment
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.21 Contaminated land
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.13 Safety, security and resilience to emergency
- 7.14 Improving Air Quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.18 Protecting open space and addressing deficiency
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

The 2015-16 Minor Alterations (MALPs) have been prepared to bring the London Plan in line with the national housing standards and car parking policy. Both sets of alterations have been considered by an independent inspector at an examination in public and were published on 14th March 2016. The most relevant changes to policies include:

- 3.5 Quality and Design of Housing Development
- 3.8 Housing Choice
- 6.13 Parking

The relevant London Plan SPGs are:

- Housing (March 2016)
- Accessible London: Achieving an Inclusive Environment (2014)

Sustainable Design and Construction (2014)
Control of Dust and Emissions During Construction and Demolition (2014)
Providing for Children and Young People's Play and Informal Recreation (2012)

Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF) (2012) and National Planning Practice Guidance (NPPG) must also be taken into account. The most relevant paragraphs of the NPPF include:

14: achieving sustainable development
17: principles of planning
47-50: housing supply
56 to 66: design of development
69, 73, 74: promoting healthy communities
109 -111, 118, 120 - 121: nature conservation and biodiversity
128 -137: heritage assets
Paras 196-197: Determining applications
Paras 203-206: Planning conditions and obligations

Planning History

The Council recently refused to grant planning permission (on 28/11/16) at the site for a Residential development comprising of 105 units with a mixture of 4 bedroom houses and one, two and three bedroom apartments together with concierges office and associated basement car parking (OUTLINE APPLICATION) under ref.16/02613/OUT. The reasons for refusal were as follows:

1 The site is Urban Open Space in the Unitary Development Plan and Draft Local Plan and its development for residential purposes would be contrary to Policy G8, wherein there is a presumption against such development leading to the loss of open land that serves an important function in the locality and provides a break in the built up area, and contrary to London Plan Policies 2.18 and 7.18.

2 The development, as proposed, would result in a cramped overdevelopment of the site, out of character with and harmful to the visual amenities of the area and would fail to provide a satisfactory form of living accommodation for future occupiers contrary to Policies BE1 and H7 of the Unitary Development Plan and policies 7.4 and 7.15 of the London Plan and the Mayor's Housing SPG.

On 3rd May 2017 the applicant lodged an appeal against the Council's decision. At the time of writing this remains to be determined.

There is an ongoing enforcement investigation into the site regarding an alleged unauthorised change of use from Urban Open Land to storage of motor vehicles and additional hard standing.

There is an extensive planning history relating to the wider former Glaxo Wellcome site. The most relevant is as follows:

97/02062/OUTMAJ: Planning permission granted for redevelopment of part of the site for B1 business use and residential purposes with continued use of remainder

of site for purposes and as open land, with part of the open space at south of the site being available for public use) new access arrangements and on-site car parking; remedial works to The Dell area involving excavation of previously tipped material and subsequent backfilling with inert material (Part Outline);

12/00976/OUT: Permission subject to legal agreement for Demolition of existing buildings and comprehensive phased mixed use development of up to 37,275sqm (gross external area) comprising up to 35,580 sqm Class C3 dwellings (up to 179 houses of different sizes and tenures including garages (including up to 79 affordable units)), up to 620sqm Class D1 (Non-Residential Institutions), up to 1,040sqm Class D2 (Assembly and Leisure) (including retention of existing pavilion and erection of replacement score hut), including reprofiling of site levels, creation of attenuation lake, estate roads and pedestrian/ cycle paths, open space, car parking, hard and soft landscaping, security access lodge and infrastructure works including substations. Use of pavilion building (permitted for staff restaurant/ sports club/ library, education and resource centre and general purpose meeting room) within Class D2 (Assembly and Leisure) in conjunction with adjacent playing field without any specific use/ occupier restrictions (as set out in condition 03 of permission ref. 98/01103/FUL PART OUTLINE);

14/04538/RECON: At the time of writing an application is under consideration for a Minor-material Amendment to DC/12/00976/OUT in order to allow:-

- Amendments to the parameter plans listed in Condition 2 to enable removal of open watercourse and perimeter ditch to reflect the updated drainage strategy
- Amendments to the parameter plans listed in Condition 2 to enable removal of additional trees
- Variation of Condition 16 to reflect the updated drainage strategy;

Under ref.16/01330/FULL1 planning permission was granted for a crescent of 7 three storey townhouses plus accommodation in roof with basement car parking at the site to the north of North Drive (Jacanda Lodge and North Lodge).

Assessment

The NPPF, at paragraph 14, sets out a presumption in favour of sustainable development and states that for decision-taking this means approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted.

Footnote 9 of the NPPF sets out examples of policies which this may apply to, including those policies relating to sites protected under the Birds and Habitats Directives and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty,

Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion.

Housing Land Supply

Paragraph 49 of the NPPF states that:

Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

The weight to be afforded to individual policies, alongside other material considerations, falls to the decision-maker to consider within the balance of paragraph 14 of the NPPF (set out above).

The Council's latest Five Year Housing Land Supply paper was reported to and agreed by Development Control Committee on 24.11.2016. It concludes that the Council does have five years' worth of housing supply and it has informed the Council's Proposed Submission Draft Local Plan (November 2016) that was out for public consultation until the end of December 2016.

In relation to the appeals which the applicant cites at 42 Orchard Road and Blackbrook Lane which were dismissed, the Inspectors took a precautionary approach to the 5 year housing land supply situation and decided to assess the appeal on the basis that a five year housing land supply could not be demonstrated. The decision to take this approach was purely precautionary in light of the two different positions of the Council and the appellants. Consequently, these appeal decisions are not considered to be conclusive in detail on the 5 year housing land supply position set out in the Paper agreed by DC Committee on 24/11/2016.

The Council's current position is therefore that it can demonstrate a 5 year housing land supply. Even if this were not the case, it falls to the decision-maker to consider the weight which should be afforded to individual policies within the balance of paragraph 14 of the NPPF. In this instance, while it is accepted that the proposal for 67 residential units would make a useful contribution to the London Plan's minimum target for Bromley to deliver 641 new homes per year until 2025, for reasons which will be discussed in the following sections of the report, Officers consider that the development in the manner proposed would have adverse impacts which would significantly and demonstrably outweigh the benefits of the increase in the Borough's housing supply.

Urban Open Space Designation of Site

The application site is designated as Urban Open Space (UOS) in the UDP and policy G8 is therefore relevant to the determination of this application. Policy G8 states that in areas of UOS development will only be permitted if:

- i) it is related to the existing use (neither residential nor indoor sports development will normally be regarded as being related to the existing use); or
- ii) it is small scale and supports the outdoor recreational uses or children's play facilities on the site; or
- iii) any replacement buildings do not exceed the site coverage of the existing development on the site.

Policy G8 further states that any benefits of the development to the community such as new recreational or employment benefits will be weighed against the proposed loss of open space. In all cases the scale, siting and size of the proposal should not unduly impair the open nature of the site.

An assessment of the site was carried out by the Council and included within the Site Assessment 2015: Housing and Mixed Use (September 2015) to assist in its preparation of the Local Plan. The application site was assessed as a potential site for housing and mixed use however it was not subsequently recommended due to its Urban Open Space designation. This demonstrates the Council's intentions in respect of the designation of this site going forward. The site continues to be designated as Urban Open Space in the draft Local Plan and draft policy 55 would therefore apply. This draft policy mirrors the requirements of policy G8 with an additional clause added to allow for sensitively designed educational buildings where there is a demonstrable need, in order to limit the impacts on the open nature of the site.

The London Plan, at policy 2.18, recognises the important functions of green spaces, or Green Infrastructure in urban areas. Green Infrastructure is an overarching term for a number of discrete elements (parks, street trees, green roofs, etc) that go to make up a functional network of green spaces and green features. The benefits of such infrastructure include but are not limited to: making a positive contribution to climate change; improving air quality; contributing to sustainable urban drainage systems; and protecting and enhancing biodiversity. Furthermore, the presence of a protected species is a material consideration when considering development proposals. In addition, London Plan Policy 7.18b states in relation to planning decisions 'The loss of protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area...' The proposed development does not comply with this policy as it leads to a loss of protected Urban Open Space without meeting such provision.

The Government, in chapter 8 of the NPPF, sets out its aspirations for promoting healthy communities through the planning system. Paragraph 73 recognises the important contribution which "access to high quality open spaces and opportunities for sport and recreation... can make to the health and well-being of communities" and says that "planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision".

Paragraph 74 of the NPPF stipulates that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

The applicant considers that, as there has been no subsequent open space assessment in the terms contemplated by paragraph 73 and 74 of the NPPF, since the UDP was adopted, then policy G8 of the UDP is not based on a robust and up to date assessment of the needs for open space in the area and is therefore inconsistent with the NPPF. They submit therefore that it should only be afforded limited weight.

However, the overriding theme of paragraphs 73 and 74 of the NPPF is the various benefits that an area of open space can have on the health and well-being of a community. In the same vein, the subsequent paragraphs of chapter 8 go on to talk about Local Green Space designation which, it advises, should be used only where a site is close to and demonstrably special to the community it serves, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife.

In this respect, it is considered that the applicant has placed an incorrect emphasis on paragraphs 73 and 74 and by doing so has come to the conclusion that because there is no public access to the site and it is not within an area of open space deficiency, that it does not contribute any open space or serve any visual functions and is therefore surplus to requirements. This view is not shared by Officers. The Council acknowledged in their recent site evaluation that there is no public access to the site. Indeed, the accompanying wording to policy G8 even acknowledges that in relation to site's designated as Urban Open Space that "Not all of them have public access, but they nevertheless fulfil specific functions within their localities and... In doing so they make a significant contribution to the residential environment". One of the important functions of Urban Open Space which the applicant has failed to address is to "provide important breaks within the built-up area" (Paragraph 8.33, UDP).

In this respect, policy G8 is therefore considered to be consistent with the NPPF and the site serves as an important function as a break in the built environment and performs a number of important functions. The application site comprises scrubland and trees and there are a number of green corridors and habitat linkages around the site as well as the confirmed presence of protected species including Badgers. Furthermore, the site lies within an Air Quality Management Area (AQMA) where increased exposure to existing poor air quality should be minimised by avoiding introduction of potentially new sensitive receptors in such locations: particular attention should be paid to development proposals such as housing in this respect (para.7.51, London Plan).

Policy G8 of the UDP also requires that, in all cases the scale, siting and size of the proposal should not unduly impair the open nature of the site. The concept of

'openness' refers to the absence of building; it is land that is not built on. By contrast, the visual impact is a further assessment. This relates to factors such as the aesthetic quality of the proposal and its prominence in the landscape. The visual impact will be assessed in the 'design' section of the report. The application site is mostly greenfield, screened by walls, fencing and boundary vegetation, including mature trees and is bounded by roads (South Eden Park Road & Bucknall Way), residential development and rear gardens. This break in the built-up area which the site currently provides is considered particularly pertinent given the large residential development which has been permitted immediately to the south of the site and the development, as proposed would, by virtue of its layout and amount of development proposed, unduly impair the open nature of the site.

To summarise, the Urban Open Space designation of this site is still considered relevant and consistent with the NPPF in that the site serves as an important break in the built up environment and makes a positive contribution to the local area and surrounding residential environment. The development, if permitted, would irrevocably impact on the Council's ability to protect the open character of similar smaller open spaces and would undermine the strategic plan for London as a whole.

The other issues to be considered in respect of the current proposal are:

- Design
- Density
- Impact on Heritage Assets
- Impact on neighbouring amenity
- Housing Issues
- Planning obligations
- Highways impacts
- Pollution and contamination
- Impact on trees and ecology
- Sustainable Energy
- Drainage.

These matters are addressed in the following sections of the report.

Design

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes (Para's 56-57, NPPF).

Planning policies and decisions should aim to ensure that developments will function well and add to the overall quality of the area; establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development; respond to local character, reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create

safe and accessible environments; and ensure that development are visually attractive as a result of good architecture and appropriate landscaping (Para.58, NPPF).

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design. UDP Policy BE1 sets out a list of criteria which proposals will be expected to meet, the criteria is clearly aligned with the principles of the NPPF as set out above.

The London Plan at policy 7.1 requires developments to be designed so that the layout, tenure and mix of uses interface with surrounding land and improve people's access to social and community infrastructure (including green spaces). Development should enable people to live healthy, active lives, maximise the opportunities for community diversion, inclusion and cohesion and the design of new buildings and spaces should help reinforce the character, legibility, permeability and accessibility of the neighbourhood. Buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of existing spaces and streets in orientation, scale, proportion and mass and contributes to a positive relationship between the urban structure and natural landscape features. Furthermore, development should be human in scale and create a positive contribution with street level activity (policy 7.4, London Plan).

Consistent with this policy BE1 of the London Borough of Bromley Unitary Development Plan (UDP) requires new developments to be imaginative and attractive to look at; 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; the space about buildings should provide opportunities to create attractive settings and security and crime prevention measures should be included in the design and layout of buildings and public areas. Draft Policy 37 of the proposed submission Draft Local Plan takes a similar stance and, additionally, requires that recycling and waste storage facilities are incorporated within the design layout; and non-designated heritage assets are respected.

Whilst a quantitative assessment could be made using a numerical calculation of density, it is also important to consider the qualitative feel of the development in terms of its character and appearance, relationship to the established characteristics of the area and resultant relationship to existing development. Policy H9 of the UDP and Draft Policy 8 requires developments to maintain a minimum of 1m separation distance from the boundaries. However, this is a minimum and in areas characterised by greater separation distances a more generous spacing should be achieved.

The character of development in the surrounding area comprises large detached and semi-detached houses fronting South Eden Park Road, including those in Hampstead Mews; large detached houses on spacious plots to the east in Wickham Way and beyond into the wider Conservation Area. Development to the south in the Langley Park and Langley Waterside estates varies in its form and mix

of types of residential accommodation although immediately opposite the site on the southern side of Bucknall Way are large two storey detached dwellings.

Notwithstanding the Urban Open Space designation of the site, flatted development in this location is considered to be acceptable, in principle, in character terms in this location. However, in its determination of the previous application, the Council considered that the development would result in a cramped over-development of the site due to the level of site coverage proposed and harmful to the character of the area. Furthermore, the form of development which the proposed buildings would need to take in order to accommodate the amount of development which is proposed would be substantial in scale and mass and at odds with and detrimental to the existing characteristics of existing buildings and areas.

The only matters of detail under consideration at this stage relate to the access and layout of the development. The current application proposes a reduction from 105 residential units proposed in the previous application to 67 in the current scheme. The revised proposals have amended the layout of the development, as follows, while access remains as previously proposed:

- The two apartment blocks proposed along the western edge of the site are now separated into 3 distinct blocks (A, B and C);
- the terrace of townhouses (block D) along the southern boundary has been reduced in width and set away from the rear of block C by approximately 14m;
- to the eastern side of the site 2 apartment blocks have been omitted in lieu of a row of 9 terraced townhouses.

The reduction in width and breaking-up the two large blocks fronting South Eden Park Road would present a softer edge to South Eden Park Road allowing views in- between buildings through to the landscaped area beyond. Increasing the separation between blocks and the provision of another row of terraced townhouses in lieu of 2 apartment blocks also results in a more gentle transition between the lower-density suburban dwellings to the north/north-east of the site to the denser commercial development around the Chinese roundabout.

The rear garden depths of the terraced dwellings to the south of the site have also been increased in depth in the revised proposal, measuring a min of 11m to the boundary, when scaled from the rear elevation. Although this is still less than plots sizes in the surrounding area, generally, it is noted that this would be, in part, offset against the central landscaped area and the more generous green wedge which is proposed along the eastern edge of the site.

Although the final design of the blocks has yet to be agreed since appearance and scale are reserved matters, it is necessary to assess the visual impact of the development on the surrounding area. The applicant states in their description for the proposal that the townhouses would be 4 storey and the apartment blocks 3 and 4 storeys in height. The Design and Access statement indicates traditional architecture for the buildings with mansard roofs with heights of 2.5 storeys for blocks A, B and C and 3.5 storeys for the remaining blocks.

While the applicant accepts that there will be some visual effects from the development they ascertain that, as the site currently performs no significant visual function, is restricted from public views by the existing brick wall along south Eden Park Road and landscape treatment will effectively screen and filter views of the development from any public rights of way, that the change in perception as a result of the development is not likely to be significant (Para.5.6 and 8.4, Landscape Appraisal). However, the existing brick wall does not extend the whole length of the western site boundary where the treatment continues to the south with a mesh fence allowing clear views onto the site from South Eden Park Road as well as from the approach to the south-west of the site and from neighbouring residential sites in Hampstead Mews.

While the revised layout does result in a less jarring relationship with the western site boundary and the south-western corner of the site, there are still concerns that the form of development which the proposed blocks fronting South Eden Park Road would need to take in order to accommodate the amount of development that is proposed would be of significant bulk and scale and would appear unduly prominent within the South Eden Park Road street scene as well as from the approach to the south-west of the site, with little regard to the character of surrounding development.

Furthermore, the terraced housing at block D and the apartment block E which both back onto Bucknall Way at an indicative height of three and a half storeys plus basement, combined with the proximity of block E to site boundaries would appear incongruous with development on the opposite side of Bucknall Way. The positioning of block E towards the rear of adjacent blocks and encroaching onto the green wedge proposed along the eastern edge of the site would also result in a rather cramped form of development in this part of the site.

While some of the retained trees would provide a certain amount of screening for the development from Bucknall Way, a substantial amount of tree and scrub clearance will need to take place across the site to accommodate the development, including a number of trees within the northern section of group G20 growing within the south-west corner of the site, resulting in a significant change in perception of the site and exacerbating the visual impact of the development further.

While scale and appearance are reserved matters, the layout of the development is fixed at this stage and it is considered that the layout proposed, combined with the scale and form that the buildings would need to take would amount to a cramped overdevelopment of the site, out of character with and detrimental to the characteristics of existing buildings and areas. The reliance on basement car parking is a further indication that the amount of development proposed is excessive and inappropriate for this location.

The impact of the development on any views of local importance or any strategic views would need to be determined at the detailed application stage since scale is a reserved matter.

The applicant has cited the recent planning approval for a three/four storey development of terraced houses at the adjacent site to the north of North Drive

(North Lodge/Jacanda Lodge) (ref.16/01330). While this does result in a more dense form of development into that particular site than the 2 detached dwellings which currently exist, there are concerns that the form of development which is proposed at the application site would fail to respond well to the wider character or reflect the identity of local surroundings.

The applicant also refers to the apartment buildings which form part of outline permission ref.12/00976 at land to the south of the Bucknall Way/South Eden Park Road roundabout and has provided an indicative street scene elevation comparing the heights of the proposed apartment blocks with those indicated in the outline permission. However, this application was in outline form with all matters reserved. Therefore scale, height and appearance have yet to be agreed.

If the application were to be considered acceptable overall, at the detailed stage a high quality design and materials would need to be secured including the use of green roofs and wall planting in order to help mitigate the impact of the development on air quality and climate change. Furthermore, the affordability of different elements of the scheme should not immediately be apparent from the siting, design and layout (policy H2, UDP). A well-designed setting with hard and soft landscaping and the provision of green infrastructure integral to the development would also need to be secured.

Density

Policy 3.4 in the London Plan seeks to ensure that development proposals achieve the optimum housing density compatible with local context, the design principles in Chapter 7 and with public transport capacity. Table 3.2 (Sustainable residential quality) identifies appropriate residential density ranges related to a site's setting (assessed in terms of its location, existing building form and massing) and public transport accessibility (PTAL). The London Plan states that residential density figures should be based on net residential area, which includes internal roads and ancillary open spaces.

The London Plan advises that development plan policies related to density are intended to optimise not maximise development and density ranges are deliberately broad to enable account to be taken of other factors relevant to optimising potential such as local context, design and transport capacity, as well as social infrastructure, open space and play (para.3.28).

The Housing SPG (March 2016) provides further guidance on implementation of policy 3.4 and says that this and Table 3.2 are critical in assessing individual residential proposals but their inherent flexibility means that Table 3.2 in particular should be used as a starting point and guide rather than as an absolute rule so as to also take proper account of other objectives, especially for dwelling mix, environmental and social infrastructure, the need for other land uses (e.g. employment or commercial floorspace), local character and context, together with other local circumstances, such as improvements to public transport capacity and accessibility (para.1.3.8).

This site is considered to be in a 'suburban' setting and has a PTAL rating of 2. The London Plan gives an indicative density range of between 35 and 95 units/ha (dependent on the unit size mix) and 150-250 habitable rooms/ha. UDP Policy H7 also includes a density/location matrix which supports a density of 50-80 units/ha and 200-250 habitable rooms/ha for locations such as this provided the site is well designed, providing a high quality living environment for future occupier's whilst respecting the spatial characteristics of the surrounding area.

Taking into account the accommodation schedule submitted, the density calculations for the proposed development are approximately 46.5 units/ha which appear to meet the indicative density guidelines in both the London Plan and the UDP. However, when taking into account the indicative floor areas for the 2 and 3 bedroom flats and the 4 bedroom houses the majority of units significantly exceed the Technical housing standards -nationally described space standards (March 2015). For example the accommodation schedule shows a 3 bedroom flat with a floor area of 198sqm. The minimum gross internal floor area (GIA) for a 3 bedroom 6 person flat set out in the technical housing standards is only 95 sqm). Some of the 4 bedroom houses are shown to have a GIA of 464.5sqm. The technical housing standards indicate that even a 6 bedroom 8 person dwelling of three storeys would only need to be a minimum of 138 sqm to meet the minimum standards.

As discussed above, development plan policies related to density are intended to optimise not maximise development and as discussed above a numerical calculation of density is only one consideration. While it is acknowledged that the applicant has reduced the number of units considerably since the previous application was refused, given the excessive units sizes proposed which are indicated, in this instance the density calculations are misrepresentative of the overall amount of development proposed and it is also necessary to consider the quality of the development in relation to the surrounding context. As set out above, the amount of development proposed, based on layout and the form and scale which the buildings will need to take in order to accommodate the proposed number of apartments and houses would amount to a cramped overdevelopment of this site which would fail to respond well to local character and context.

Impact on Heritage Assets

When considering the impact of a proposed development on the significance of a designated heritage asset, the NPPF states, at paragraph 132, that "great weight should be given to the asset's conservation.... Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting...Substantial harm to or loss of a grade II listed building, park or garden should be exceptional". Furthermore, "Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably" (Para.137).

The eastern side of the site is bordered by the Park Langley Conservation Area and policy BE13 of the UDP would therefore apply. This requires development adjacent to a Conservation Area to preserve or enhance its setting and not detract from views into or out of it. The impact of the development on the setting of the

nearby Chinese Garage listed building is also a material consideration in respect of this proposal.

The adjacent properties on the western side of Wickham Way have very long gardens and the proposed buildings would be, for the most part, in excess of 70 metres from the rear elevations of these house. There is also a substantial amount of screening both within the gardens of the houses and in the form of trees show as retained on the site. On balance it is considered that there would be sufficient separation between existing houses in the Conservation Area and proposed buildings so as to avoid any sense of over bearing. Furthermore, there are no significant views into or out of the Conservation Area from across the site which would be unduly impacted. Furthermore, the separation between the application site and the listed building would be adequate to preserve its setting.

With regard to archaeology, the site over 1ha in area and includes undisturbed ground and a desk-based archaeological assessment is therefore required to determine the effects of the development on any undiscovered or nearby assets. Should the application be acceptable in all other respects, it would therefore be appropriate to attach conditions requiring the submission of a desk-top archaeological assessment.

Overall, the development is considered acceptable in principle, from a heritage perspective. However, further consideration will need to be given to the scale of the proposed development in relation to Heritage assets at the appropriate stage of the planning process.

Impact on 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.

As discussed above, the proposed development would be visible from existing adjacent properties in the Park Langley Conservation Area, from properties to the west in South Eden Park Road and from properties to the south in Bucknall Way. Views from existing properties to the north of the site (Jacanda Lodge and North Lodge) would also be perceivably altered by the development. While the open views across this currently undeveloped site would be significantly altered by the development, it is not anticipated that the proposals would give rise to any significant loss of amenity to neighbouring properties given the separation distances proposed between existing and proposed buildings which is unlikely to result in any undue overlooking or loss of privacy at neighbouring sites. The existing planning permission for the terraced houses to the north of the site is also unlikely to be unduly impacted by this proposal.

Concerns have also been raised from local residents regarding highways impacts and the pressure that the development would put on local services and infrastructure. The highways impacts of the proposal are discussed below. As set

out above, the Developer would be liable to pay contributions towards local health and education infrastructure to offset the impact of the development if it were considered acceptable overall. These would be considered necessary to make the development acceptable in planning terms.

Housing Issues

To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups on the community; identify the size, type, tenure and range of housing that is required in particular locations; and where they have identified that affordable housing is needed, set policies for meeting this on site, unless off-site provision can be robustly justified (Para 50, NPPF).

Unit type/size:

London Plan policy requires new housing development to offer a range of housing choices in terms of the mix of housing sizes and types taking into account the housing requirements of different groups. Policies within the Bromley UDP do not set a prescriptive breakdown in terms of unit sizes however the priority in the London Plan is for the provision of affordable family housing, generally defined as having three or more bedrooms. The site's size and location in a suburban setting with good access to open space make it suitable for the provision of family housing and the proposed mix of 1, 2 and 3 bedroom flats and 4 bedroom houses are considered acceptable in this respect.

Affordable Housing:

Affordable housing will be sought on sites capable of providing 11 dwellings or more, a site area of 0.4ha or on sites providing over 1000 square metres of residential floorspace. The London Plan, at policy 3.8, states that Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments. Policy 3.12 requires the maximum reasonable amount of affordable housing to be sought on schemes having regard to current and future requirements at local and regional levels and the London Plan's target of an average of at least 17,000 more affordable homes per year in London. Development proposals are required to create mixed and balanced communities with the size and type of affordable housing being determined by the specific circumstances of individual sites.

The development is considered liable for the provision of affordable housing on site and contributions by way of planning obligations under Policy IMP1 of the UDP. Policy H2 of the UDP requires 35% affordable housing (on a habitable room basis) to be provided with policy 3.11 of the London Plan requiring 60% affordable rented and 40% intermediate provision. A lower provision of affordable housing can only be accepted where it is demonstrated that the viability of the scheme cannot support policy compliant provision.

The applicant has committed, in principle, to providing at least 35% affordable housing with the precise tenure split yet to be determined. However, if this application was considered acceptable in all other respects, negotiations would have taken place to try and secure a policy-complaint level of affordable housing based on the number of habitable rooms proposed.

Standard of living accommodation:

Although this is an outline application with the final designs to be determined at the appropriate stage, development plan policy, including policies BE1 and H7 of the UDP require that proposals for residential development provide a satisfactory form of living accommodation to serve the needs of the particular occupants and provide adequate private or communal amenity spaces.

Policy 3.5 of the London Plan, which was amended by the Minor Alterations in 2016, sets out the Mayor's aspirations for the quality and design of housing developments. The Housing SPG sets out further guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. New housing should promote and enhance the quality and character of local places and should meet the needs of all Londoners at different stages of life, particularly those of children and older people. Housing should be designed so that people can use it safely, easily and with dignity regardless of their age, disability, gender or ethnicity. It should meet inclusive design principles by being responsive, flexible, convenient, accommodating, and welcoming (para.2.1.4).

The 2016 Minor Alterations to the Plan adopted the nationally described space standard. This standard is set by Government and clearly set out in the Technical housing standards -nationally described space standard document (March 2015). The standards apply to all tenures. As set out above, the majority of proposed units would significantly exceed the nationally described space standards.

In accordance with the London Plan Policy 3.8 ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The Housing SPG advises that affordable dwellings (where the Council has nomination rights) should be provided as wheelchair accessible homes (that are readily usable by a wheelchair user at the point of completion). Affordable wheelchair units will additionally be required to comply with South East London Housing Partnership (SELHP) standards.

The applicant states in their design and access statement that the dwellings have been designed to comply with the above Part M requirements. The relevant category of Building Regulation would need to be secured through planning conditions should this development be considered acceptable overall.

The London Plan Housing SPG says that developments should minimise the number of single aspect dwellings. Single aspect dwellings that are north facing,

or exposed to noise levels above which significant adverse effects on health and quality of life occur, or which contain three or more bedrooms should be avoided. The proposed blocks fronting South Eden Park Road would contain a mixture of one and two bedroom flats set over three floors. Block A would comprise of 12 units and blocks B and C would each contain 16 units. No internal layouts have been provided in respect of the current outline application however it is anticipated that the layout proposed for these blocks would be able to deliver a number of dual aspect dwellings.

The separation distance between the blocks of flats fronting South Eden Park Road and the terrace of townhouses along the southern edge of the site has been increased significantly since the previous application resulting in an improved outlook for future occupiers. Notwithstanding the issues with the layout of the development, block E would be separated from to the side of the townhouses in block D by around 10m and by around 18m 'front to back' distance is proposed between block E and block F which appears to be acceptable, subject to the sensitive design and positioning of any windows or external amenity areas. Overall, the amenities of future occupiers are unlikely to be unduly prejudiced by either of these relationships. These matters would need to be properly determined at the detailed application stage since no internal layouts or elevational drawings have been provided.

Noise:

National Planning Practice Guidance (NPPG) advises that noise needs to be considered when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment. When taking decisions about new development, Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved (Para.003, NPPG).

Policy 7.15 of the London Plan states that development proposals should seek to manage noise by mitigating and minimising potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development. At the same time development proposals should improve and enhance the acoustic environment and promote appropriate soundscapes (including quiet areas); separate noise sensitive development from major sources (such as road, rail, etc) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; and where it is not possible to achieve separation of noise sensitive development and undue noise sources, without impacting other sustainability objectives, then any potential impact should be mitigated through the application of good acoustic design principles.

However, the acoustic assessment accompanying the application finds high noise levels for properties fronting South Eden Park Road and recommends alternative means of ventilation to the three apartment blocks nearest South Eden Park Road,

on the facades either directly facing or with a sideways aspect to that road. There is also a marginal requirement, it finds, for this at the end of the terraced houses nearest South Eden Park Road facing Bucknall Way.

It has not been demonstrated by the applicant that the majority of units would be dual-aspect, nor that residents would be able to open any windows or have access to a private external amenity space without an unacceptable impact from noise. Even with appropriate glazing and ventilation and the provision of a central "quiet" communal amenity space the dwellings would therefore provide very poor amenity for residents. Furthermore, the site is within an Air Quality Management Area.

The inability of the development to provide high quality living accommodation for all future occupiers is a further indication that the development, as proposed, would amount to an overdevelopment of this site.

Amenity Space:

All units must benefit from private amenity space which must comply with the requirements set out in the SPG. A minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. Dwellings on upper floors should all have access to a terrace, roof garden, winter garden, courtyard garden or balcony.

The proposed apartments would have a mixture of private space in the form of balconies as well as access to the communal gardens. The central 'square' would be landscaped space for use by all residents. The nine town houses would have individual rear gardens. While the proposal appears, in principle, to provide the required level of amenity space for the development, there are concerns over the quality of the provision of some of the private amenity areas which are likely to be subject to high noise levels, as discussed above.

For all new residential developments generating more than 10 children (as determined by the application of child occupancy assessments) suitable play space should be provided as part of the development scheme. The development appears, in principle, to be capable of providing adequate play space as part of the proposal, however, at the detailed application stage the onus would be on the applicant to demonstrate how the application will meet London Plan requirements in terms of Children's play space.

Planning Obligations

The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being

stalled. The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:

- (a) Necessary to make the development acceptable
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development.

Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis, making it illegal to secure a planning obligation unless it meets the three tests. From 5th April 2015, it is necessary to link Education, Health and similar proposals to specific projects in the Borough to ensure that pooling regulations are complied with.

Policy IMP1 (Planning Obligations) and the Council's Planning Obligations SPD state that the Council will, where appropriate, enter into legal agreements with developers, and seek the attainment of planning obligations in accordance with Government Guidance.

If this application were to be considered acceptable in all other respects it would be necessary to secure financial contributions towards health, education, affordable housing provision, wheelchair units, carbon offsetting and a commitment to ensure ongoing air quality monitoring. These would be considered necessary to make the application acceptable in planning terms and a legally binding planning obligation would be required.

The scheme would also be subject to Mayoral CIL.

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. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site; safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Para.32).

Plans and decisions should also ensure that developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised while at the same time taking into account policies set out elsewhere in the Framework. Therefore developments should be located and designed to, among other things: accommodate the efficient delivery of goods and supplies; give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic

and cyclists or pedestrians; incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport (Paras.34-35, NPPF).

London Plan and UDP Policies also encourage sustainable transport modes whilst recognising the need for appropriate parking provision.

In accordance with paragraph 39 of the NPPF, if setting local parking standards for residential development, local planning authorities should take into account the accessibility of the development, its accessibility in relation to public transport, the type, mix and use of development, local car ownership levels and the overall need to reduce the use of high-emission vehicles. Car parking standards within the UDP and the London Plan should therefore be used as a basis for assessment.

Applying the London Plan maximum residential parking standards, the development would give rise to a maximum requirement for 85 parking spaces. Appendix II of the UDP gives a maximum requirement of 100 parking spaces for a development of this nature.

169 car parking spaces are proposed including 10 visitor spaces which the applicant considers appropriate taking account of policy guidance and the location of the development site to ensure that parking does not overspill onto the surrounding roads. However, while the low PTAL rating of 2 of this site is acknowledged, the site is in close proximity to local facilities and bus stops and the 169 car parking spaces proposed represents a significant over-provision when taking into account London Plan and UDP standards.

While the minor alterations do state at paragraph 6.42j that "In outer London a more flexible approach for applications may also be acceptable in some limited parts of areas within PTAL 2, in locations where the orientation or levels of public transport mean that a development is particularly dependent on car travel", the applicant acknowledges in their Transport Statement that the site is within "an acceptable walk distance to a range of everyday facilities, actively encouraging future residents to travel sustainably as opposed to being reliant upon a private car" (Para 3.33, Transport Statement).

The proposal would therefore fail to contribute to the above objectives, undermining more sustainable transport modes and leading to further deterioration of air quality. While the imposition of conditions requiring a higher than normal level of parking spaces for electric vehicles to be provided as part of the development could help minimise the air quality impacts of the development, the fact that these measures would be necessary to make the development acceptable, along with the issues discussed in the preceding sections all amount to this proposal being an over-development of the site.

The estimated vehicular trip generation has been calculated by the applicant and the capacity of the site access junction has also been tested. These indicate that an increase in the traffic flow as a result of the development would not have a significant impact on South Eden Park Road.

129 cycle parking spaces for the flats are provided within the basement and the houses will all benefit from a private garage. Subject to conditions to ensure a policy compliant level of cycle parking is provided using an appropriate type of stand, the proposals is considered acceptable from a cycling perspective. Refuse and recycling conditions would also be appropriate should the application be considered acceptable overall.

Overall, it is considered that the development, as proposed, would give rise to any significant highways impacts.

Should this application have been considered acceptable in all other respects highways conditions would have been recommended including construction management and cycle parking and refuse storage.

Pollution and Contamination

The planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate (Para.109, NPPF).

The application site is located within an Air Quality Management Area where London Plan policy 7.14 requires developments to be air quality neutral and not lead to further deterioration of existing poor air quality.

The reduction in the overall density compared with the previous application will result in a reduced air quality impact and if this application were to be considered acceptable overall, it would be necessary to enter into a section 106 agreement to ensure ongoing air quality monitoring and/or impose conditions requiring that the mitigation measures outlined in the Air Quality Assessment are secured including the provision of electric car charging points, the submission of a Travel Plan, a Welcome Pack for all new residents (including relevant measures from the approved travel plan and guidance on preferential walking and cycling routes and cycle storage), restricting the dry NOx emission rates of gas boilers, the submission of a Construction Logistics Plan and a dust management plan and compliance with the SPG "Control of Dust and Emissions During Construction and Demolition".

The development involves sensitive receptors such as residential gardens and amenity areas and given the site's proximity to known potentially contaminated sites it would also be appropriate to attach a contamination condition to any subsequent grant of planning permission.

Trees and Ecology

The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, and minimising

impacts on biodiversity and providing nets gains in biodiversity where possible (Para 109, NPPF).

Policy NE7 of the UDP requires proposals for new development to take particular account of existing trees on the site and on adjoining land, which, in the interests of visual amenity and/or wildlife habitat, are considered desirable to be retained. Policy NE9 seeks the retention of existing hedgerows and replacement planting; where appropriate, recognising the important role they can play in softening and screening new development.

Policy NE2 of the UDP will only allow development proposals which may significantly affect a Site of Interest for Nature Conservation (SINC) to be permitted where the benefits of the development demonstrably outweigh the interest or value of the site or where harm can be mitigated through conditions or planning obligations. Policy NE5 prohibits development which would have an adverse effect on protected species. The presence of protected species is a material planning consideration.

The application is accompanied by an arboricultural report. The most significant trees impacted as a result of the application are the horse chestnut trees (T21-T26) situated along the western boundary. These trees are subject to group Tree Preservation Order (TPO) 1881 that was made in November 2001. The application proposes the loss of T25 due its positioning in respect of a proposed basement and the general lack of retention span of the tree. Given its stunted vitality and leaning form in the direction of the proposed development, the loss of this tree is considered acceptable. However, a like for like replacement tree with continued protection should be proposed as part of any forthcoming landscaping proposals.

The coniferous screening bordering the site to the east is considered low value and can be removed and replaced with more attractive, ornamental specimen trees/hedges.

A number of trees on the site were found likely to provide some opportunity for foraging and roosting bats including the trees lining the edges of the site, in particular the eastern edge along North Drive and the ecological report recommends the retention of the far eastern and southern tree lines along the site boundaries which the plans submitted indicate are to be retained as part of the scheme.

The ecological appraisal and species surveys report make a number of recommendation in respect of protected species including retention of existing 'green corridors' and other measures as well as further survey work, particularly to determine the extent of the Badger setts. The current scheme proposes an increase in the width of the 'green buffer' along the eastern edge of the site with buildings now proposed some 25m from the Badger setts which is welcomed.

Subject to the implementation of the recommendations made in the reports, the proposal is unlikely to have any significant impacts on protected species.

If this application were to be considered acceptable overall it would be appropriate to attach tree and ecology conditions to any subsequent grant of planning permission. Landscaping would also be a material consideration which would need to be assessed at the appropriate stage.

Sustainable Energy

London Plan Policies 5.1 - 5.7 refer to energy requirements to achieve climate change mitigation including reduction in carbon emissions and renewable energy. The applicant has submitted a Sustainable Energy report setting out a range of options which they consider would meet policy requirements for the development to provide a 35% reduction in carbon emissions above that of the 2013 Building Regulations.

If the application were to be considered acceptable overall, a condition requiring the submission of a further energy assessment would be appropriate to ensure the detailed designs can meet the policy aspirations. Furthermore, a cash in lieu payment to offset the remaining regulated carbon emissions up to 100% would need to be secured through a section 106 legal agreement.

Drainage

Policy 5.13 of the London Plan requires developments to utilise sustainable urban drainage systems (SUDS), unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water is managed as close to its source as possible in line with the hierarchy in policy 5.13. The supporting text to policy 5.13 also recognises the contribution 'green' roofs can make to SUDS.

The proposals to provide underground storage, permeable paving, small ponds and swales to restrict surface water run-off and restrict the discharge rate to 1l/s for all events including the 1 in 100 year plus climate change storm event are acceptable in principle. The use of green roof and wall plating should also be factored into the detailed designs of the buildings. If the application were to be considered acceptable overall drainage conditions would be recommended.

Environmental Impact Assessment

As part of an application process it may necessary for the Council to give a screening opinion as to whether an Environmental Impact Assessment is required.

The relevant regulations are Directive 2011/92/EU of the European Parliament and the Town & Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015 (the Regulations). Guidance on procedures under the Regulations is set out within the Planning Practice Guidance (April 2015).

The Regulations identify two types of development projects: Schedule 1 developments, for which an EIA is mandatory, and Schedule 2 developments, for which EIA may be required.

The proposal is for a residential development of 67 dwellings on a site of 1.44 hectares and is therefore below the thresholds in column 2 of the table in Schedule 2 of the 2015 regulations and further screening or Environmental Impact Assessment is unlikely to be required. Furthermore, the site is not in a sensitive area as defined by The Regulations.

Conclusions

The preceding sections in this report have assessed the development proposed in accordance with the relevant policies of the development plan including the Council's Urban Open Space designation of the site and the qualitative as well as the quantitative merits of the design of the proposal in the context of the surrounding area.

Policy G8 of the UDP and draft policy 55 of the Proposed Submission Draft Local Plan have been found to be consistent with the aims and objectives of the NPPF and the London Plan. Even though the benefits of the proposal, in terms of the contribution it would make to the London Plan's housing targets, are recognised, this site continues to be designated as Urban Open Space. The development as proposed would be contrary to both the saved policies of the UDP and the emerging policies as well as to the strategic objectives of the London plan and would fail to protect this area of open space which serves a number of important functions in the urban environment, including providing a physical and visual break in the built-up area. The release of such land from its designation would be a matter for the Local Plan process.

In addition, the layout proposed, combined with the scale and form that the buildings would need to take would amount to a cramped overdevelopment of the site, out of character with and detrimental to the characteristics of existing buildings and areas. There are also concerns over the ability of the development to provide an acceptable standard of living occupation for future occupants. These are all major factors weighing against the proposal which are of sufficient weight to refuse the application even having regard to the presumption in favour of sustainable development.

The development, in the manner proposed, has failed to overcome the Council's previous refusal grounds and is therefore recommended for refusal.

Background papers referred to during production of this report comprise all correspondence on the file refs 17/00757/OUT and 16/02613/OUT set out in the Planning History section above, excluding exempt information.

**as amended by documents received on 01.03.2017 09.03.2017 17.03.2017
23.03.2017 12.05.2017 15.05.2017 31.05.2017**

RECOMMENDATION: APPLICATION BE REFUSED

The reasons for refusal are:

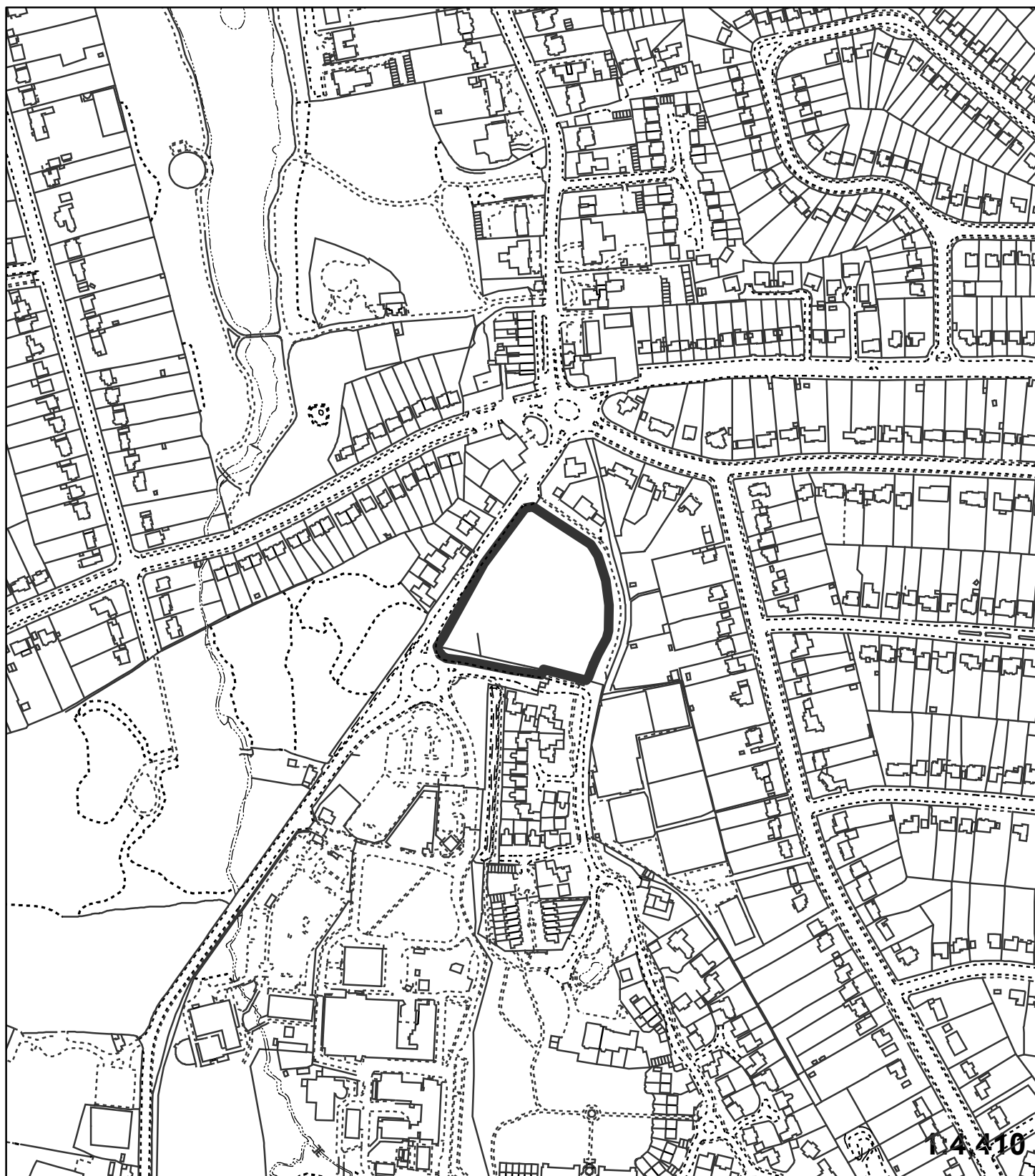
- 1 The site is designated Urban Open Space in the Unitary Development Plan (UDP) and Proposed Submission Draft Local Plan and its development for residential purposes would be contrary to Policy G8 of the UDP and policy 55 of the Draft Local Plan, wherein there is a presumption against such development leading to the loss of open land that serves an important function in the locality and provides a break in the built up area, and contrary to London Plan Policies 2.18 and 7.18.**

- 2 The development, as proposed, would result in a cramped overdevelopment of the site, out of character with and harmful to the visual amenities of the area and would fail to provide a satisfactory form of living accommodation for future occupiers contrary to Policies BE1 and H7 of the Unitary Development Plan, policies 4 and 37 of the Proposed Submission Draft Local Plan and policies 7.4 and 7.15 of the London Plan and the Mayor's Housing SPG.**

Application:17/00757/OUT

Address: Land At Junction With South Eden Park Road And Bucknall Way Beckenham

Proposal: Residential development comprising 15 four storey townhouses and 52 apartments in three and four storey blocks to provide a total of 67 residential units together with concierges office and basement car parking (OUTLINE APPLICATION).



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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Report No.
DRR16/019

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: DEVELOPMENT CONTROL COMMITTEE

Date: 12th June 2017

Decision Type: Non Urgent Non-Executive Non-Key

Title: AUTHORITY MONITORING REPORT 2014/16

Contact Officer: Mary Manuel, Head of Strategic Policy
Email: mary.manuel@bromley.gov.uk

Chief Officer: Chief Planner: Jim Kehoe

Ward: (All Wards);

1. Reason for report

- 1.1 This report seeks the Committee's agreement to Appendix 1 forming the Council's Authority Monitoring Report (AMR) for the period from 1st April 2014 to March 31st 2016. The AMR meets the requirement of the Localism Act 2011 for all Local Authorities under section 13 to produce Authority Monitoring Reports (AMRs). The AMR sets out the progress in the preparation of the local plan and the extent to which the planning policies in the development plan are being achieved.
- The AMR covers a two year period, however, for ease of use reference is made to 2014/15 and 2015/16 where appropriate.

2. **RECOMMENDATION**

- 2.1 That the Committee:
Considers Appendix 1 in light of the Council's duty under the Localism Act 2011 and agree this as the Council's Authority Monitoring Report for 2014/16.

Corporate Policy

1. Policy Status:: Existing Policy
 2. BBB Priority: Excellent Council
-

Financial

1. Cost of proposal: N/A:
 2. Ongoing costs: Recurring Cost
 3. Budget head/performance centre: Planning Division
 4. Total current budget for this head: £ N/A
 5. Source of funding: Existing Revenue Budget
-

Staff

1. Number of staff (current and additional): N/A
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: Localism Act 2011 & The Planning and Compulsory Purchase Act 2004
 2. Call-in: Call-in is not applicable.
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): N/A
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? No
2. Summary of Ward Councillors comments: N/A

3. COMMENTARY

- 3.1 The Authority Monitoring Report (AMR) is based on a similar template to previous years. The AMR covers the two year period April 1st 2014 to March 31st 2016. However, information included is identified as related to 2014/15 and /or 2015/16 as appropriate.
- 3.2 Legislation requires the Council to prepare and publish monitoring reports, analysing how planning document preparation work has progressed against the published timetables and the effects that the implementation of policies may be having on the locality. Monitoring is essential in assessing whether existing planning policies are achieving their objectives and to review the progress on the preparation of the new Local Plan.
- 3.3 The report contain data on a range of indicators identified by the Council as outlined in relevant sections of the document. These indicators are intended to measure the effectiveness of the Council's planning policies in achieving sustainable development. This means meeting the development needs of the Borough whilst achieving a sustainable economy, safeguarding environmental assets, addressing community needs, ensuring accessibility and addressing climate change. While the AMR covers a two year period the indicators show figures and performance for each of the years 2014/15 and 2015/16.

The AMR includes the monitoring of the Government's increased flexibilities in the planning system and greater permitted development rights, for example, allowing a change of use from office to residential use.

4 POLICY IMPLICATIONS

- 4.1 The AMR monitors progress against policies saved in the Unitary Development Plan for Bromley. There are key elements in progressing Bromley 2020 and Building a Better Bromley in particular our 'Valued Environment' and 'Vibrant and Thriving Town Centres' and an 'Excellent Council'.

Non-Applicable Sections:	Impact on Vulnerable Adults and Children, Legal, Personnel and Financial, Procurement Implications
Background Documents: (Access via Contact Officer)	The Localism Act 2011 The Planning and Compulsory Purchase Act 2004 Bromley's Unitary Development Plan 2006 Consultation Draft documents relating to the emerging Local Plan, including: 2014 Draft Policies and Designations Document 2015 Draft Allocations, Desingations and Further Policies 2016 Draft Community Involvement Strategy 2016 Local Green Space Consultation

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THE LONDON BOROUGH

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London Borough of Bromley

Authority Monitoring Report

1st April 2014 – 31st March 2016

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1 Introduction and Background

Background

- 1.1 This report forms the Authority Monitoring Report for the period 1st April 2014 to 31st March 2016. The report has been produced in line with the requirements under the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011, for local authorities to monitor the implementation of their Local Development Scheme, and the extent to which the policies set out in the Local Development Documents are being achieved.

Borough Profile

- 1.2 Bromley is geographically the largest of the 32 London Boroughs, which, together with the City of London, make up the 33 local planning authorities in London. It has the sixth highest population of the London Boroughs, with 309,392 people at the time of the 2011 Census and comprises an area of 64 square miles.

Table 1: Bromley's Population

Local or Unitary Authority	2001 population	2011 population	Change since 2001 (%)	2016 population
Bromley	295,532	309,392	4.7	329,000

Source: ONS/Census

- 1.3 The Borough occupies a strategic position in the South East of London and the South East with rail connections to Central London and easy access to the M25, the National Rail Network and major South East airports.
- 1.4 Bromley is a distinctive part of London's suburbs that is closely connected to London's economy and has one of the largest Borough economies south of the Thames. Open countryside, protected by the Green Belt that encircles London, makes up over half the Borough. The areas of Green Belt in the Borough have many characteristics in common with the rural parts of Kent and Surrey.

Bromley's Local Plan

- 1.5 The London Borough of Bromley is in the process of replacing the saved policies from its adopted Unitary Development Plan (UDP) (2006) with a new Local Plan, incorporating the Bromley Town Centre Area Action Plan (AAP) and Supplementary Planning Documents (SPDs).
- 1.6 The programme for the preparation of the Local Plan is set out in the Local Development Scheme (LDS), which is updated as necessary. The LDS was last updated in November 2016 reflecting the scale of the response to different consultations and the work in preparing the Draft Local Plan. The 'Timetable for Preparation of the Local Plan' included in the latest LDS can be found in appendix 3.

2 Report Highlights

2.1 The highlights of this report are set out in two key sections, progress in the plan-making process outlined in the Local Development Scheme (LDS), and the monitoring results as of saved policies within Bromley's UDP.

2.2 Key aspects of the Local Development Scheme:

- The Bromley Town Centre Area Action Plan (adopted October 2010) continues its implementation. A development programme document for the delivery of the projects continues to be regularly updated.
- In 2014, the Council consulted on the Draft Policies and Designations document including a 'Call for Sites', and in 2015 consulted on the 'Draft Allocations, Further Policies and Designations' document.
- In 2015 a revised Statement of Community Involvement was prepared with consultation in early 2016.
- In early 2016, Local Green Space consultation including potential nominations for LGS designation took place.

2.3 Key findings of the Policy Progress Section:

- Permission permissions granted and completed for employment floorspace (B use classes) remain positive.
- The footfall in two of the three town centres, Bromley and Beckenham have increased and Orpington has decreased.
- Retail vacancy rates have decreased in Bromley and Orpington and remained similar in Beckenham,
- 530 homes were completed on average in 2011/12 – 2014/15 exceeding the London Plan housing figure average of 500 homes per annum and in 2015/16 exceeded the new London Plan minimum figure of 641 homes with 717 (net) homes completed.

3 Development Plan Production

- 3.1 The beginning of 2014 saw the Council publish its Draft Policies and Designation Document, agreed by the Executive in January, and undertake consultation in February and March. This consultation included a 'Call for sites' inviting sites to be submitted for consideration as potential Site Allocations within the emerging Local Plan. The purpose of including Site Allocations is to support the delivery of the Local Plan. Responses to the general consultation and call for sites continued during 2014.
- 3.2 In early 2014, coinciding with the Council's consultation, the Mayor of London issued his Further Alterations to the London Plan (FALP). The FALP contained significant implications for the Borough including an increased housing figure of 641 per annum (up from 500), the proposal of Bromley Town Centre as an 'Opportunity Area', modifications to the residential parking standards, and downgrading of the office guideline classification for Bromley Town Centre and Orpington Town Centre. The Council made representation to the FALP, and to the Examination in Public in September 2014. The FALP was consolidated into the London Plan in March 2015.
- 3.3 As the Council's Local Plan has to be in 'general conformity' with the London Plan, the resultant amended London Plan sets the context for the preparation of the Draft Local Plan. The implications of the FALP for the Borough required further research and consolidation of the issues raised.
- 3.4 The early part of 2015/16 focused on the follow up to consultation on the Draft Policies and Designation Document, its 'Call for Sites' and the preparation of the 'Draft Allocations, Further Policies and Designations' document (DAFPD).
- 3.5 The DAFPД document was agreed by the Council's Executive for consultation in July 2015, with consultation taking place in September/October 2015. Over 1000 responses were received.
- 3.6 In February – March 2016, the Council consulted on an updated Statement of Community Involvement (SCI), reflecting the increased use of the internet and information technology generally, and the reduction in Council resources, since the production of the 2006 SCI. The revised SCI following consultation was agreed by the Council's Executive in July 2016. At the same time the Council also undertook consultation on the new proposed Local Green Space (LGS) designation. This included seeking views on a revised Local Green Space draft policy, the criteria for assessing potential LGS sites and seeking nominations for sites to be considered as part of the Local Plan process.
- 3.7 The Mayor consulted on the Minor Alterations to the London Plan (MALP) in May 2015, comprising Housing Standards and Parking Standards. The Council responded to both consultations and made representations at the Examination in

Public, with respect to the parking standards.

- 3.8 The programme for the preparation of the Local Plan is set in the Local Development Scheme (LDS) which is updated as necessary and agreed by the Council's Executive.
- 3.9 The LDS was last updated in November 2016, reflecting the scale of the response to different consultations and the work in preparing the Draft Local Plan. This included a revised timetable the Local Plan included as Appendix 3 to this report.

Duty to Co-Operate

- 3.10 The Localism Act (2011) introduced a Duty to Co-Operate: the requirement for Local Planning Authorities to co-operate with neighbouring authorities, and other prescribed bodies when planning for sustainable development. The duty requires on-going, constructive collaboration and active engagement between local planning authorities and their neighbours, as well as other statutory bodies such as Natural England, English Heritage and the Environment Agency, throughout the preparation process of all development plan documents. This is in addition to statutory consultations.
- 3.11 Bromley is one of the five authorities forming the South East London sub-region. The other four authorities comprise Bexley, Greenwich, Lewisham and Southwark. The group of authorities hold regular meetings to discuss cross borough planning matters and also form the South East London Housing Partnership (SELHP).
- 3.12 The SELHP commissioned an update to its Strategic Housing Market Assessment in 2014. This identified that across the sub-region, the housing need would be met through the housing capacity assessment, and London Plan targets in the Further Alterations to the London Plan (incorporated into the London Plan 2015). In addition, the Council liaises regularly with its other adjoining authorities within, and outside, London including parishes and districts, holding meetings as appropriate.
- 3.13 On an on-going basis, Bromley Council liaises with its neighbouring local authorities, statutory consultees, and infrastructure/service providers. All statutory consultees were consulted as part of the Draft Policies and Designations, Draft Allocations and Further Policies and Designations, the revised Statement of Community Involvement and the Local Green Space consultations.

Bromley Town Centre Area Action Plan (AAP)

- 3.14 In accordance with the adopted Bromley Town Centre Area Action Plan, the Council's Town Centre Development Programme has progressed towards the delivery of the various specified opportunity sites.
- 3.15 Environmental improvements to Bromley North Village have been a key part of the improvement programme for Bromley Town Centre .The improvement works to the original scheme area were completed in November 2014. A post scheme evaluation report in November 2016 concluded that the improvements have contributed to the creation of greater town centre coherency and a stronger and more diverse offer that has changed the perceptions and image of the town centre.
- 3.16 The Council continued to progress BTCAAP Opportunity Site G for mixed use development. An exclusivity agreement with preferred development partner Muse was terminated when it was determined that their proposal was not economically viable and would pose too great a financial risk for the Council. Subsequently the Council has since commenced work on drafting a revised development strategy for the town centre, focussing on a housing led scheme for Site G. Following a workshop held in Summer 2015, the Council prepared a revised development brief for the site. Outside the AMR period in 2016 the Council tendered for the appointment of a new development partner to take forward the scheme.
- 3.17 Site K: St Mark's Square continues its construction and Site C: The Old Town Hall received planning permission in November 2015 for the development of a hotel and 53 homes. The Council also produced a development brief for Opportunity Site B, allowing for low density Housing taking into account the sensitivities of the site. This was marketed and an offer accepted in 2016.

4 Policy Monitoring

4.1 This section sets out the indicators used to monitor the implementation of the saved policies of the UDP 2006. The following tables summarise the core (former government prescribed indicators) and local indicators, which have been assessed in terms of their policy performance during the period 2014-2016.

Table 2: Core Output Indicators

Indicator	
Business development and town centre COIs	
BD1	Total amount of employment floorspace on previously developed land by type
BD2	Floorspace on previously developed land
BD3	Employment land available by type
<hr/>	
H1	Plan period housing targets
H3	Gross affordable housing completions
H2	Gypsy & Traveller pitches
<hr/>	
E1	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds
E2 (Previously E3)	Renewable energy generation
W1	Capacity of new waste management facilities by waste planning authority
W2	Amount of municipal waste arising and managed by waste planning authority

Local Indicators 1:	Vacancy rates in town centres
Local Indicators 2:	Number of A1 uses in primary frontages
Local Indicators 3:	To encourage energy efficiency and promote environmentally acceptable energy generation and use
Local Indicators 4:	Number of applications safeguarding or achieving the provision of services/facilities for the community

Local Indicators 5:	Office to residential use under permitted development rights
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Employment Land, Retail and Town Centre

4.2 This section of the AMR reports progress in relation to employment land, retail, and town centres.

4.3 Indicator BD1 – Employment floorspace on previously developed land by use class (type)

This indicator monitors the quantity of employment floorspace on previously developed by the main industrial employment Use Classes.

Table 3:

Employment Use Class (Net)	Floorspace Granted Permission (+-) (sqm) on Previously Developed Land		Floorspace Change (+-) (sqm) on Previously Land	
	2014/15	2015/16	2014/15	2015/16
B1c (Light Industry)	184	160	839	-105
B2 General Industry	0	0	0	3,774
B8 Storage/Warehousing	14,798	14,798	-3553	-340

Source: London Development Database

The floorspace granted for Use Class B1(c)/B2 and B8 fell between 2014/15 and 2015/16, but still remains positive. The net position (sqm) for Use Class B1(c)/B2 and B8 has also reduced from 2014/15 to 2015/16.

4.4 Indicator BD2 - Employment Floorspace on previously developed land

Table 4

Indicator		Core BD2: Total amount of employment floorspace on previously developed land	
		Target	Progress
2014/15	Target	100%	Met 100%
	Progress/Target met	100%	
2015/16	Target	100%	Met 100%
	Progress/Target met	100%	

4.5 Indicator BD3 - Land Designated as Business Use

This indicator measures the amount of land designated as business space and remains unchanged during 2014-2016 from the 13/14 figure.

Table 6:

Total land designated as business use (sqm) (allocated within UDP as Business Area)	903,534
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4.6 Local indicator 5 Prior Approval for Change of Use from Office to Residential Use.

Permitted Development Rights (PDR) introduced in May 2013, for a temporary three year period, allowed premises in Use Class B1(a) office use to change to Use Class C3 residential use, subject to prior approval covering flooding, highways and transport issues, noise, and contamination. The Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2016 Article 7 made the PDR change permanent.

This indicator shows how much office floorspace (sqm) has been converted to residential use under the permitted development rights. The indicator shows a high figure for 2014/15 which reflects the then requirement for schemes to be complete by Spring 2016.

Approximately 43,280sqm of office floorspace has been granted approval for change to residential use since 2013.

Table 5: Prior Approvals for change of use from Office to Residential

	14/15	15/16
Granted Approval	25,740sqm	6,740sqm
Commenced	17,740sqm	1,830sqm

Source LDD

Covering a small proportion of the Bromley Town Centre, Article 4 Directions to remove the permitted development rights came into effect on 1st August 2015 thereby requiring planning permission for change of use from office to residential use. The relevant areas of Bromley South, Bromley North, and London Road are shown on the map in Appendix 4.

4.7 The Borough's main employment centres are Bromley Town Centre, Orpington, Beckenham, Penge, Petts Wood, and West Wickham. The main business areas are located within St Mary Cray, Lower Sydenham, Elmers End, and Biggin Hill.

Bromley Town Centre is the main location for the Borough's office-based businesses.

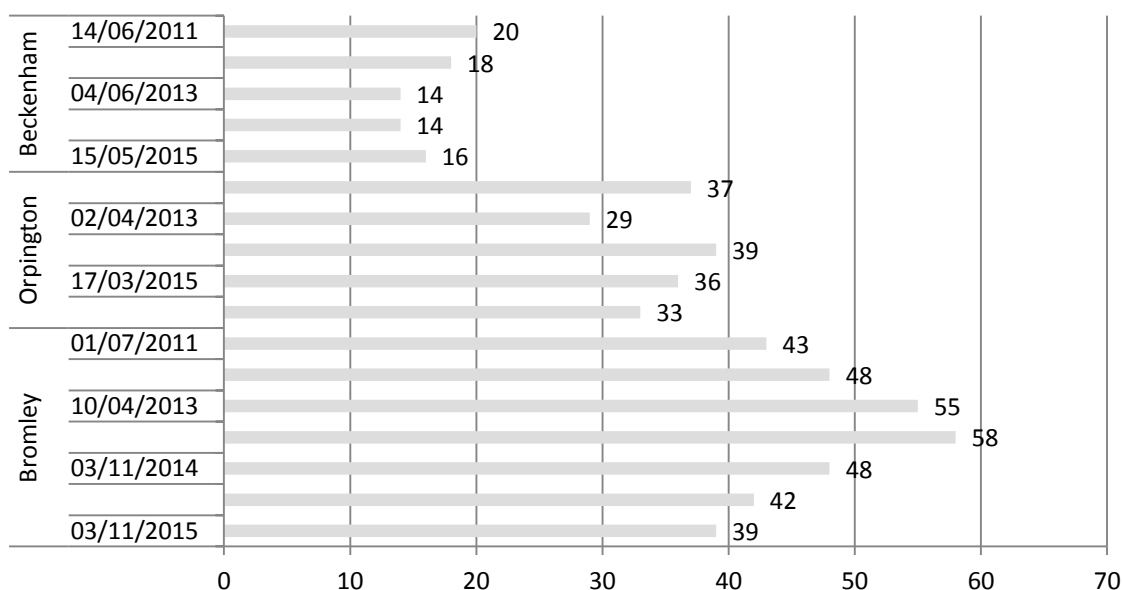
- 4.8 Bromley Metropolitan Town Centre and its surroundings is by far the largest centre of employment in the Borough. There are nearly 26,000 jobs based in the area (about 25% of all jobs Borough-wide).
- 4.9 Orpington is also a significant employment and office location, whilst also serving as the Borough's second largest retail centre. Strong and vibrant, it offers a good range of shopping, leisure and public amenities. The Walnuts Cinema Development, comprising a 7 screen (950 seater) cinema, 3 restaurants and 4 retail units fully opened in February 2016. Permission was granted in April 2015 for a 61 bedroom Premier Inn Hotel on the site of the former Silver Lounge and for a mixed use development comprising 83 residential units, a Health and Wellness Centre and a restaurant by Berkeley Homes on the former Police Station site.
- 4.10 The Borough's town centres continue to be important for attracting a wide range of residents and visitors for shopping, cinema, theatre and restaurants. Bromley Town Centre remains the Borough's main shopping destination and also enjoys a healthy evening economy with people visiting the Churchill Theatre, Pavilion Leisure Centre, restaurants and bars.
- 4.11 Beckenham is the biggest of the five district centres having a mixture of shops, restaurants, supermarkets, night-club and bars. The London Plan also identifies Beckenham as having a strong evening economy. A network of smaller Local Centres and Neighbourhood Parades primarily offer convenience and 'top up' shopping and services to their localities.

Table 7: Bromley's Retail Hierarchy

Centres		Retail Hierarchy
Bromley		Metropolitan Centre
Orpington		Major Town Centre
Beckenham Petts Wood Crystal Palace	Penge West Wickham	District Centres
Biggin Hill Hayes Mottingham	Chislehurst Locksbottom	Local Centres

4.12 Local indicator 1 - Vacancy rates in Town Centres

Table 8: Vacant Outlets in Bromley, Orpington, and Beckenham Town Centres



Source: GOAD

The GOAD ‘Centre Reports’ show Bromley performed robustly in terms of vacant outlets in comparison to previous years. Beckenham and Orpington have stayed fairly consistent when compared to previous years.

The Bromley Town Centre Manager’s audit of vacant units covers the Town Centre, excluding those located in the Glades shopping centre and the Mall. The December 2014 audit counted 15 vacant ground floor units (out of 360). In 2015, this decreased to 7 vacant ground floor units.

The data that follows in tables show recent trends in footfall in Bromley, Orpington, and Beckenham Town Centres. Pedestrian flows, or ‘footfall,’ are key indicators of the vitality of town centres. The Council carries out footfall counts annually.

4.13 **Table 9: Town Centre Data: Bromley**

Town Centre Data	
Bromley	
Financial Year	Footfall (December)
2010-11	198,624
2011-12	204,750
2012-13	198,852
2013-14	188,094
2014-15	204,216
2015-16	234,654

Source: Manual two day counts

Table 10: Town Centre Data: Orpington

Town Centre Data	
Orpington	
Financial Year	Footfall (December)
2010-11	24,084
2011-12	33,084
2012-13	42,468
2013-14	42,216
2014-15	35,832
2015-16	36,726

Source: Manual one day count.

Table 11: Town Centre Data: Beckenham

Town Centre Data	
Beckenham	
Financial	Footfall (December)
2010-11	No data
2011-12	22,746
2012-13	25,158
2013-14	20,730
2014-15	28,836
2015-16	38,700

Source: Manual one day count.

In Bromley, the count for 14/15 remained depressed as a result of reduced accessibility to some parts of the town centre, due to public realm improvements, in preceding weeks. In 15/16 however, footfall recovered to levels not seen previously. For Bromley, a more reliable method of monitoring via automatic people counters known as SPRINGBOARD is now in place. The following table shows the monthly count for Bromley from April 2014 to March 2016. The average monthly footfall recorded in 15/16 by these counters was 900,505. For comparison, in the 14/15 period, the average monthly footfall was 884,941.

In Orpington, footfall has reduced in comparison with 2012-2014, but remains above the 2010-2012 figures. In Beckenham, the 15/16 figure is much improved on the previous five years.

Table 12: Monthly Customer Count

Monthly Customer Count	
Bromley Town Centre (both cameras)	
Month	Total Visitors
April (14/15)	732,701
May	864,003
June	835,240
July	884,857
August	866,728
September	814,331
October	888,351
November	899,450
December	1,319,321
January	874,552
February	773,918
March	865,843
Monthly Average (14/15)	884,941
April (15/16)	844,715
May	830,023
June	856,765
July	926,992
August	860,725
September	858,391

October	929,939
November	912,849
December	1,275,384
January	831,792
February	799,588
March	878,895
Monthly Average (15/16)	900,505

Source: SPRINGBOARD.

4.14 Local Indicator 2 – Percentage of A1 uses in Primary Frontages.

The data below measures the degree to which use class A1 uses predominate in the Primary Frontages of the Borough's town centres, and it uses data from the latest GOAD maps for Bromley Town Centre, Orpington Town Centre, and Beckenham Town Centre.

Table 13: Percentage A1: Bromley, Orpington, and Beckenham

	% Target	2014/15	2015/16
Bromley Town Centre	Retain over 50%	71.8% of A1 units are in core frontages	74.3% of A1 units are in core frontages
Orpington Town Centre	Retain over 50%	73.7% of A1 units are in core frontages	72.6% of A1 units are in core frontages
Beckenham Town Centre	Retain over 50%	64% of A1 units are in core frontages	66.7% of A1 units are in core frontages

The figures above show that Bromley, Orpington, and Beckenham Town Centres all retained well over 50% of A1 retail units within the primary retail frontages.

4.15 Housing

Indicator H1- Plan period housing targets

The 2011 London Plan set a housing requirement target for Bromley of 500 units per annum (2011/12 - 2020/21). This was replaced by the 2016 London Plan with an annual housing requirement target of 641 units. For the four year period (2011-2015) of the 500 homes target, completions averaged 570 units per annum. A net figure of 717 (811 gross) homes were built in 2015/16 exceeding the housing requirement target of 641 homes per annum.

Table 14:

Indicator	Housing Output (net)
Target 2014/15 (London Plan 2011) 500 per annum	417 new units (net) completed 570 units were completed on average from 2011/12-2014/15
Target 2015/16 641 per annum (London Plan 2015)	717 (net) homes completed

Current Five Year Housing Supply Position

The Council's Five Year Housing Land Supply Paper was agreed by the Council in November 2016. The paper was based on the London Plan period 2015/16-2024/25 to which an annual housing requirement target of 641 units relates.

During the five year housing supply period of 2016/17-2020/21, the Council's paper shows that the Borough will need to deliver 3,205 units to reflect the annual target of 641 units. The NPPF requires Boroughs to demonstrate an additional 5% buffer in their five year supply documents (where applicable), which would increase the existing figure of 3,205 to 3,365 units. The paper concluded that there are 3,544 deliverable units in the pipeline, which exceeds the target by over 170 units and demonstrates that Bromley is able to meet its five year housing supply target.

The Council's Five Year Housing Land Supply paper will be formally updated on an annual basis and represents the most recent position in relation to housing supply for the Borough.

Indicator H2 Gross affordable housing completions

The gross number of affordable housing units completed in 2014/15 totalled 51 units. Due in part to the redevelopment of Alkham Tower, Bapchild Place (-104 units), there was an overall loss of 62 affordable units during this financial year.

In 2015/16, 20 gross affordable housing units were completed and 10 net units overall.

In comparison, 140 affordable units were completed in 2013/14, -68 in 2012/13 (due in part to the redevelopment of the Ramsden Estate resulting in a net loss of -211 units), and 214 in 2011/12.

4.16 Indicator H3 - Gypsy & Traveller pitches

Table 15: Pitches

Indicator	Net Additional Pitches
Target	The London Plan (2011) does not set Borough targets, but requires in Policy 3.8 that local authorities ensure that the accommodation requirements of gypsies and travellers (including travelling show people) are identified and addressed in line with national policy, in co-ordination with neighbouring Boroughs and districts as appropriate.
Progress/Target Met	<p>The Council has consulted on its emerging “Travellers Accommodation” policy in the Draft Policies and Designations Consultation (Feb 2014). The draft Local Plan is supported by an evidence base/needs assessment and the draft policy sets out the approach to addressing the identified need.</p> <p>A Certificate of Lawfulness for Existing Use was granted for use of land for stationing of no more than six caravans for residential use for no persons other than gypsies, as defined in section 24 (8) of the Caravan Sites and Control of Development Act 1960 as amended, at land adjacent to the gas holder station at Salt Box Hill, Biggin Hill. An appeal has been lodged on the basis that the appellant disputes the Council’s stated description of the use of the land at the appeal site.</p>

The Natural Environment

- 4.17 Indicator E1 - the number of planning permissions granted contrary to Environment Agency advice

This indicator monitors the number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds.

Table 16:

Indicator	Number of Planning Permissions	
	(14/15)	15/16
Current Position:	None	None

- 4.18 Local Policy Indicator 3 - To encourage energy efficiency and promote environmentally acceptable energy generation and use

Indicator	Energy Stance
Current Position (14/15 and 15/16):	All major applications are required to include details of how the proposed development will meet or preferably exceed building regulations.

- 4.19 Indicator E2 (Previously E3) - Renewable energy generation

Indicator	Renewable Energy Generation
Current Position (14/15 and 15/16):	A reduction in CO2 emissions of 20% from (on-site) renewable energy is expected from all major developments unless it is proven not to be feasible

- 4.20 Indicator W1 - Capacity of new waste management facilities by waste planning authority

Indicator	Waste Planning Authority Capacity (14/15 and 15/16)
Current Position:	No new facilities have been granted or completed within the reporting period

4.21 Indicator W2 - Amount of municipal waste arising and managed by waste planning authority

Indicator	Amount of Municipal Waste	
Current Position (14/15):	Total municipal waste	149,961
	Household waste	129,882
	Landfill	37,407
	Incineration (waste to energy)	45,081
	Dry recycling	33,956
	Composting	27,845
	Inert waste	181
	Recycling rate	47.09%

Built Environment

4.22 During the 14/15 period, 2,007 applications were considered within conservation areas. In 15/16, this increased to 2,277.

The Council's Advisory Panel for Conservation Areas (APCA) met on 24 occasions over the two year period, and considered approximately 480 applications.

Just over 9000 hectares of the Borough are Green Belt or Metropolitan Open Land (MOL) or Urban Open Space (UOS). It is estimated that there is about 4 hectares of publicly accessible open space per 1000 people.

In 14/15, 100% of development approved and 99.8% of development completed was on previously developed land.

In 15/16, 99.5% of development approved and 100% of development completed was on previously developed land.

379 householder prior approval applications were processed in 2014/15 and of these, 79 were office, retail or agriculture prior approvals. 458 householder prior approval applications were processed in 2015/16 and of these, 67 were office, retail or agriculture prior approvals. Prior Approval was granted for nearly 25,749 square metres of office floorspace in 14/15, and 6,740 in 15/16.

Community Facilities

4.23 Indicator 4 - Number of applications safeguarding or achieving the provision of services/facilities for the community

In 14/15, 69 applications relating to community facilities were determined for a range of development proposals in 57 community facility locations. In 15/16, 62 applications relating to community facilities were determined for a range of development proposals in 56 community facility locations. Some of these applications were for less complex applications such as listed buildings consents or works to trees with tree preservation orders.

Trends in respect of the more significant applications are set out below.

Education

4.24 Of the 131 applications determined on community facilities, 53% relate to school provision. These proposals reflect the population trends which continue to impact on early years and the primary school sector, and which became apparent in the previous three AMRs with the provision of additional primary places. They also reflect a response to the changes in secondary provision resulting from the increase in the school leaving age.

Some of the 69 school related cases were very minor developments such as the erection of a flagpole, replacement windows, fencing, the provision of car parking spaces, the addition of ramps, canopies and play equipment and Listed Building Consent. There were 33 applications in 14/15 and 36 in 15/16.

An application for the demolition of All Saints Catholic School, Layhams Road, West Wickham was granted on appeal for residential development.

Health and Social Care

4.25 Nine applications were decided on care homes, three in 14/15, and six in 15/16. These included permission for a new 75 bed care home in 14/15 and a development of 16 'retirement flats' in 15/16. Other applications included two for the demolition, three for extensions, one for a conversion of a dwelling into a care home, and one for the change of use from a care home to a hostel.

With regard to health provision, planning permission was granted in 14/15 for a health and wellbeing centre are part of the residential redevelopment of the Orpington Police Station site.

Sports and Recreation

4.26 30 applications were determined relating to sports facilities, although some of the school related applications included in the numbers above were also for

sporting facilities, such as the demolitions of blocks for different layouts. There were 19 applications in 14/15, and 11 applications in 15/16.

The majority of these 30 applications did not increase the capacity of the facilities, such as changing the turf material, or modifying access. The change of use of the sports hall at Blyth Wood Park, Blyth Road, Bromley, to residential was refused on appeal.

Places of Worship

- 4.27 36 applications related to sites of places of worship; 20 in 14/15 and 16 in 15/16. This included enhancements to facilities and tree works on a number of sites.

There are four applications for the change of use to a place of worship in Orpington, Beckenham and Anerley in 14/15, and none in 15/16.

Public Conveniences

- 4.28 Applications first seen a couple of years ago, relating to the sale of a number of public conveniences, continue to be received. Five applications were determined, four in 14/15 and one in 15/16. In 14/15, all four were change of use, with three involving demolition. In 15/16, there was also a change of use application.

Appendix 1: S106 Agreements 2014-2016

Appendix 1 which sets out the completed Section 106 agreements for the period 1st April 2014 – 31st March 2016 demonstrates the scale and range of developments granted planning permission.

App No	Address	Applicant	Application	Date	Legal Agreement
13/02654	Compost Site On Land Off Cookham Road Swanley	Tamar Energy Ltd	Variation of Condition 2 of permission 09/03618 granted for composting facility buildings for reception of food and green waste, anaerobic digestion process, digestate maturation process and conversion of methane gas to electricity together with liquid feed tanks, bays/structures to store finished products, biofilters beds, car parking, improvements to existing secondary vehicular access and upgrading of existing hard surfaces (to replace existing open window composting facility) to amend the type of buildings proposed for the reception and maturation process and the addition of a gas flare and overground pipework	11 th April 2014	The covenants and obligations contained in the original agreement shall apply to the revised development DEED OF VARIATION
11/00701 13/03136 13/04178	H Smith Engineers Ltd Fordcroft Road Orpington BR5 2DB	H Smith (Engineers) Ltd	Demolition of existing buildings and erection of 2 two storey blocks comprising 8 two bedroom flats, 1 three bedroom detached house, 2 four bedroom semi-detached houses and 17 terraced houses (9 two bedroom and 8 four bedroom) with 34 car parking spaces and estate road (houses to be two storey, four bedroom houses to have dormers/ accommodation in roof) OUTLINE	1 st May 2014	To remove definitions of "South East London Housing Partnership" and "Wheelchair Homes Design Guidelines" from the Main Agreement. Clause 2.5 of schedule 2 shall be removed from the Main Agreement. "Wheelchair Adapted flat" shall be removed from schedule 3. To insert clause 20 into the Main Agreement to include a wheelchair flat contribution. The Owner agrees to pay £5,512 to the Council on the date of the commencement. DEED OF VARIATION
13/01872	Oakfield Centre Oakfield Road Penge London SE20 8QA	London & Quadrant Housing	Demolition of existing buildings and erection of 8 terraced houses (6x3 bed; 2x4 bed) and a 4 storey building comprising 24 flats (9x1 bed; 15x2 bed) together with new vehicular access to Oakfield Road, 32 car parking spaces, bicycle parking, refuse and recycling provision and landscaping	1 st May 2014	Education contribution of £211,617.82 due prior to first occupation of the development. Health contribution of £37,342 due prior to first occupation of the development. No specified time limit for spend therefore notional date for spend is May 2019 35% affordable housing, 10% of the dwellings will be designed

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					in accordance with wheelchair homes design guidance.
13/02711	Kent County Cricket Ground Worsley Bridge Road Beckenham	Linden Ltd/ Galliford Try Plc	Permanent spectator stand (capacity 2,048 seats) and associated landscaping including remodelling of earth mound.	11 th June 2014	To append "Plan 3 1672(PL)012" to the principal deed under clause 1.1. To amend the definition of the "Spectator Stand". To add a new paragraph to schedule 2 to preclude construction of 2 stands. DEED OF VARIATION
13/00905	25 Scotts Road Bromley BR1 3QD	South East Living Group	Redevelopment of commercial premises at Nos. 24, 24A and 25 Scotts Road with part two/three storey block and three storey block comprising 755sqm office floorspace (use Class B1) and 4 one bedroom, 31 two bedroom and 3 three bedroom flats with 41 car parking spaces, bicycle parking and refuse storage	10 th June 2014	Affordable housing 12 units. Additional amount payable on commencement in the event that either the development does not commence by 2 months from grant of planning permission or is not completed by 42 months from grant of planning permission. Actual sum depends on calculation in Schedule 2. (Clause 13.1 requires owners to give notice of commencement)
12/00976	GlaxoSmithKline Langley Court South Eden Park Road Beckenham	DV4 Beckenham Trustee	Demolition of existing buildings and comprehensive phased mixed use development of up to 37,275sqm (gross external area) comprising up to 35,580 sqm Class C3 dwellings (up to 179 houses of different sizes and tenures including garages (including up to 79 affordable units)), up to 620sqm Class D1 (Non-Residential Institutions), up to 1,040sqm Class D2 (Assembly and Leisure) (including retention of existing pavilion and erection of replacement score hut), including reprofiling of site levels, creation of attenuation lake, estate roads and pedestrian/ cycle paths, open space, car parking, hard and soft landscaping, security access lodge and infrastructure works including substations. Use of pavilion building (permitted for staff restaurant/ sports club/ library, education and resource centre and general purpose meeting room) within Class D2 (Assembly and Leisure) in conjunction with adjacent playing field without any specific use/ occupier restrictions (as set out in condition 03 of permission ref. 98/01103/FUL PART OUTLINE	16 th June 2014	Affordable housing £2 million index linked towards the Affordable Housing Contribution To pay the Affordable Housing Contribution within 14 days of the transfer of the affordable housing land or the affordable housing scheme to a registered provider. To pay the supplementary Affordable Housing Contribution £500,000 upon the commencement date. 25% of habitable rooms are affordable 7 of the affordable dwellings shall be wheelchair adapted. To place each contribution in an interest bearing account. Repay after 5 years for Affordable Housing, Education, Employment Contribution and Supplementary Affordable Contribution from the date of receipt, Repay Highway Improvement Contribution after 2 years. Upon receipt of a written request from the Owner, within 30 days the Council shall repay the contributions or the unexpended balance together with the interest accrued.
14/01590	Land At South Side Of Ringers Road Bromley	Crest Nicholson	Minor material amendment to planning permission ref. 07/03632 (granted for redevelopment comprising one 10 and one 8 storey blocks comprising 97 one bedroom/ 59 two bedroom/ 4 three bedroom flats with 83 car parking spaces and motorcycle/ bicycle parking and refuse storage) to reposition the entrance to basement car parking area from Ringers Road, amend	3 rd September 2014	53 Affordable units Prior to the first occupation of a dwelling Crest will pay £119,040 to the Council towards additional health and medical facilities within a 2 mile radius of the site. If unspent or spend not committed from 5 years of the payment date shall be refunded together with accrued interest.

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			the slab levels, amend the ground floor layout, extend the basement parking area with associated revisions to car parking, introduce a pedestrian ramp and reposition refuse storage door		Residents will not be able to apply for a parking permit. Restriction does not apply to a Blue Badge Holder. DEED OF VARIATION
13/04035	Land South Of Marcols Berrys Green Road Berrys Green Westerham	Mr And Mrs P Downes	Retention of stables. RETROSPECTIVE APPLICATION.	5 th September 2014	Not to build the stables permitted under reference 13/02821 in addition to the retrospective permission granted under reference 13/04035
14/01873	Isard House Glebe House Drive Hayes Bromley BR2 7BW	Croudace Homes	Demolition of existing care home and erection of 21 dwellings to provide 2 x one bedroom flats, 10 x two bedroom flats, 6 x three bedroom houses and 3 x four bedroom houses with a total of 37 car parking space, provision for refuse/recycling and cycle parking and associated landscaping	2 nd December 2014	8 Affordable units Education contribution of £112,881.95 due prior to first occupation Health contribution of £27,930.00 due prior to first occupation Repay 10 year from date received on demand from payee. Interest to be accrued on unspent funds and repaid as above
14/02364 14/02410	Hayes Court West Common Road Hayes Bromley BR2 7AU	London Square	Part demolition of Hayes Court (Grade II listed) and detached outbuildings on site. Change of use and restoration of part of Hayes Court to accommodate 8 apartments (1 one bedroom and 7 two bedroom) and erection of 15 detached and mews style houses (1 x three bedroom, 8 x four bedroom and 6 x five bedroom) with associated communal and allocated car parking and landscaping including refuse/recycling store and cycle store	9 th December 2014	Affordable housing contribution £94,000. Health and education contribution £207,654.88 not to commence the development until the contributions have been paid. Public access - to construct the Public Access Route in accordance with the Public Access Route Plan as part of the development. Landscape Buffer Zone - not to permit or occupy any of the dwellings until the landscape buffer zone management plan has been approved and implemented. Ice House - to implement the Ice House Improvement Scheme before the occupation of any of the dwellings and to comply with the same for the life of the development. Bat Roosting Box Scheme - to implement before the occupation of any dwellings and to comply with the same for the life of the development. Listed Building - not to occupy or permit occupation of more than 50% of the dwellings on the site until CML Certificates have been issued in respect of all dwellings to be built or formed with the listed building. No time limit and no interest payable.
14/02081	Compost Site On Land Off Cookham Road Swanley	Tamar Energy Ltd	Variation of Condition 2 of permission 09/03618 granted for composting facility buildings for reception of food and green waste, anaerobic digestion process, digestate maturation process and conversion of methane gas to electricity together with liquid feed tanks, bays/structures to store finished products, biofilters beds, car parking, improvements to existing	11 th December 2014	The covenant and obligations on the owner and the Council contained in the original agreement which apply to the original permission shall in addition to the Development now also apply to the revised development DEED OF VARIATION

App No	Address	Applicant	Application	Date	Legal Agreement
			secondary vehicular access and upgrading of existing hard surfaces (to replace existing open window composting facility) to add additional structures and amend the type and layout of proposed buildings for the reception and maturation process		
14/02600 1203606	Sundridge Park Management Centre Ltd Plaistow Lane Bromley BR1 3TP	Millgate	Variation of Condition 22 of permission ref 12/03606 granted for the erection of 1 x 3 storey 6 bedroom house; 1 x 2 storey 5 bedroom house (known as Tower House); 4 x 3 storey buildings comprising 13 x 4 bedroom and 1 x 5 bedroom town houses; 3 x 4 storey buildings comprising 8 x 2 bedroom and 17 x 3 bedroom apartments (total 41 dwellings), together with 91 car parking spaces (part basement/ part surface/part garage), recycling and refuse facilities and 91 car parking spaces and landscaping to amend the amend the size and appearance for the proposed house on Plot 1.	19 th September 2014	In the agreement signed under ref. 12/03606 to amend the definition of "permission" to incorporate the S73 application ref. 14/02600/RECON amending plot 1. FIRST DEED OF VARIATION
14/02904 12/03606	Sundridge Park Management Centre Ltd Plaistow Lane Bromley BR1 3TP	Millgate	Variation of Condition 22 of permission ref 12/03606 granted for the erection of 1 x 3 storey 6 bedroom house; 1 x 2 storey 5 bedroom house (known as Tower House); 4 x 3 storey buildings comprising 13 x 4 bedroom and 1 x 5 bedroom town houses; 3 x 4 storey buildings comprising 8 x 2 bedroom and 17 x 3 bedroom apartments (total 41 dwellings), together with 91 car parking spaces (part basement/ part surface/part garage), recycling and refuse facilities and 91 car parking spaces and landscaping to amend the amend the size and appearance for the proposed house on Plot 41	19 th September 2014	In the agreement signed under ref. 12/03606 to amend the definition of "permission" to incorporate the S73 application ref. 14/02904/RECON amending Plot 41 SECOND DEED OF VARIATION
14/03031 14/03032 11/01989	Sundridge Park Manor Willoughby Lane Bromley BR1 3FZ	City and Country Ltd	Variation of conditions 1,2,4,5,6,7,8,9,11,12,13,14,15,17,18,21,22,25,28,30 and 31 and deletion of condition 32 to enable phased works to The Cottage and The Mansion granted permission under ref 11/01989 for partial demolition/external alterations and two storey rear extension with basement and surface car parking and change of use of Mansion and The Cottage from hotel to 13 two bedroom and 1 three bedroom flats. Addition of new condition deletion of conditions 11,17 and 18 and variation of conditions 1,23,4,5,6,7,8,9,10,12,13 and 14 to enable phased	2 nd October 2014	To delete and replace the definition of "Commencement of development", "Development", "Occupation", "Permission". To amend the definition of development and permission in the agreement signed under ref. 11/01989 and 11/01994/LBC to incorporate the S73 applications ref. 14/03031/RECON and listed building application 14/03032/RECON to amend the conditions on the original permissions FIRST DEED OF VARIATION

App No	Address	Applicant	Application	Date	Legal Agreement
			works to The Mansion granted listed building consent under ref 11/01994/LBC for partial demolition, internal and external alterations and rear extension to Mansion		
14/02667	Kingswood House Mays Hill Road Shortlands Bromley BR2 0HX	Harris Federation	A two form entry primary school, involving the demolition of all existing buildings together with the erection of a two storey building with associated vehicular access, parking and landscaping	13 th January 2015	Parking restriction contribution of £21,000 to be paid prior to the date of commencement. Any part of the Parking Restriction Contribution which has not been spent within 6 years of the date of payment shall be repayable on demand in accordance with clause 9 of the agreement
14/05029	Land Rear Of 86 To 94 High Street Beckenham	London & Quadrant Housing Trust	Application to modify legal agreement attached to planning permission DC/11/02100/FULL1 in respect of the Unilateral Undertaking signed on 13 June 2012 in connection with the following planning permission: Development of 3 x four storey blocks comprising 9 one bedroom, 32 two bedroom and 3 three bedroom flats, with 37 car parking spaces, bicycle parking, landscaping and access at Land to the rear of 86-94 High Street, Beckenham. The purpose of the modification is to enable amendments to the affordable housing obligation by way of :- - Increasing the income threshold cap for eligibility for the Intermediate Units from £35,000 to £45,000 - Changing the location of the intermediate units by moving them from Blocks B and C to Block A	25 th February 2015	Amendment to the definition of "Intermediate Housing" in clause 1.1 of the unilateral undertaking. To amend the definition of "Affordable Housing Scheme" in Clause 1.1 of the unilateral undertaking. To delete the table under the "Affordable Housing Intermediate Units" and replace with an updated table. To amend the definition of "plans" in clause 1.1 DEED OF VARIATION
14/00820	Grays Farm Production Village Grays Farm Road Orpington BR5 3BD	Grays Farm Production Village	Demolition of existing buildings and redevelopment to provide 1,077sqm of use Class B1 floorspace in a detached 2 storey building with accommodation in roof and 45 two storey houses (some with accommodation in roof) with access road and car parking	10 th March 2015	Payment in lieu of £105,000 due prior to the commencement of development. To be used solely towards off-site affordable housing within 5 years of receipt of payment. Upon written request from the owner the Council will repay any unspent funds after 5 years of receipt of payment
09/01664	Dylon International Ltd Worsley Bridge Road London SE26 5HD	Relta Limited	Mixed use redevelopment comprising basement car parking and 2 part five/ six/ seven/ eight storey blocks for use as Class B1 office accommodation (6884 sqm)/ Class A1 retail (449 sqm)/ Class A3 cafe/ restaurant (135 sqm)/ Class D1 creche (437 sqm) and 149 flats (32 one bedroom/ 78 two bedroom/ 39 three bedroom)	15 th January 2015	Affordable housing contribution of £80,000 one half due on first occupation of the 15th dwelling. The remaining half shall be paid upon occupation of the 112 dwelling. Limitations see agreement for full details of expenditure; Education contribution of £195,117.49 Employment contribution of £346,736 Healthcare contribution of £76,970 Contributions due upon first occupation of the 37th dwelling

App No	Address	Applicant	Application	Date	Legal Agreement
					The deed hereby discharges, supersedes and cancels the following agreements deed and undertaking dated 16th March 2010 4th July 2012 7th February 2014 (never signed)
14/03991	The Haven Springfield Road Sydenham London SE26 6HG	Kitewood Estates Ltd	Demolition of existing buildings and redevelopment of The Haven and Rookstone House to provide 46 residential units comprising 27 x 4 bedroom houses, 7 x 1 bedroom flats, 6 x 2 Bedroom flats and 6 x 3 bedroom flats, together with 71 car parking spaces, cycle parking provision, refuse and recycling provision, a relocated vehicular access to Springfield Road and landscaping and associated works	31 st March 2015	19 Affordable dwellings (see table in s106 for details. Meet level 4 of Code for Sustainable Homes) 10% affordable dwelling to meet SELHP (2012) wheelchair compliance standard Education contribution £432,915.63 Healthcare contribution £72,680 Contributions will be paid prior to first occupation of a dwelling Upon written request received by the Council, any unspent funds will be repaid by the 10th anniversary of the payment date
13/03889	The Rising Sun 166 Upper Elmers End Road Beckenham BR3 3DY	McCullochs	Demolition of existing buildings and erection of a 3 storey block with 400sqm of commercial floorspace (Class A1), 1 two bedroom and 1 one bedroom flats on the ground floor, 14 two bedroom flats above, revised vehicular access, 11 car parking spaces and servicing arrangements for the commercial use and 16 residential car parking spaces, commercial and residential cycle storage, refuse store for the residential units and associated landscaping	31 st March 2015	6 Affordable housing units Meet Code 4 of the Code for Sustainable Homes 10% Affordable home to meet SELHP(2012) wheelchair homes standard Education contribution £44,360 Healthcare contribution £16,096 Highways contribution £22,231.50 All contributions shall be paid prior to the first occupation and will need to be spent within 5 years of receipt At the end of the 5 year period upon written request any unspent funds will be repaid.
15/00201	Bigsworth Court 2 Betts Way Penge London SE20 8TZ	Town And Country Housing Group	Application to modify the legal agreement attached to planning permission DC/12/03634 in respect of the S106 Agreement signed on 01 March 2013 in connection with the following planning permission: Demolition of existing building and erection of 4 storey building comprising 22 flats and 2 semi-detached wheelchair bungalows with 24 car parking spaces at 2 Betts Way, Penge, London, SE20 8TZ The purpose of the modification is to enable amendments to the affordable housing obligation by way of increasing the income threshold cap for eligibility for the Intermediate Units from £35,000 to £45,000 (45%)	31 st March 2015	The definition of shard ownership in clause 11.1 of the principal agreement shall be amended. Clause 6.5 shall be inserted into the principal agreement. Part 1 of the third schedule shall be amended DEED OF VARIATION
14/01262	112 Elmstead Lane	S E Living Ltd	Demolition of existing dwelling and outbuildings and	31 st March	Development shall not commence unless the Council has first

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	Chislehurst BR7 5EL		erection of detached two storey building with accommodation in roofspace comprising 5 two bedroom and 3 one bedroom flats, with 8 car parking spaces and vehicular access to side. OUTLINE	2015	been given not less than 14 days notice by the Owner of intention to commence the Development. Before the commencement date the Owner will enter into a Section 38 agreement
14/04671	Sundridge Park Management Centre Ltd Plaiستow Lane Bromley BR1 3TP	Millgate	Application submitted under S73 of the Town and Country Planning Act for a Minor Material Amendment by way of variation of Condition 22 of permission ref 12/03606 granted for the erection of 1 x 3 storey 6 bedroom house; 1 x 2 storey 5 bedroom house (known as Tower House); 4 x 3 storey buildings comprising 13 x 4 bedroom and 1 x 5 bedroom town houses; 3 x 4 storey buildings comprising 8 x 2 bedroom and 17 x 3 bedroom apartments (total 41 dwellings), together with 91 car parking spaces (part basement/ part surface/part garage), recycling and refuse facilities and 91 car parking spaces and landscaping in order to allow an increase in visitor parking spaces and design amendment to the vehicular turning area.	31 st March 2015	All Covenants contained within the principal agreement will apply to this deed. To amend the definition of "Permission". To insert the definition "first permission" and "the third Section 73 Application" DEED OF VARIATION
14/05054	Sundridge Park Management Centre Ltd Plaiستow Lane Bromley BR1 3TP	Millgate	Application submitted under S73 of the Town and Country Planning Act for a Minor Material Amendment to vary conditions 2 (landscaping), 3 (boundary treatment). 22 (compliance with submitted plans and 27 (management of rear gardens for plots 2-15) granted under permission ref 12/03606 for the erection of 1 x 3 storey 6 bedroom house; 1 x 2 storey 5 bedroom house (known as Tower House); 4 x 3 storey buildings comprising 13 x 4 bedroom and 1 x 5 bedroom town houses; 3 x 4 storey buildings comprising 8 x 2 bedroom and 17 x 3 bedroom apartments (total 41 dwellings), together with 91 car parking spaces (part basement/ part surface/part garage), recycling and refuse facilities and 91 car parking spaces and landscaping in order to increase the length of the rear gardens of Plots 2-15 and amend the footpath beyond, to amend the position and design of the main entrance gate and gate to Plot 1, amend details of the hard and soft landscaping and additional tree planting	31 st March 2015	All covenants contained within the principal agreement will apply to this deed. To amend the definition of "Permission". To insert the definition "first permission" and "the third Section 73 agreement" and "the fourth section 73 permission" DEED OF VARIATION
14/03324	Summit House Glebe Way	Crest Nicholson (Eastern) & Lidl UK	Demolition of existing buildings and redevelopment to provide a four storey building comprising 1,623sqm	2 nd April 2015	Education contribution £154,431.62 Health contribution £57,996

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	West Wickham BR4 0RJ	GmbH	Class A1 (retail) use at ground floor and 54 residential units at first, second and third floor (8x1 bedroom, 43x2 bedroom and 3x3 bedroom) with associated car parking, landscaping and infrastructure		<p>Prior to the commencement of the development to pay the education contribution 1 and health contribution 2</p> <p>Prior to the first occupation to pay the education contribution 2 and health contribution 2</p> <p>To be spent within a period of 5 years of the payment date, upon written request the Council will repay any unspent funds</p>
14/03316	Orpington Police Station The Walnuts Orpington BR6 0TW	Berkeley Homes (Eastern Counties)Ltd	Demolition of existing buildings and erection of part 4 rising to part 9 storey building for use as a health and wellbeing centre on the ground and first floors plus a retail (Class A1/A3) unit on the ground floor together with 34 x 1 bedroom flats and 49 x 2 bedroom flats (total 83 flats) on the upper floors with ramp to basement and 46 basement car parking spaces (including 4 disabled spaces) together with refuse and recycling facilities, cycle storage and landscaping proposals	17 th April 2015	<p>Car club contribution of £8,300 to be paid before 1st occupation of a residential property to be paid to the Car Club Operator (not to Lb Bromley) solely for the car club contribution purpose.</p> <p>CPZ deposit contribution means the sum of £12,000 to be used to implement a controlled parking zone to be paid before occupation of the 1st residential property.</p> <p>Disabled parking bay contribution of £2,000 to be paid on or before the commencement of development.</p> <p>Education contribution means the sum of £160,491.61. The Owner will pay 50% of the contribution to the Council on or before 1st occupation of the first residential property. The Owner will pay the remaining 50% to the Council on or before occupation of the 63rd residential property For preschool facilities at St Pauls Cray Primary School</p> <p>Public realm contribution of £326,050 to be paid in 4 instalments of £85,512.50 for specified public realm works (see s106 for details) First - before commencement of development Second - on or before occupation of the 1st residential property Third - on or before occupation of the 42nd residential property Fourth - on or before occupation of the 63rd residential property</p> <p>To design and construct 8 of the residential properties as wheelchair Housing</p> <p>Upon written request any part of the contributions that have not been expended within 8 years of receipt will be repaid to the</p>

App No	Address	Applicant	Application	Date	Legal Agreement
					Owner. The Owner will reserve and set aside the Healthcare Facility Area for a Healthcare Facility in accordance with the terms of Schedule 2 of the agreement. The Council to hold contributions in an interest bearing account
14/04452	87 The Walnuts Orpington BR6 0TW	Garden Property Investment Ltd	Third storey extension, first and second floor rear extension together with change of use of part ground floor, first and second floors to provide a part one/part four storey 61 room Class C1 Hotel with elevational alterations and associated servicing and access	6 th May 2015	The Public realm contribution of £24,500 towards the cost of resurfacing of external areas at The Walnuts Shopping Centre, together with improvements to lighting, canopy and wayfinding signage at The Walnuts. To pay the contribution on or before the Commencement Date. If the contribution has not been paid prior to or on the commencement date the applicant shall pay the Council interest at the Default Interest Rate.
15/01036	35 Julian Road Orpington BR6 6HT (37 Julian Road)	Mr Jacek Ciupka	Proposed new dwelling at number 35 Julian Road and additional first floor and extensions to 37 Julian Road	6 th August 2015	The owner covenants to use best endeavours to achieve Practical Completion of the works at 35 and 37 Julian Road within 12 months of each other. The dwellings will not be occupied until both works have reached a Practical Completion.
14/05055	Land Rear Of 86 To 94 High Street Beckenham	London and Quadrant Housing Trust	Minor material amendment under Section 73 of the Town and Country Planning Act 1990 to allow a variation of the planning permission (DC/11/02100) granted on appeal dated 26th July 2012, for the construction of 3 four storey blocks comprising 9 one bedroom, 32 two bedroom and 3 three bedroom flats, with 41 car parking spaces, bicycle parking, landscaping and access in order to allow provision of 40 car parking spaces as opposed to 41 car parking spaces	28 th August 2015	Affordable housing contribution £351,230.05 Education Contribution £80,099.95 Clare House Primary, Oakwood Avenue, Beckenham Health Contribution £18,670 for Penge Clinic, 17-19 Oakfield Road, Penge To pay the whole of the contributions prior to the first occupation of any dwelling. Not to occupy or permit occupation of any dwelling until the whole of the contributions have been paid to the Council. Spend within 5 years of receiving the money and repay contribution plus interest if unspent/uncommitted. UNILATERAL UNDERTAKING
14/05055	Land Rear Of 86 To 94 High Street Beckenham	London and Quadrant Housing Trust	Minor material amendment under Section 73 of the Town and Country Planning Act 1990 to allow a variation of the planning permission (DC/11/02100) granted on appeal dated 26th July 2012, for the construction of 3 four storey blocks comprising 9 one	10 th September 2015	All expressions and terms used in this Supplemental Deed of Variation shall bear the same meaning as in the Principal Agreement DEED OF VARIATION

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			bedroom, 32 two bedroom and 3 three bedroom flats, with 41 car parking spaces, bicycle parking, landscaping and access in order to allow provision of 40 car parking spaces as opposed to 41 car parking spaces		
14/04199	165 Masons Hill Bromley BR2 9HW	Hambridge Homes	Demolition of existing buildings at 165-169 Masons Hill and 1-3 Homesdale Road and erection of part 3/4/5 storey mixed-use development comprising 328sqm ground floor Class A1 (retail) unit, 29 flats (20x2 bed and 9x1 bed) with car park for 24 cars (19 residential and 5 retail), cycle and refuse storage and associated landscaping	17 th September 2015	11 Affordable Housing units Education contribution £154,431.62 to St Georges, Bickley CE Primary School, Tylney Road, Bromley Health Contribution £57,996 to Dysart Surgery, 13 Ravensbourne Road, Bromley Health and Education contributions to be used for projects identified in the Agreement The Owner covenants to pay the Education and Health contributions to the Council prior to First Occupation of the 1 st Market Housing Unit. Upon written request the Council shall repay any unspent funds within eight years of the date of receipt. Together with interest.
15/00640	Kingswood House Mays Hill Road Shortlands Bromley BR2 0HX	Harris Federation	Variation of Condition 17 of permission ref. 14/02667/FULL1 (granted for a two form entry primary school, involving the demolition of all existing buildings together with the erection of a two storey building with associated vehicular access, parking and landscaping) to allow amendment to the approved scheme including the removal of part of the first floor, reconfiguration of the first floor, removal of the roof overrun of the external staircase and an increase of the screened roof plant area	21 st September 2015	The original agreement shall be supplemented as follows: Amendment to the definition of "Commencement Date". A new definition of "Supplemental Application" shall be inserted into Clause 1.1 A new definition of "Supplemental Permission" shall be inserted into Clause 1.1 The definition of "Development" in Clause 1.1 shall be supplemented as per the Clause 4 of the First Schedule of the Deed of Variation.
15/00140	Old Town Hall, 30 Tweedy Road, Bromley, Kent and Land Known as the Former South Street Car Park Site, Bromley, Kent	Bromley Town Hall Limited	Partial demolition of the Bromley Town Hall building and replacement with extensions no greater than 3 storeys high to facilitate a change of use from Office (Class B1) to 94 bedroom hotel use (Class C1) to include hotel restaurant, conference, wedding and multi-functional space in addition to 2 independent restaurants (Class A3) fronting Widmore Road together with re-configuration of the existing access ramp on Widmore Road and provision of pickup/drop	6 th November 2015	Car Club Space Contribution – £4,000 Contribution paid prior to commencement; Health Contribution – £56,062 for new facilities and/or improvement of existing facilities at Dysart Surgery. Paid prior to first occupation of any residential unit; Education Contribution – total £116, 368.12 for the following new facilities and/or the improvement of existing facilities: (i)

App No	Address	Applicant	Application	Date	Legal Agreement
			off in Tweedy Road and South Street and Planning Permission for the erection of a 5-storey residential apartment building (Class C3) containing 53 units (18 x 1bed, 34 x 2-bed, 1 x 3 bed), with basement parking for 26 cars and 118 cycle parking spaces upon the neighbouring South Street Car Park, together with associated landscaping and public realm improvements.		<p>£51, 151.63 at St George's School, Tylney Road; (ii) £38,329.82 at Ravensbourne School, Hayes Lane; and (iii) £26,886.67 at Beacon House, Holmesdale Road. Paid before first occupation of any residential unit;</p> <p>Highway Works Contribution – £3,000 to relocate disabled parking bays in Court Street and coach pick-up/drop-off parking bay in South Street. Paid prior commencement of hotel;</p> <p>Stopping Up Order Contribution – £3,000 to be used for the Council's costs in obtaining the Stopping up Order. Paid before commencement of hotel</p> <p>Contract for hotel shall be let and work commenced prior to commencement of residential development</p> <p>Landscaping scheme on TfL land adjacent to residential and hotel parts of the development to be approved prior to commencement and implemented prior to first occupation</p> <p>Return funds 10 years from date of receipt plus interest accrued</p>
15/00696	Broadway House 3 High Street Bromley BR1 1LF	Monetta Limited	Extension of third, fourth, eighth and ninth floor to provide 9 flats	28 th October 2015	Highways Contribution - £2,500 for lining and signing a dedicated parking bay for use by a nominated Car Club Operator. Paid prior to first residential occupation of the Development. No time limit for spending or when the contribution would become repayable to the owner.
15/04319	The Haven Springfield Road Sydenham London SE26 6HG	Kitewood Estates Ltd	S73 Application for a Minor Material Amendment to 14/0399/FULL1 (46 residential units and associated works), amendment to include change to house types across site, roof form to house type 1 amended, house type 7 removed, removal of first floor rear roof terraces to house type 1, external elevation changes to all dwellings including the addition of Juliet balconies and changes to window design and size, installation of photo voltaic panels to roofs, erection of two double garages, instillation of electric charging points and change of front boundary walls to railings, dwarf brick wall and hedges.	16 th February 2016	<p>Affordable Housing Schedule amended to provide 2x1 bed wheelchair units to SELHP standards</p> <p>"Dwelling" in para 1 and 2 of Schedule 2 to the Main Agreement replaced by "Open Market Dwelling"</p> <p>Amended wording of Clause 2.6.1 (see Deed for details)</p> <p>The definition of "Affordable Housing Dwellings" shall be deleted and amended to provide 19 dwellings (9 Affordable Rent and 10 Intermediate).</p> <p>Amend Affordable Rent Dwellings definition to 4 x 3 bed Affordable Rent Dwellings</p>

App No	Address	Applicant	Application	Date	Legal Agreement
					Amend Affordable Housing Schedule to add 2 x 2 bed Intermediate Dwellings, making a total of 6. DEED OF VARIATION
15/00909	Harris Academy Beckenham, Manor Way, Beckenham, BR3 3SJ	Kier Construction	Demolition of all buildings on site (except the basketball block) and erection of replacement buildings to accommodate a 3 storey 6FE Academy (8,112 sqm GIA) for 1,150 pupils and a 2 storey primary Academy for 420 pupils together with temporary classroom accommodation for a period of two years, provision of 97 car parking spaces, 170 cycle parking spaces, associated circulation and servicing space, multi-use games areas and landscaping.	6 th November 2015	Highways Contribution - £40,000 as a contribution towards the cost of resurfacing Manor Way, Beckenham. To be paid on or before the First Occupation Date. To be expended in accordance with the provisions of the agreement within seven years.
15/04343	Provident House 6 - 20 Burrell Row Beckenham BR3 1AT	Ironstone UK Ltd	Change of use from Class B1 (a) office to Class C3 dwellinghouses to form 18 one bedroom and 2 two bedroom flats (56 day application for prior approval in respect of transport and highways, contamination and flooding risks under Class M, Part 3 of the GPDO).	18 th November 2015	Car Club Contribution of £2,500 to be paid prior to commencement towards cost of Council providing car club parking space. CPZ contribution of £5,000 to be paid, prior to commencement, towards cost of any CPZ extension within the vicinity of the Proposed Development. All contributions to be refunded to the owner if unspent after 5 years. Residents will not be entitled to a parking permit unless they are the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.
15/04343	Provident House 6 - 20 Burrell Row Beckenham BR3 1AT	Ironstone UK Ltd	Change of use from Class B1 (a) office to Class C3 dwellinghouses to form 18 one bedroom and 2 two bedroom flats (56 day application for prior approval in respect of transport and highways, contamination and flooding risks under Class M, Part 3 of the GPDO).	18 th November 2015	Car Club Contribution of £2,500 to be paid prior to commencement towards cost of Council providing car club parking space. CPZ contribution of £5,000 to be paid, prior to commencement, towards cost of any CPZ extension within the vicinity of the Proposed Development. All contributions to be refunded to the owner if unspent after 5 years. Residents will not be entitled to a parking permit unless they

App No	Address	Applicant	Application	Date	Legal Agreement
					are the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.
15/04293	Ironstone House 205 - 213 High Street Beckenham BR3 1AH	Ironstone UK Ltd	Change of use of first, second and third floors from Class B1 (a) office to Class C3 dwellinghouses to form 18 one bedroom flats (56 day application for prior approval in respect of transport and highways, contamination and flooding risks under Class O Part 3 of the GPDO 2015)	18 th November 2015	Car Club Contribution of £2,500 to be paid prior to commencement towards cost of Council providing car club parking space. CPZ contribution of £5,000 to be paid, prior to commencement, towards cost of any CPZ extension within the vicinity of the Proposed Development. All contributions to be refunded to the owner if unspent after 5 years. Residents will not be entitled to a parking permit unless they are the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970.
13/03743	All Saints Catholic School Layhams Road West Wickham BR4 9HN	Regalpoint Homes (WW) Ltd & The R.C Diocese Of Southwark	Demolition of all school buildings, with the exception of the Reception building, and part demolition of the North Stable block, and erection of 48 dwellings comprising 24x4 bed houses, 16x1 bed flats and 8x 2 bed flats and conversion of the stable block into 2x2 bed residential units, together with 108 car parking spaces. Associated landscaping, hardstanding areas, cycle stores and bin stores. Conversion of existing Reception building to 799sqm of office floorspace (Class b1A) together with 8 dedicated car parking spaces and the construction of 2 tennis courts, designated car park. Erection of pavilion and amenity area for community use.	22 nd March 2016	Cycle Voucher to the value of £50 towards the purchase of a bicycle provided to the first occupier of each residential unit. Oyster Card preloaded to the value of £1,272 provided to the first occupier of each residential unit. School Travel Plan Incentive organised with local schools to create or increase the use of the walking buses and cycle trains initiatives. Appointment of a Travel Plan Champion no later than three months prior to the date of first occupation of any of the residential units who shall remain in place for three years after first occupation of the final residential unit. £20,000 towards the school travel plan incentive fund within 20 working days after the date on which the first residential unit is occupied.
13/03345	H G Wells Centre St Marks Road Bromley BR2 9HG	Cobalt Bromley South LTD	Demolition of existing building and erection of a part 7, part 11, part 17 storey mixed use building comprising 256sqm community uses (use Class D1/D2), 1,467sqm office use (use Class B1) and 52 residential flats with associated landscaping and public realm works, new pedestrian links, refuse and cycle stores,	23 rd July 2015	Affordable Housing: 6 dwellings (4 x 2 bed and 2 x 1 bed) with no more than 50% of private dwellings to be occupied until the Affordable Dwellings have been transferred to a Registered Provider.

App No	Address	Applicant	Application	Date	Legal Agreement
			plant room and 3 disabled car parking spaces		<p>£515,000 towards the Council's allocation of affordable housing in the local borough to be paid prior to commencement of development.</p> <p>Education Contribution:</p> <p>£140,635.07 towards education in the local borough to be paid prior to commencement.</p> <p>Health Contribution:</p> <p>£52,364 towards health in the local borough to be paid prior to commencement.</p> <p>Highways Contribution:</p> <p>£7,800 to Car Club Operator on date of commencement towards Car Club Scheme.</p> <p>£2,500 towards the Council's costs of laying out and providing a car parking space for the Car Club Scheme to be paid on date of commencement.</p> <p>Car Club Scheme to be in operation for a minimum of three years with each new occupier being provided written details of the Car Club Scheme including two year's free membership and a £50 drive time credit.</p> <p>New Owners will not be entitled to obtain a resident's parking permit within any controlled parking zone (unless they are the holder of a disabled person's badge).</p> <p>No deadline date for contributions to be spent by or accrued interest to be returned.</p>

Appendix 2: Saved and Expired Policies from the Unitary Development Plan

Saved Policies

Housing

H1	Housing Supply
H2 (Not used in this document)	Affordable Housing
H3	Affordable Housing – payment in lieu
H2 (Previously H4)	Supported Housing
H6	Gypsies and Travelling Show People
H7	Housing Density and Design
H8	Residential Extensions
H9	Side Space
H10	Areas of Special Residential Character
H11	Residential Conversions
H12	Conversion of Non-Residential Buildings to Residential Use
H13	Parking of Commercial Vehicles

Transport

T1	Transport Demand
T2	Assessment of Transport Effects
T3	Parking
T4	Park and Ride
T5	Access for People with Restricted Mobility
T6	Pedestrians
T7	Cyclists
T8	Other Road Users
T9	Public Transport
T10	Public Transport
T11	New Accesses
T12	Residential Roads
T13	Unmade Roads
T14	Unadopted Highways
T15	Traffic Management
T16	Traffic Management and Sensitive Environments
T17	Servicing of Premises
T18	Road Safety

Conservation and the Built Environment

BE1	Design of New Development
BE2	Mixed Use Development
BE3	Buildings in Rural Areas
BE4	Public Realm
BE5	Public Art
BE7	Railings, Boundary Walls and Other Means of Enclosure

BE8	Statutory Listed Buildings
BE9	Demolition of a listed building
BE10	Locally Listed Buildings
BE11	Conservation Areas
BE12	Demolition in conservation areas
BE13	Development adjacent to a conservation area
BE14	Trees in Conservation Areas
BE15	Historic Parks and Gardens
BE16	Ancient Monuments and Archaeology
BE17	High Buildings
BE18	The Skyline
BE19	Shopfronts
BE20	Security Shutters
BE21	Control of Advertisements, Hoardings and Signs
BE22	Telecommunications Apparatus
BE23	Satellite Dishes

The Natural Environment

NE1	Development and SSSIs
NE2	Development and Nature Conservation Sites
NE3	Nature Conservation and Development
NE4	Additional Nature Conservation Sites
NE5	Protected Species
NE6	World Heritage Site
NE7	Development and Trees
NE8	Conservation and Management of Trees and Woodlands
NE9	Hedgerows and Development
NE11	Kent North Downs Area of Outstanding Natural Beauty
NE12	Landscape Quality and Character

Green Belt and Open Space

G1	The Green Belt
G2	Metropolitan Open Land
G3	National Sports Centre Major Developed Site
G4	Extensions/Alterations to Dwellings in the Green Belt or on Metropolitan Open Land
G5	Replacement Dwellings in the Green Belt or on Metropolitan Open Land
G6	Land Adjoining Green Belt or Metropolitan Open Land
G7	South East London Green Chain
G8	Urban Open Space
G9	Future Re-Use of Agricultural Land
G10	Development Related to Farm Diversification
G11	Agricultural Dwellings
G12	Temporary Agricultural Dwellings
G13	Removal of Occupancy Conditions
G14	Minerals Workings
G15	Mineral Workings – Associated Development

Recreation, Leisure and Tourism

L1	Outdoor Recreation and Leisure
L2	Public Rights of Way and Other Recreational Routes
L3	Horses, Stabling and Riding Facilities
L4	Horses, Stabling and Riding Facilities – joint applications
L5	War Games and Similar Uses
L6	Playing Fields
L7	Leisure Gardens and Allotments
L8	Playing Open
L9	Indoor Recreation and Leisure
L10	Tourist-Related Development – New Development
L11	Tourist-Related Development – Changes of Use

Business and Regeneration

EMP1	Large Scale Office Development
EMP2	Office Development
EMP3	Conversion or redevelopment of Offices
EMP4	Business Areas
EMP5	Development Outside Business Areas
EMP6	Development Outside Business Areas – non conforming uses
EMP7	Business Support
EMP8	Use of Dwellings for Business Purposes
EMP9	Vacant Commercial Sites and Premises

Town Centres and Shopping

S1	Primary Frontages
S2	Secondary Frontages
S3	The Glades
S4	Local Centres
S5	Local Neighbourhood Centres, Parades and Individual Shops
S6	Retail and Leisure Development – existing centres
S7	Retail and Leisure Development – outside existing centres
S8	Petrol Filling Stations
S9	Food and Drink Premises
S10	Non-Retail Uses in Shopping Areas
S11	Residential Accommodation
S12	Markets
S13	Mini Cab and Taxi Offices

Biggin Hill

BH1	Local Environment
BH2	New Development
BH3	South Camp
BH4	Passenger Terminal/Control Tower/West Camp (Area 1)
BH5	Former RAF Married Quarters (Area 2)
BH6	East Camp
BH7	Safety
BH8	Noise Sensitive Development

Community Services

C1	Community Facilities
C2	Communities Facilities and Development
C4	Health facilities
C5	Facilities for Vulnerable Groups
C6	Residential Proposals for People with Particular Accommodation
C7	Educational and Pre-School Facilities
C8	Dual Community Use of Educational Facilities
C1	Community Facilities

Environmental Resources

ER2	Waste Management Facilities
ER9	Ventilation
ER10	Light Pollution
ER11	Hazardous Substances
ER16	The Water Environment
ER17	Development and the Water Environment

Implementation

IMP1	Waste Management Facilities
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Expired Policies

H5	Accessible Housing
BE6	Environmental Improvements
NE10	Hedgerow retention
NE13	Green Corridors
EMP9	Vacant Commercial Sites and Premises
EMP10	Advice for Business
S14	Pedestrian Environment
C3	Access to Buildings for People with disabilities
ER1	Waste Management Principles
ER3	Promoting Recycling
ER4	Sustainable and Energy Efficient Development
ER5	Air Quality
ER6	Potentially Polluting Development
ER8	Noise Pollution
ER12	Controlling Development in Flood Risk Areas
ER13	Foul and Surface Water Discharge from Development
ER14	Surface and Ground Water Quality
ER15	Conservation of Water Resources

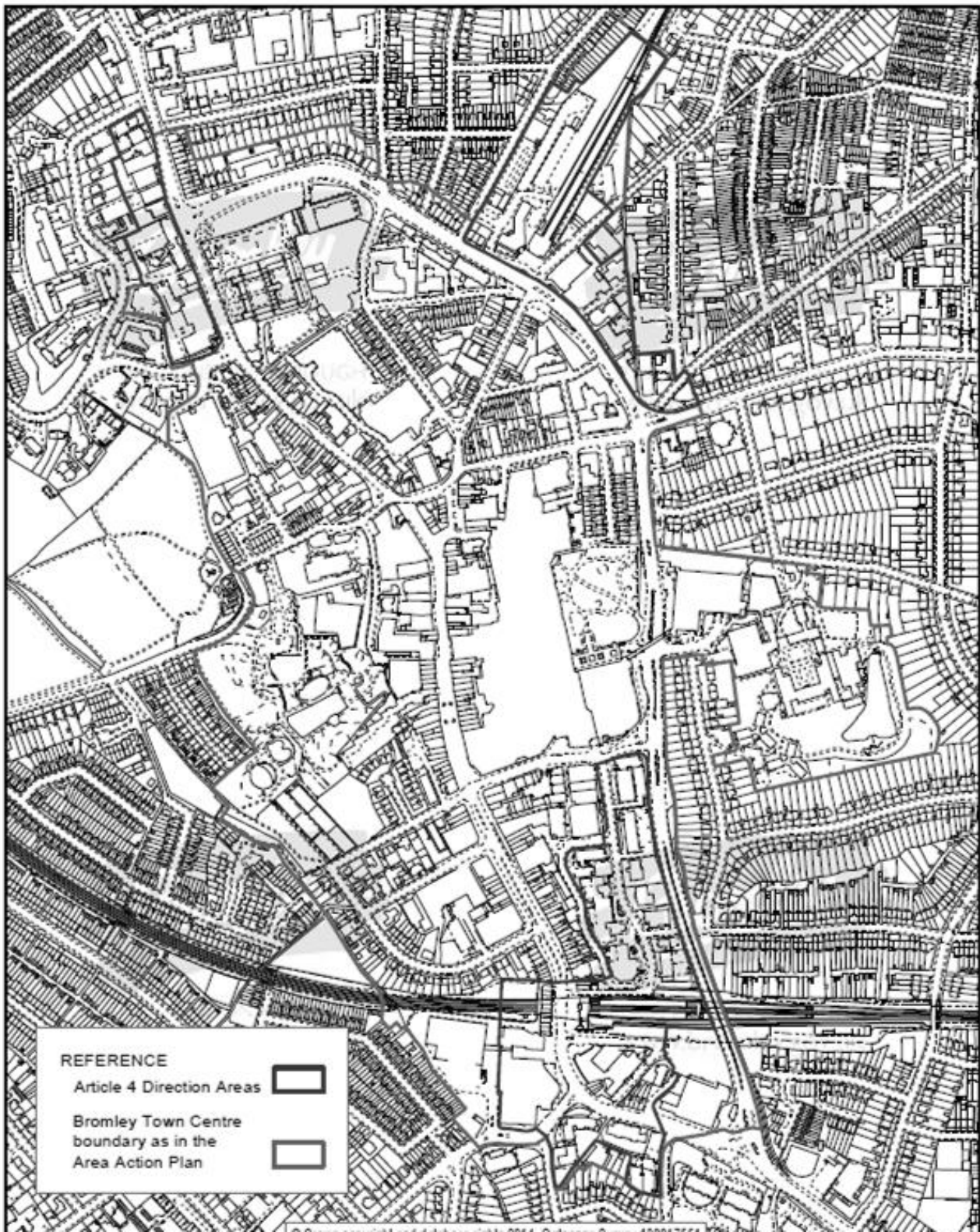
Appendix 3: Revised Provisional Timetable for the Preparation of the Local Plan and Community Infrastructure Levy

	2016												2017												2018													
	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
Borough-wide local plan including spatial, strategic, and detailed development policies and site allocations		LG Space Consultation									Formal presubmission consultation Draft Local Plan					s								A														
Review of Bromley Town Centre Area Action Plan																						Commence review of BTCAAP					Issues & options consultation										Consultation. Preferred Strategy & Sites	
Bromley Preparation of Community Infrastructure Changing Schedule																Preliminary Draft Charging Schedule						Draft Charging Schedule			S		A											
SPD Planning Obligations & Affordable Housing																						Draft SPD Consultation					A											

Notes


'S' refers to Submission to the S/S for examination

'A' refers to Adoption by the Council



**Appendix 4: Article 4 Direction
Boundaries**

REFERENCE

Article 4 Direction Areas	
Bromley Town Centre boundary as in the Area Action Plan	