

**Application No : 14/00660/FULL1**

**Ward:  
Bromley Town**

**Address : Intu Bromley The Glades Shopping  
Centre High Street Bromley BR1 1DN**

**OS Grid Ref: E: 540364 N: 169136**

**Applicant : Intu Bromley Limited**

**Objections : YES**

**Description of Development:**

Erection of a cinema (Use Class D2) on the roof of the shopping centre and the change of use of existing retail units (Use Class A1), a financial services unit (Use Class A2) and mall space (sui generis) to create new restaurant units (Use Class A3), drinking establishments (Use Class A4) and a retail kiosk (Use Class A1) within the shopping centre along with external alterations to the Elmfield Road entrance and alterations to the existing parking provision at roof level.

Key designations:

Areas of Archaeological Significance  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Bromley Town Centre Area  
Local Cycle Network  
London City Airport Safeguarding  
London City Airport Safeguarding Birds

**Proposal**

The proposal consists of a number of changes of use and the internal reconfiguration of the area of Intu known as Regent's Arcade at ground floor level as well as the mezzanine and first floor levels providing a mix of Class A1, A3, A4, D2 and Sui Generis uses together with a two storey roof extension to provide a new 220 seat five screen cinema (Class D2) at roof level. Elevational changes are also proposed.

The development comprises:

- o 12 new Class A3 restaurant units
- o 2 new flexible Class A3 and A4 restaurant/drinking units
- o 1 Class A1 retail kiosk
- o A 1,769sqm 220 seat five screen cinema at roof level
- o The creation of 1895.5sqm of net additional floorspace
- o The loss of 1539.5sqm Class A1 floorspace, 35sqm Class A2 floorspace and 108sqm of Sui Generis floorspace

- o The gain of 1,366.5sqm Class A3 floorspace, 145sqm Class A3/A4 floorspace, 1,1769sqm Class D2 floorspace and 304.5sqm Sui Generis/mall space
- o As a result the proposal will create new Class A1, A3, A4 units:
- o 5 Class A3 units at Lower Mall level (one as existing)
- o 2 Class A3 units at Lower Mall/Mezzanine level
- o 3 Class A1 units at Lower Mall Level (two as existing)
- o 4 Class A3 units at first floor level (one as existing)
- o 2 Class A3/A4 kiosk units at first floor level
- o A full height atrium with a stairwell/escalator access to upper levels and the cinema
- o Front extension to the frontage west of the Elmfield Road entrance providing access to mezzanine above
- o New doors to access related electrical plant
- o The loss of 118 parking spaces with changes to the car park circulation

Externally the roof extension has a height of between 9.3m and 11.6m from floor of car park level 2 while this will project between 7.7m and 10.2m above the mansard roof treatment to Elmfield Road. The cinema building will be 9m from the edge of the southern entrance roof onto Elmfield Road, 41m to the roof edge above Debenhams onto Elmfield Road and 8m from the eastern roof edge to the Pavilion Leisure Centre.

The application is supported by the following documents:

- o Planning Statement
- o Design and Access Statement
- o Energy Statement
- o Noise Assessment
- o Cinema and Catering Assessment
- o Drainage Strategy
- o Transport Statement
- o Heritage, Townscape and Visual Impact Assessment
- o Sustainability Statement
- o Restaurant Ventilation Strategy Statement

The Applicant's Planning and Design and Access Statements make the following points in support of the development:

- o The application forms part of a wider investment plan in the face of changing consumer demands and competition from neighbouring centres such as Bluewater and the proposed Westfield/Hammerson in Croydon
- o The investment involves the current application, the recently granted Queen's Gardens appeal for five restaurants and a mall refurbishment and refit
- o The Queen's Gardens development represents an investment by intu Bromley of £14 million and the current proposal represents a further investment of £14 million to complement that development by providing further much needed new restaurant accommodation

- o There is an under representation of Class A3 and A5 uses with a number of these in Bromley being café, coffee shop and takeaways rather than restaurants
- o Bromley is a Metropolitan centre and must have a strong leisure and restaurant offer to reflect its position
- o Cinema admissions have grown for the last three years
- o The Cinema and Catering Assessment shows that existing cinemas in Bromley and Beckenham are trading significantly above the national average with 1.5 million trips compared to the national of 570,000
- o The two new cinema proposals in Bromley will have a significant positive impact on the vitality and viable of Bromley town centre as a whole
- o Up to 130 temporary construction jobs supported during the construction phase across a range of skill levels
- o the cinema and leisure scheme will provide approximately 105 new jobs across the hospitality and leisure sectors and 60 net additional jobs

Policy context (Applicant's Submission):

- o The BTCAAP recognises that leisure and entertainment facilities represent an important function of a thriving town centre and highlights the knock on implication of consumer spending being lost to competing centres which offer a more diverse range of activities
- o The Bromley Retail, Office, Industry and Leisure Study was published in March 2012 and reveals that eating out is now part of many people's lifestyles and there is a reluctance to give this up even in the current economic climate. Paragraph 4.6.10 states that "a broad range of food and drink offer is a key ingredient for further development in the office, leisure and hotel sectors".
- o The 2012 study shows that 8% of units in Bromley are Class A3 compared to the national average of 14%, weighted to the take-away sector and the mass pub trade for the younger market
- o The development is supported by the NPPF, the London Plan (Policies 2.6, 2.7, 2.16, 2.18, 4.6 and 4.7) and the AAP (BTC1) and the UDP (Policy L9)
- o Policy S3 is specific to Intu Bromley and permits the change of use from Class A1 to Class A3 and A4 provided the centre's retail function is not adversely affected
- o Policy S6 permits leisure development in the town centre provided the scale is appropriate to the size of the centre and would not harm viability and vitality of other nearby centres
- o The proposal will maintain the viability of Bromley with an increase in footfall and complimenting other development planned elsewhere
- o There is no prospect that the proposed development will undermine the primary retail function of the shopping centre
- o The development is in line with the London Plan and Bromley's role supporting night time economic activities
- o The character and appearance of the Bromley Town Centre Conservation Area would be preserved. The statutory tests as set out in the Town and Country Planning (Listed Buildings and Conservation Areas) Act are therefore met

- o In terms of transport the proposal is considered to accord with the policy requirements outlined by Policies T1, T2 and T5, AAP Policy BTC25 and the NPPF
- o The development, due to its nature, achieves a carbon reduction of 29.47%

#### Design and Appearance (Applicant's Submission):

- o Full consideration has been given to the creation of a high quality built development which has a positive relationship with its surrounding context
- o The proposed cinema extension will have a negligible impact on the identified character areas within the immediate surrounds of the application site, as well as the setting of adjacent heritage assets
- o The new cinema extension will be read as a new addition at roof level reflecting the use contrasting with the brick of the existing shopping centre, a simple palette of materials and simple architectural detailing will allow the building to be seen as a high quality and complementary extension to the centre

The applicant has also submitted the results of their own customer survey, which shows that of the around 300 responses, the majority consider that Bromley needs more on offer during the evenings, more family friendly restaurants, and that their proposal is generally supported.

#### **Location**

The application site is located to the southern edge of Intu fronting Elmfield Road and comprises the southern entrance and the Regent's Arcade that stretches to the main thoroughfare. The Pavilion leisure centre is to the east and The Mall to the south on the southern edge of this section of Elmfield Road.

Internally the physical alterations and changes of use relate to the Arcade at ground and upper levels through to the roof level car parking. Externally the roof extension is set to the upper car parking level.

The site falls outside of the Bromley Town Centre Conservation Area, some 75m to 100m to the west (the high street), and some 100m to the north-east (Queens Gardens). Queens Gardens also features the Listed Iron Gates some 125m to the north-east. The site is not within the Primary Shopping Frontage.

#### **Consultations**

##### Comments from Local Residents

Nearby owners/occupiers were notified of the application and objections (14) were received which can be summarised as follows:

- o A cinema is already being built in Bromley South
- o There are already enough bars in Bromley
- o Waterstones is a wonderful shop, is such a facility no longer considered necessary

- o Regents Parade offers a welcome change from the rest of the centre
- o Local residents have already been ignored over Queen's Gardens
- o Waterstones is the only bookshop in Bromley
- o With the cinema in Bromley South and the existing one in Bromley North struggling there is no business case for another cinema
- o The loss of bespoke retailers for yet more restaurants is folly
- o Bromley needs quality retail of a bespoke nature to increase footfall
- o The Intu strategy is based on being an out of town retailer
- o The loss of parking will be catastrophic for other businesses
- o Impact on windows of residents in Lownds Court
- o There is not enough parking in Bromley especially on Saturdays and Christmas
- o A bookshop is far more important than a cinema
- o There is already an existing cinema in Bromley with another coming in Bromley South and this is an over-provision.
- o This would almost certainly be the death knell for the Empire and threaten the viability of the regeneration of Bromley North
- o The design is of a low standard and will not fit well with the area
- o Bromley needs more quality shops
- o More restaurants will stifle the growth of those existing in Bromley North
- o The Glades killed off the north and south of the high street and this will happen again

The Bromley Civic Society has objected on the basis that the proposal threatens the Empire in Bromley North and that the sustainability of such a number of screens is unproven and absurd. With no consultation Intu are behaving like an out of town operator with little regard of the consequences of their actions to neighbouring traders. The cinema maybe small, but so are two of the screens of the Empire. The AAP seeks to retain existing leisure facilities and to extend their range; if the Empire closes the Council has no ability to ensure the building would retain any alternative leisure use. The design is of poor quality and harmful to the building and the conservation area.

Waterstones book shop have objected, although not to the cinema. The objection focuses upon the change of use with the loss of Waterstones' Class A1 unit and retail space in general and the provision of Class A3 uses would be contrary to Policy S9 in resulting in an overconcentration of food and drink establishments. Waterstones state that the loss of their current unit would result in them leaving the centre.

In support of the proposal (1):

- o A great development to revive a tired shopping centre
- o The design is dramatic but has little impact with the skyline being dominated by tall buildings
- o Linking evening economies of St Mark's Square with the new developments in Bromley North
- o An exciting, quirky and unexpected proposal that should be approved

In addition the applicants have provided a response to the comments received which can be summarised as follows:

- o No evidence is provided by the Bromley Civic Society that there would be an over provision of cinemas whilst the evidence submitted with the application (Cinema and Catering Study) demonstrates there is more than sufficient demand to support circa 220 seats
- o The cinema will be distinct and complement those that Bromley South and the Empire and is a quarter of the size of the Empire cinema
- o The proposed cinema will provide 53,879 new cinema trips to Bromley supporting the town centre as a whole
- o The total cinema offer as a whole will reduce the trips away from the centre
- o The extension has been designed with a simple but confident character set back from the edge of the building and restricting wider views
- o The extension must be viewed in the context of the wider architectural style of the commercial and retail heart of Bromley
- o No harm to the conservation area or the wider townscape
- o The loss of Class A1 units is intended to enhance and complement the wider retail offer by increasing footfall and preventing leakage to other centres, complimentary to the aims of the development at Bromley South
- o Some 90% of floor space in Bromley is in Class A1 use
- o A copy of the British Council of Shopping Centres 'Food and beverage: a solution for shopping centres' is provided which explains there has been a shift from retail to restaurants in town centres nationally which increases dwell time. In larger destination centres such restaurant uses are now some 15%, above that in Bromley.
- o There would be no overconcentration of Class A3/A5 uses with the total being 9.5% in Bromley including the Queen's Gardens development
- o Potential new retail tenants have persistently stated that they are reluctant to take space at Intu due to its current mix of uses
- o Intu is in discussions with Waterstones as the lease on their current premises has expired. It is hoped an agreement can be reached elsewhere within Intu, however these are not planning considerations
- o There will be more employment from the proposal than the current retail offer
- o It is not anticipated there will be any parking issues due to the variable peak times of the different uses proposed to that existing
- o There will be no impact to the residents at Lownds Court

### Comments from Consultees

Highways have commented that the vehicle trip rate for the cinema use is backed up by data from another location. The majority of the demand is in the evening when the retail demand is reduced and it is not likely to have a significant impact on the car parking availability in this regard.

The application implies that any overspill parking as a result of the loss of the 118 parking spaces can be accommodated within other car parks. This is based on the information in the Bromley Town Centre Migration Strategy. There is no information this base situation is still current. The information on the demand for

parking in Intu came from data for 3 weekdays and 3 Saturdays in April, May and June 2013. This showed that the highest parking demand was mid Saturday afternoon but at other times there was spare capacity within the car park. There are likely to be other times of the year, particularly the lead up to Christmas when demand will be higher but it may not be reasonable to cater for the spikes in demand.

Paragraph 32 of the NPPF refers to development only being prevented or refused on transport grounds where the residual cumulative impacts of the development are severe. The town centre is well served by public transport and has PTAL accessibility of 6a. Policies in the Area Action Plan promote the use of public transport that serves the town centre. The loss of spaces is unlikely to have any demonstrable harmful consequences and therefore it is not considered to be a matter that would warrant a ground of refusal.

Transport for London have commented that they are pleased that an increase in floorspace is not accompanied by an increase in car parking. However, in removing parking provision confirmation should be received that sufficient Blue Badge parking will be retained. Cycle parking should be provided and secured by condition. To ensure safe operation of the road network a Construction Logistic Plan should be submitted by condition. No objection is raised.

Environmental Health have raised concerns about both the emissions during construction and also potential emissions due to heating and suggest resolution through the use of conditions. Additionally noise impacts can be dealt with by an adequately worded condition.

The Metropolitan Police Crime Prevention Design Advisor has stated that the development should be able to achieve accreditation and requested that the standard secured by design condition be imposed on any permission.

With regard to the impact upon the adjacent conservation area it is noted that the Intu building was designed in a pastiche traditional style which was popular at the time. Its pitched roof sections and gable elements help to relieve its bulk and disguise the flat roof parking and service areas. The proposed addition is by contrast very contemporary. Whilst relatively large, its impact would be mitigated somewhat by being set well back from the park side elevations.

APCA have commented that the proposal is not complementary to the existing building.

## **Planning Considerations**

### Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan (UDP), the Bromley Town Centre Area Action Plan (BTCAAP), the London Plan and the relevant sections of the National Planning Policy Framework:

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

- BE1 Design of New Development
- BE13 Development Adjacent to a Conservation Area
- BE8 Listed Buildings
- ER9 Ventilation
- ER10 Light Pollution
- L9 Indoor Recreation and Leisure
- S3 The Glades
- S6 Retail and Leisure Development
- S9 Food and Drink Premises
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T17 Servicing of Premises
- T18 Road Safety

Bromley Town Centre Area Action Plan:

- BTC1 Mixed Use Development
- BTC7 Theatres and Entertainment Venues
- BTC8 Sustainable Design and Construction
- BTC16 Noise
- BTC17 Design Quality
- BTC18 Public Realm
- BTC19 Building Height
- BTC21 Transport Schemes
- BTC22 Public Transport
- BTC24 Walking and Cycling
- BTC25 Parking

The London Plan:

- 2.6 Outer London: Vision and Strategy
- 2.7 Outer London: Economy
- 2.15 Town Centres
- 4.1 Developing London's Economy
- 4.6 Support for and enhancement of Arts, Culture, Sport and Entertainment provision
- 4.7 Retail and Town Centre Development
- 4.8 Supporting a Successful and Diverse Retail Sector
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.12 Flood Risk Management
- 7.4 Local Character



- 7.5 Public Realm
- 7.8 Heritage Assets and archaeology
- 7.15 Reducing Noise and Enhancing Soundscapes

The National Planning Policy Framework (NPPF), with which the above policies are considered to be in accordance and the National Planning Policy Guidance (NPPG)

## Planning History

Two applications at the Queens Gardens site are considered relevant:

Application ref. 11/03466 refused permission for single storey buildings and reconfiguration/change of use of part of shopping centre to provide 5 restaurants (Class A3), 1 kiosk unit (Class A1, A3 or A5), electricity substation; repositioned entrance to shopping centre and area of plant on roofs, with landscaping works and relocation of gates and railings on the grounds that:

"The proposal would be an overintensive development of the site, detrimental to the character and appearance of the Bromley Town Centre Conservation Area by reason of its size, site coverage, design and the loss of openness and public amenity to Queens Gardens, contrary to Policy BE11 of the Unitary Development Plan, Policy OSM of the Bromley Town Centre Area Action Plan and the Conservation Area Statement."

Application ref. 12/01339 refused permission for single storey buildings and reconfiguration/ change of use of part of shopping centre to provide 5 restaurants (Class A3), electricity substation, repositioned entrance to shopping centre and area for tenant plant on roof, with landscaping works and relocation of gate on the ground that:

"The proposal will be an over intensive development of the site, detrimental to the character and appearance of the Bromley Town Centre Conservation Area by reason of its size, site coverage, design, the loss of openness and public amenity to Queens Gardens, and be detrimental to the amenities of residential properties in the vicinity of Queens Gardens, by reason of increased evening activity resulting in noise and disturbance, contrary to Policies BE1 and BE11 of the Unitary Development Plan, Policy OSM of the Bromley Town Centre Area Action Plan and the Conservation Area Statement."

This proposal was subsequently allowed on appeal

A number of historic applications have allowed changes of use within the shopping centre from Class A1 retail to other non-retail uses. Most recently application ref. 13/03582/FULL2 granted permission for the change of use of Unit 64 from Class A1 retail to a Class A3 restaurant.

## **Conclusions**

### Change of Use

Policy S3 states that within the former Glades Shopping Centre changes of use from Class A1 to Classes A2, A3, A4 and A5 will be permitted provided the centre's primary retail function is not adversely affected with it being noted at the time the policy was created that the centre provided some 39,000sqm of retail floorspace. Of the resulting 15 new units, 3 would be Class A1 retail, with the reduction of 1538sqm of Class A1 floor space over the lower mall, mezzanine and first floor being largely converted to Class A3 and Class A3/A4 floorspace (1511.5sqm).

The lower mall, currently Regent's Arcade, will provide 3 Class A1 retail units and 6 Class A3 restaurant units. It is noted that the existing two 'inner' Class A1 units that front onto the main part of the centre (Unit 72 and Unit 84) are to be retained and enlarged, with the existing Class A3 restaurant to the west of the Elmfield Road entrance (currently trading as Café Giardino and listed as Unit 1) is also retained. The Class A3 units at Unit 1 and Unit 6 are also over two floors (lower mall and mezzanine) and form the two Class A3 units at mezzanine level. At first floor level 4 Class A3 restaurants and 2 Class A3/A4 food and drink units are proposed.

Representations have been received regarding the loss of Waterstones which currently trades from the mezzanine level and partly at first floor level. It falls to be considered whether the loss of the retail unit itself is acceptable rather than the loss the specific retail offer or the particular commercial operator of that site, which is not restricted to a bookshop or Waterstones, and could change to another retailer at any time. Members will note that Intu have made representations to the effect that the lease with Waterstones has expired and their relocation otherwise within Intu or the town centre is a commercial matter.

Whilst a number of Class A1 units would be changed to alternative uses, mainly to Class A3 restaurants, this is not considered to result in the retail function of the shopping centre as a whole being adversely affected. The primary character of the shopping centre would remain as a retail operation and it is not considered that the introduction of the proposed 12 Class A3 and Class A3/A4 units would undermine this character.

### The Town Centre and the AAP

Proposals for development outside of Opportunity Sites should be assessed against relevant planning policy and the cumulative impacts of the development taking into account those Sites within the AAP, as set out within Policy BTC1. In this case the most relevant Opportunity Sites are at Site K and the St Mark's Square development currently being implemented, Site M and the Queens Gardens development and the improvements to Bromley North Village.

The proposed restaurant uses are not considered to result in a detrimentally competing offer to those at Bromley South or Bromley North, with the increase in restaurant uses within Intu complementing the overall non-retail provision within the town centre as a whole. Within Policy BTC1 it is stated that a key part for improving the Centre's attractiveness is the enhancement of the food and beverage offer to appeal to a wider demographic and help establish Bromley as a vibrant town centre.

BTC7 seeks to encourage new entertainment venues and to extend the range and quality of leisure and entertainment facilities. It is considered that the proposed cinema would contribute positively to this policy aspiration by introducing a new entertainment venue into the middle of the town centre and creating a more active frontage to this part of Elmfield Road. This would particularly be during the evening and as such would introduce a benefit to the evening economy within the town centre as a whole. Taken cumulatively it is considered that the proposal would not undermine the intentions of the AAP or the similar developments taking place elsewhere in the town centre and would rather complement the activity and offer within the town centre as a whole during the day and into the evening.

### Cinema

In making such an assessment the introduction of an additional cinema to the town centre must be viewed within the context of the Empire in Bromley North and the new cinema development at Bromley South, together with those in nearby centres such as Beckenham and the recently approved cinema in Orpington.

Concerns have been raised as to the over-provision of cinemas within Bromley and the possible ramifications resulting from further completion. Members will be aware that market competition is not a planning consideration and that no representations have been received from with the owners of the Empire or the cinema at Bromley South within the St Mark's Square development.

The applicant has presented the proposal as differing from that currently offered within the town centre and will be marketed as a 'boutique' facility at a more luxury end of the market. This is reflected in the overall size of the cinema and the sizes of each of the five screens. It is also noted that the accompanying Cinema and Catering Assessment states that the Bromley and Beckenham cinemas are operating well above the national average of some 570,000 trips at 1.5 million. The proposed cinema is expected to generate some 54,000 cinema trips (which averages to a full 220 seat capacity for 245 days a year) and reduce trip leakage to other centres such as Croydon and Bluewater.

Although it would not be possible to condition that the proposal be a 'boutique' cinema, the evidence submitted demonstrates that there is capacity for a cinema of the scale proposed, and in this regard the proposal is considered acceptable.

### Highways

The proposal will see the loss of the 118 parking spaces at roof level due to the introduction of the cinema unit. The Transport Assessment submitted shows that at times other than mid-afternoon on Saturdays the car park has spare capacity and that any required overspill is capable of being handled by other town centre car parks. Although other times of year, such as the lead up to Christmas when demand will be higher, the Highway Engineer does not consider it is reasonable to cater for the spike in demand.

The residual cumulative impacts of the development are unlikely to be severe and no objections are made by the Council's Highways officer or Transport for London. Policy BTC25 of the AAP supports the reduction in existing non-residential parking provision and the reduction in the level of single car occupancy journeys and it is considered that the loss of 118 spaces does not conflict with this intention.

## Design

Internally the area is to be opened up through to the new roof level created by the extension for the cinema, new escalators and lifts are introduced with balconies at mezzanine level for those restaurants. This is considered to be a significant refresh of the current shopping centre and is a contemporary addition to the town centre and the shopping and leisure offer provided. Externally there are to be some relatively minor elevational changes, in particular the bringing forward of the area west of the entrance doors and it is not considered that this harms the character of the building or the area.

The principle design element is that of the roof extension. This has been designed with regard to structural limitations and consists of a light weight flat roofed cuboid design with a linear external finish; this finish will also include lighting. The design does add a degree of bulk to the roof of the shopping centre and the two styles juxtapose with the extension representing a far more modern, linear design.

The extension would be seen, in particular, from Elmfield Road (from east/west and the south), Kentish Way and from the northern part of Queens Gardens. However, from street level pedestrians would have a limited view of the new addition given that the extension is well set back from Elmfield Road (some 9m) and partly sits behind the existing roof feature that forms the corner of Debenhams as well as being set back behind the Pavilion Leisure Centre.

The NPPF attaches great weight to good design and requires that decision to ensure that developments function well and add to the overall quality of the area, establish a sense of place, optimise the potential of the site, and respond to local character and reflect the identity of local surroundings and materials while not preventing or discouraging appropriate innovation. The proposal does not reflect the character of the existing building, however the surrounding pattern of development is not uniform and it is considered that the cinema extension sits well within the wider built environment. The visual impact of the extension is relatively limited within close proximity at street level and the impact of the bulk and scale of the development is therefore largely mitigated from this perspective.

## Conclusions

Having regard to the above, Members may agree that overall the proposed development will have a positive impact on the town centre and is acceptable on balance. Accordingly it is recommended that planning permission be granted, subject to the conditions detailed below.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/00660 and that set out in the Planning History section above, excluding exempt information.

as amended by documents received on 24.04.2014 19.05.2014

**RECOMMENDATION: PERMISSION**

Subject to the following conditions:

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

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

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

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

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

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

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

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

- 5 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.

- 6** Details of a scheme of lighting (including the appearance, siting and technical details of the orientation and screening of the lights and the means of construction and laying out of the cabling) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced, and the approved scheme shall be implemented before the development hereby permitted is first occupied. Thereafter the approved scheme shall be permanently maintained in an efficient working manner and no further lighting shall be installed on the site without the prior approval in writing by the Local Planning Authority.

**Reason:** In order to comply with Policy ER10 of the Unitary Development Plan and in the interest of amenity and public safety.

- 7** No fixed plant and/or machinery shall come into operation until details of the fixed plant and machinery serving the development hereby permitted, and any mitigation measures to achieve this condition, are submitted to and approved in writing by the Local Planning Authority. The rating level of the noise emitted from such plant shall not exceed 35 dBA between 2300 and 0700 hours and 38 dB between 0700 and 2300 hours. The noise levels shall be determined by measurement or calculation at the nearest noise sensitive premises, by a method approved by the Local Planning Authority. The measurements and assessment shall be made according to BS 4142:1997.

**Reason:** In the interests of the amenities of neighbouring properties and in order to comply with Policy 7.15 of the London Plan.

- 8** 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 the first occupation of the development hereby permitted, and implemented in accordance with the approved details. The security measures to be implemented in compliance with this condition shall achieve the "Secured by Design" accreditation awarded by the Metropolitan Police.

**Reason:** In the interest of security and crime prevention and to accord with Policy BE1 of the Unitary Development Plan.

- 9 Detailed plans of the technical specification of the ductwork and equipment comprising all commercial kitchen extraction systems (which shall include measures to alleviate fumes and odours and incorporating activated carbon filters) associated with the approved A3 (restaurant/café) units shall be submitted to the Local Planning Authority for approval; after the systems have been approved in writing by or on behalf of the Authority, they shall be implemented in accordance with the approved details before the use hereby permitted first commences and shall thereafter be permanently maintained in an efficient working manner.**

**Reason: In order to comply with Policies S9 and ER9 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.**

- 10 Before any works on site are commenced, a site-wide energy assessment and strategy for reducing carbon emissions shall be submitted to and approved by the Local Planning Authority. The results of this strategy shall be incorporated into the final design of the buildings prior to first occupation. The strategy shall include measures to allow the development to achieve a reduction in carbon emissions of 25% above that required by the 2010 building regulations.**

**Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 and 5.7 of the London Plan 2011.**

**You are further informed that :**

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

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

**Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)**