

Application No : 14/03316/FULL1

**Ward:
Orpington**

**Address : Orpington Police Station The Walnuts
Orpington BR6 0TW**

OS Grid Ref: E: 546348 N: 166183

Applicant : Mr A Davies

Objections : YES

Description of Development:

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

Key designations:

Areas of Archaeological Significance
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Secondary Shopping Frontage

Proposal

Planning permission is sought for demolition of the existing building to enable a mixed use redevelopment of the site. The proposal comprises:

- Erection of a 5 - 9 storey flat roofed building with basement. The building would comprise double height ground floor and would be 5 storeys on the southern end (Homefield Rise), rising in one and two storey setbacks to a maximum height of 9 storeys in the centre before stepping down again to 5 storeys overlooking the central square.
- The footprint of the building would measure 76.5m x 24m (at the largest points), the maximum height would be 29m above ground floor level
- Provision of a medical facility (1,979 sqm) on the ground and first floors of the building. The medical facility has been described in the applicants plans as a 'wellbeing centre' and would include 2 GP practices, outpatient and therapy rooms, X-ray, physio and support services. Throughout this report for consistency this facility will be referred to as a medical facility
- Provision of a retail unit (167 sqm) on the ground floor
- Provision of 83 apartments (34 x one bed and 49 x two bed)
- 92 cycle parking spaces will be provided (83 for residents and 9 for the medical facility)

- 46 car parking spaces will be provided in the basement (20% of spaces will be provided with active electric vehicle charging points and 20% with passive provision, 4 space will be disabled bays)
- An ambulance drop-off bay and one disabled space will be accommodated adjacent to the site in Homefield Rise

The applicant has submitted the following technical reports to support the application:

Air Quality Assessment (Prepared by Entran Environmental and Transportation on behalf of the Applicant)

This site lies outside of the Air Quality Management Area. The reports identifies that the development would have the potential to cause air quality impacts during construction and operational phases. During construction this would be due to dust emissions and appropriate mitigation has been offered (construction logistics plan). Consequently the impact would not be significant. Modelling was undertaken to predict the operational effects of the development, exceedances of the air quality standard were not predicted, the impact is not considered to be significant and therefore no mitigation is considered to be necessary.

Archaeological Desk Based Assessment (Prepared by CgMs on behalf of the Applicant)

This statement confirms that the site has low to moderate archaeological potential and suggests that the development will not have any impact in this respect.

Design and Access Statement (Prepared by EPR Architects on behalf of the Applicant)

This statement sets out the applicant's assessment of the site and surrounding area and the rationale for the proposal having regard to relevant development plan policies. The statement confirms the amount of development proposed, parking strategy, refuse and sustainability strategy. The statement discusses the approach to access, landscaping and appearance of the development.

Revised Daylight and Sunlight Report (Prepared by Anstry Horne on behalf of the Applicant)

This report seeks to assess the impact of the development on adjacent properties. The report has been produced on the basis of a site visit, aerial photography and modelling of the proposed scheme. The report considers Vertical Sky Component (daylight) and Annual Probable Sunlight Hours (APSH). The assessment covers the residential properties at Nos. 12, 18-20, 22 and 26 Homefield Rise as well as Bromley College. The report sets out the following results:-

12 Homefield Rise - 15 of the 16 windows tests would satisfy BRE guidelines for VSC (daylight). The one window falling below BRE guidelines serves a ground floor room lit by 3 other windows. There is no effect on APSH due to the orientation of the building.

18 - 20 Homefield Rise - all 23 windows would satisfy BRE guidelines for VSC (daylight). There is no effect on APSH due to the orientation of the building.

22 Homefield Rise - all 7 windows would satisfy BRE guidelines for VSC (daylight). There is no effect on APSH due to the orientation of the building.

26 Homefield Rise - all 16 windows would satisfy BRE guidelines for VSC (daylight). There is no effect on APSH due to the orientation of the building.

In respect of Bromley College 60 of the 61 windows assessed would continue to meet BRE guidelines for VSC. The one remaining window that falls below guidelines serves a sports hall which is lit by multiple windows so the effect will be negligible. The impact on sunlight will meet BRE guidelines.

Shadow studies undertaken to show the impact of the proposal on the public square confirm that this amenity area will meet BRE guidelines by continuing to receive at least 50% direct sunlight on March 21st. this area will in fact see an improvement in the amount of sunlight.

Energy and Sustainability Assessment (Applicant Submission)

This application was accompanied an Energy Strategy and Sustainability Statement. The statement confirms:-

- All new dwellings will target Code for Sustainable Homes Level 4.
- The commercial elements will target BREEAM Excellent
- The development would achieve 38.11% Carbon Dioxide (CO₂) emissions savings (exceeding the London Plan requirements of 37% above Part L 2013 Building Regulations)
- A community heating scheme with mains gas and solar PVs will be utilised to deliver CO₂ reduction
- Energy and heat meters will be utilised in each dwelling to measure the amount of electricity generated by the PVs and CHP system.
- SAP calculations were undertaken to identify baseline energy demands.

Flood Risk Assessment and Proposed Drainage Strategy (Prepared by Blyth & Blyth on behalf of the Applicant)

This report confirms that the site is located within Flood Zone 1 (an area with low probability of flooding). The report discusses the potential risks of flooding at the site confirming that the risk of flooding is low as well as confirming the drainage strategy.

Geo-Environmental Site Assessment (Prepared by RSK on behalf of the Applicant)

This report comprises a walkover survey, intrusive investigation work and subsequent ground gas and groundwater monitoring, the purpose of which is to identify potentially current or historic contaminative activities on site and any sensitive receptors in the vicinity. A ground investigation report has been undertaken to guide the design of foundations for the new buildings. The reports

concludes that the site has a low risk of contamination (with a potential for acute risk during construction) and makes recommendations in respect of method statements required to address unexpected asbestos, appropriate measures to be taken during construction, waste management, remediation and piling.

Statement of Community Involvement (Prepared by DHA on behalf of the Applicant)

The statement confirms that pre applications discussions were held with the local planning authority. In respect of public engagement 1700 letters were sent to local residents, businesses and stakeholders inviting them to an exhibition. There were 38 visitors to the session and a further 22 people submitted comments by email.

Noise Assessment (Prepared by Entran Environmental and Transportation on behalf of the Applicant)

This report sets out the results of the noise assessment undertaken to establish baseline conditions together with recommendations for mitigation. The report recommends thermal double glazing, passive through wall ventilation or trickle vents, careful design of balconies and appropriate thickness for slabs and walls to separate the commercial and residential elements within the building.

Acoustic Façade Design (Prepared by Cass Allen on behalf of the Applicant)

This document has been prepared as a supplementary document to the Noise Assessment. The document sets out the detailed mitigation strategy to ensure that acceptable internal noise levels will be achieved in the habitable rooms of the proposed development.

Planning Statement (Prepared by DHA on behalf of the Applicant)

This statement seeks to describe the site and surrounding area and sets out the applicant's case in support of the proposal explaining how it addresses development plan policy requirements. The content of the report has been incorporated into the description of the development set out above.

Pedestrian Wind Environment Report (Prepared by Entran Environmental and Transportation on behalf of the Applicant)

The purpose of this report is to look specifically at the microclimate effects of the proposed development in the interests of pedestrian comfort and safety. This is required due to the significant increase in scale of the building proposed on site in relation to the surrounding context. The report is based on computer modelling of wind effects. The areas of sensitivity are located in Homefield Rise, the Bromley College Car Park, Public Square and the existing narrow pedestrian route running to the west of the site. The proposed building is assessed against the existing building on site. In terms of pedestrian comfort the report indicates that most of the areas around the application site are within the recommended criteria for standing, leisure and business walking, cycling and sitting. The resultant wind speed is likely to exceed recommended thresholds in some areas (the pedestrian walkway to the

west of the site). However the exceedance of safety criteria is minor and would not affect typical pedestrians.

The report concludes that appropriate mitigation can be offered through sensitive landscaping. It is noted that the proposed plans show planters as part of the landscaping scheme for Homefield Rise which will help to mitigate any adverse effects.

Construction Environmental Management Plan (Prepared by Berkeley Homes)

This framework CEMP outlines land ownership issues that may affect the construction programme, construction site layout and techniques, environmental issues that may arise and measures to reduce the adverse effects of construction.

Transport Assessment (Prepared by URS on behalf of the Applicant)

This assessment sets out the policy requirements in respect of transport and highway impact, identifies the baseline conditions in respect of public transport, accessibility and traffic surveys and then assesses the impact of the proposal. The report covers access, parking standards, traffic generation and measures to promote sustainable transport modes. The assessment concludes that the site is well connected providing easy access to public transport and local facilities. Car and cycle parking will be provided in accordance with Bromley standards and a residential and commercial travel plan will be secured.

Supplementary Technical Response - Highways (Prepared by URS on behalf of the Applicant)

This report was submitted in response to comments raised by the Councils Highways Officer in respect of the original transport assessment.

The report assess the parking availability both within the Walnuts Multi Storey Car Park and on-street within comfortable walking distance of the site. The report includes the details of the parking survey undertaken to establish existing demand, the survey was undertaken on a Thursday in October over the period 8am to 6pm. A weekday was chosen as this is likely to be the busiest time when the proposed medical centre will be in use and the above Transport Statement had already considered the impact on Saturdays. The reports states that the capacity of the car park is 523 spaces and suggests that there is a significant amount of spare capacity with a maximum occupancy of only 172 spaces (33%) recorded during the survey period. The report considers the cumulative impact of developments coming forward in the town centre (new cinema, gym and an extension to the shopping centre and restaurants). The report concludes that even with the cumulative parking requirements the Walnuts Car Park will have the capacity to accommodate the development on a weekday with occupancy estimated to be 61%.

This report sets out the anticipated trip generation for the proposed medical facility based on information provided by Healthcare Partnering. The Bromley Clinic Commissioning Trust has suggested that the facility will operate 8am to 8pm

Monday to Friday and from 8am to 1pm on a Saturday with an anticipated 3000 visitors per week which is based on an equal number of visitors per day (554).

The report also identifies parking potential in Homefield Rise, Lynch Gate Road, Mortimer Road and Gravel Pit Way. The survey results suggest that the roads with unrestricted parking (Mortimer Road and Homefield Rise) were more or less at capacity until the early afternoon. After this the level of occupancy was variable and it is not anticipated that these streets will provide regular opportunities for visitors to park free of charge. Capacity was available in Lynch Gate Road and Gravel Pit Way for pay-and-display parking.

This report confirms that the residential parking provided on site at basement level will be available for residents to purchase; it is likely that the larger units will be sold with an allocated space. The units without an allocated space will be marketed as 'car free'. Access into the car park will be limited to those people with an allocated space. It is considered unlikely that occupiers without an allocated space will be car owners given the restrictions in place in the immediate surrounding area. The report suggests that the parking provision within the scheme is appropriate given the town centre location and PTAL Rating (4).

The report confirms that an ambulance drop-off bay is essential for the medical facility as is the retention of a single disabled space adjacent to the entrance. All servicing will take place from Homefield Rise.

Workplace and Residential Travel Plans (Prepared by URS on behalf of the Applicant)

Two separate documents have been prepared to support the application. The Travel Plans set out the policy requirements for promoting sustainable transport modes. The documents confirm that the development would benefit from a Travel Plan Coordinator based on site. Measures to promote sustainable transport modes will include promotion of car sharing, publicising public transport information for future occupiers, assisting with personalised travel planning and supporting cycle and walking initiatives. Travel surveys and annual monitoring will be undertaken and submitted to the Council annually.

Location

This 0.2 hectare site is located on the northern side of Homefield Rise sandwiched between Sainsbury's supermarket and Bromley College Car Park. Immediately to the west of the site there is a public pedestrian route providing access between Homefield Rise and the Walnuts Centre. This route is approximately 5.5 - 8.0m wide. To the north of the site lies a public square forming part of the Walnuts Shopping and Leisure Centre beyond. To the northeast of the site is Bromley College and to the northwest Orpington Public Library. This area is currently undergoing significant regeneration that will result in an improved shopping centre with a new gym, cinema and hotel.

The site is currently occupied by a 5 storey 1970's building that was formerly in use as a police station on the northern end and a 2 storey decked car park on the

southern end. The car park was formerly accessed from Homefield Rise. The site has been vacant since early 2014 following the relocation of the police station.

The site has a PTAL Rating of 4 (good), there are 19 bus routes operating within close proximity of the site and Orpington Railway Station is located just over 1 kilometre from the site.

In a wider context the site lies within Orpington Town Centre, to the east of the High Street. There are a variety of commercial uses within the immediate vicinity with residential streets located just beyond the main commercial hub. The nearest residential houses are located on the opposite side of Homefield Rise. Moving northeast and southwest the area becomes wholly residential in character comprising predominantly two storey dwellings.

The area is mixed in terms of scale and architectural appearance of the buildings. There are a number of substantial commercial buildings in the immediate vicinity including the 11 storey Bromley College building, 5 storey Sainsbury's development and 3 storey library. The residential properties in Homefield Rise are 1-2 storey's in height.

Comments from Local Residents and Amenity Societies

Nearby owners/occupiers were notified of the application by letter. Site notices were displayed and an advertisement was placed in the local press.

At the time of writing this report 118 letters of objection had been received (including comments from Lancing Residents Association and Bromley College). The full comments can be read on file but are summarised as follows:

- Excessive density of development
- Insufficient parking provision for residents and users/staff for the medical facility onsite will lead to parking problems in the surrounding streets
- Future occupiers will park in Lancing Road
- There will be a lots of 'stop and drops' related to the medical facility which will cause additional hazards in an already congested part of the town centre
- This will cause significant traffic congestion
- The scale of the building is out of keeping with the surrounding area, it is far too high
- The height should be reduced by at least 2 storeys
- The building will harm visual amenity
- This proposal amounts to overdevelopment
- This type of building would suit an inner London area not Orpington
- The windows and balconies will overlook residential neighbours causing loss of privacy
- Overlooking of Bromley College will occur which will be harmful as there are under 16s attending the college
- The development could adversely affect the value of neighbouring properties

- The proposal is contrary to adopted policies in the Unitary Development Plan
- There will be an increase in noise
- There will be an increase in pollution
- This will create a precedent for more high rise buildings in the area
- The design of the building is unappealing
- The building will cause overshadowing
- There is already insufficient disabled parking provision on street in this locality
- The building will dominate the adjacent public spaces making them feel oppressive
- Concerns regarding flood risk and drainage
- The balconies provided do not meet London Plan minimum sizes
- Future occupiers will experience a compromised level of daylight/sunlight into the dwellings

At the time of writing 2 letters of support had been received for the application.

Additional representations received after the publication of this report will be reported at the committee meeting.

Comments from Consultees

NHS Bromley Clinical Commissioning Group: The group strongly support this application. The development is planned to incorporate a Health and Well Being Centre which will include the transfer of two local GP premises to modern, compliant, purpose built accommodation. The Centre will also provide a range of Community, Secondary, and Wellbeing services such as Outpatients, Radiography and Physiotherapy. In short it is directed towards supporting a strategy of providing an holistic service in the community for the people of Orpington and the wider Borough of Bromley as well as reaching out to some areas of known deprivation.

The need for the development is based on a number of studies including the Orpington Health Needs Assessment undertaken in 2011. It enjoys widespread support from the local population as well as health care professionals and local politicians. We look forward to working with Berkeley Homes in bringing this much needed development to fruition.

Orpington 1st Business Improvement District: Fully support the proposal. We are delighted that Berkeley Homes have seen the potential in Orpington and chosen to invest in the town with a high quality development. The proposal delivers a modern and stylish building that complements the surrounding development and will bring residents into the heart of the Town Centre, which is a strategy for future growth and sustainability shared by the BID.

English Heritage: Having considered the Archaeological Desk based Assessment I am happy to recommend its approval. There is no requirement for additional assessment in this instance.

Metropolitan Police (SBD): I have met with the design team as part of pre application discussions. The proposal should be able to gain SBD accreditation for design and layout as well as physical security. I would therefore request that a condition is attached requiring compliance.

Thames Water: No objection subject to recommended Conditions and Informatives.

Highways (summary - full comments discussed in Highways section below): The proposal is acceptable subject to recommended conditions in respect of parking, hard standing, cycle parking, construction management plan, car club, travel plans, delivery and servicing plans and road safety audits and s106 contributions towards provision of a car club and future controlled parking measures if required.

Environmental Health (summary): No objection subject to conditions in respect of noise insulation/mitigation, plant and equipment, dust minimisation and construction logistics, air quality impacts arising from the proposed heating system and land contamination. In respect of air quality I note that the supporting assessment identifies the development will lead to negligible increases in the levels of NO₂. However, even a small change will contribute to 'creep' in the annual average background concentration. Future developments will use this background as a basis for assessment and consequently the background concentrations will rise. However, the effect of this can be offset by mitigation. I would welcome the opportunity to secure mitigation through the s106 agreement.

Strategic Housing (summary): The proposed scheme is located with good access to the local amenities and transport links of Orpington town centre. As such, this is considered to be a suitable location for the provision of affordable housing. A financial viability assessment should be submitted to demonstrate that the maximum provision of affordable housing has been secured. Provision must be made for 10% wheelchair housing. The council requires that all units affordable and market are built to Lifetime Homes standards. Units must be built to meet or exceed the standards detailed within the Mayor's London Housing Design Guide.

Drainage Advisor: The applicant is required to carry out a surface water strategy to address the impact of surface water run-off, SUDS measures must be maximised. I recommend the incorporation of green roofs on the top of flat roof, petrol interceptor must be installed from the car park area. This site appears to be suitable for an assessment to be made of its potential for a SUDS scheme to be developed for the disposal of surface water.

Please impose Standard Drainage Conditions D02 (surface water) and D06 (sustainable drainage) on any approval to this application.

Planning Considerations

The proposal falls to be considered primarily with regard to the following policies:

Relevant UDP policies include:

H1 Housing Supply
 H2 Affordable Housing
 H7 Housing Density and Design
 H12 Conversion of Non Residential Buildings to Residential Use
 C1 Community Facilities
 C4 Health Facilities
 T1 Transport Demand
 T2 Assessment of Transport Effects
 T3 Parking
 T5 Access for People with Restricted Mobility
 T6 Pedestrians
 T7 Cyclists
 T9 & T10 Public Transport
 T15 Traffic Management
 T18 Road Safety
 BE1 Design of New Development
 BE2 Mixed Use Developments
 BE4 Public Realm
 BE17 High Buildings and Skyline
 NE12 Landscape Quality and Character
 S2 Secondary Frontages
 ER7 Contaminated Land
 IMP1 Planning Obligations

The following Supplementary Planning Documents (SPD) produced by the Council are relevant:

- Affordable Housing SPD
- Planning Obligations SPD
- SPG1 Good Design Principles
- SPG2 Residential Design Guidance

Bromley's Draft Local Plan: Policies and Designations Document has been subject to public consultation and is a material consideration (albeit it of limited weight at this stage). Policies relevant to this application include:

5.1 Housing supply
 5.3 Housing design
 5.4 Provision of affordable housing
 5.10 Conversion of non-residential buildings to residential
 6.1 Community facilities
 6.2 Opportunities for community facilities
 6.3 Social infrastructure in new developments
 6.4 Health and wellbeing
 7.1 Parking
 7.3 Access to services for all
 8.1 General design of development
 9.17 Metropolitan and major town centres
 10.1 Sustainable waste management
 10.3 Reducing flood risk

- 10.4 Sustainable urban drainage systems
- 10.6 Noise pollution
- 10.7 Air quality
- 10.10 Sustainable design and construction
- 10.11 Carbon reduction, decentralise energy networks and renewable energy

Relevant London Plan Policies include:

- 1.1 Delivering the strategic vision and objectives for London
- 2.6 Outer London: vision and strategy
- 2.15 Town centres
- 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 facilities
- 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
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.5 Decentralised energy networks
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.13 Parking
- 7.1 Building London's neighbourhoods and communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture

- 7.14 Improving air quality
- 7.15 Reducing noise and enhancing soundscapes
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

The London Plan SPG's relevant to this application are:

Accessible London: Achieving an Inclusive Environment (2014)
Housing (2012)
Sustainable Design and Construction (2014)

Draft Alterations to the London Plan (FALP) have been subject to an Examination in Public and is expected to be published in March 2015, it is therefore a material consideration (with significant weight). The FALP would cover the period 2015 - 2036. The following amendments to policies are relevant:

- Increased housing provision across London of 49,000 net additional homes per annum
- An increase in housing provision within Bromley (641 per annum)
- Increased cycle parking provision - 1 space for studio or 1-bed flats and 2 spaces for all other dwellings

The National Planning Policy Framework 2012 (NPPF) is also relevant. The NPPF contains a wide range of guidance relevant to application specifically sections covering sustainable development, delivering a wide choice of quality homes, requiring good design, conserving and enhancing the natural environment, decision-taking and implementation. The NPPF makes it clear that weight should be given to emerging policies that are consistent with the NPPF.

Planning History

There is no relevant history for this particular site. Relevant history for neighbouring sites has been set out below:

DC/12/02027: Erection of part 4/part 5 storey building to provide 3x A3 (Restaurant/Cafe) units, cinema lobby area and 4x A1 (retail) units of the ground floor and 7 screen (950 seat) cinema on the upper floors, together with plant, servicing and refuse area at the rear and creation of new square with associated landscaping (at Crown Buildings site). Approved.

DC/14/01056: Erection of part 4/part 5 storey building to provide 3x A3 (Restaurant/Cafe) units, cinema lobby area and 3x A1 (retail) units of the ground floor, gym at mezzanine level and 7 screen (950 seat) cinema on the upper floors, together with plant, servicing and refuse area at the rear and creation of new square with associated landscaping (at Crown Buildings site). Approved.

Conclusions

The main issues to be considered are:

- Principle of Development
- Housing Issues
- Design
- Landscaping and Public Realm
- Highways and Traffic Issues
- Impact on Adjoining Properties
- Sustainability and Energy
- Planning Obligations

Principle

This site was last used as police station which although classified as a Sui-generis use in the Use Classes Order is considered to be a community use in terms of its operation, function and contribution to social infrastructure. The former police station is classified as a community facility for the purposes of planning. Therefore any redevelopment of the site would need to address development plan policies which seek to protect community facilities. Policy 3.16 of the London Plan resists the loss of community facilities stating that London requires additional and enhanced social infrastructure provision to meet the needs of its growing and diverse population. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered. Policy C1 of the UDP reinforces this approach and clearly states "planning permission will not be granted for proposals that would lead to the loss of community facilities unless it can be demonstrated that there is no longer a need for them or alternative provision is to be made..." This site was vacated by the Police in 2014 and was subsequently marketed for redevelopment. The site has now been purchased by the applicant.

In order to address the above policy requirements this application proposes a mixed use development whereby a substantial amount of floor area would be provided for a community use. It is proposed to allocate the majority of the ground floor and whole first floor totalling 1,979 sqm of floor space to community (D1) Use. In order to meet an identified need for enhanced medical facilities within this location it is proposed to bring forward a mixed use redevelopment which would include the delivery of a large medical facility. Re-provision of the community use through a mixed use development is considered to be an appropriate response that would meet planning policy requirements.

Policy C4 deals with the re-provision of new health care facilities supporting new provision in locations such as town centres which are easily accessible by public transport. This is further reinforced in draft local plan policy 6.4. Consequently the provision of a new medical facility as part of the development would be welcome. The applicant has been engaged in extensive discussions with the NHS in order to secure occupation of the medical facility once constructed. Such a facility would meet an identified need in this part of the borough and would make a significant positive contribution to social infrastructure in Orpington Town Centre. Securing an appropriate package of measures to make the community use an attractive and viable option is fundamental to the success of the scheme in order to try and prevent the situation arising whereby provision for such a facility is made but

occupation not secured. In order to make the facility an attractive and feasible offer to the NHS the applicant has put forward a tangible package of measures which comprise a Heads of Terms Lease Agreement, an agreed level of fit out (shell and core), an appropriate timeframe for delivery and an agreed cap on rental fees. The NHS has confirmed that this package of measures would make the medical facility an attractive and viable option for them. It is considered necessary to secure those measures within the s106 legal agreement in order to ensure that a genuine mixed use redevelopment is delivered in accordance with development plan policies.

Subject to the aforementioned measures being secured within the s106 agreement the principle of the redevelopment proposed is considered to be acceptable. Given the demonstrable need for a medical facility and the positive benefits that this particular use would bring to the locality as well as the need to consider the amenity impacts arising from other uses that fall within a D1 Use Class it is considered appropriate to limit the D1 use to this particular purpose by way of a condition.

The proposal also includes the provision of a retail unit (Class A1) on the ground floor. This is an appropriate use for this location. The applicant has not identified an occupier for the A1 unit and has suggested that a café may also be an appropriate use. In the event that this unit is occupied as a café (A3) a condition is recommended requiring details of a ventilation/extraction system.

Having accepted the principle of re-providing the community facility it is appropriate consider the suitability of the site for residential development. At national level, the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. At regional level, the 2011 London Plan seeks mixed and balanced communities (Policy 3.9). Communities should be mixed and balanced by tenure, supported by effective and attractive design, adequate infrastructure and an enhanced environment. Policy 3.3 establishes a housing target for the Borough and if approved, this site could contribute towards the housing supply. Policies 3.11 and 3.12 of the plan 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 and priority should be accorded to the provision of affordable family housing.

UDP Policy H1 requires the Borough to make provision for additional dwellings over the plan period acknowledging a requirement to make the most efficient use of sites in accordance with the density/location matrix. Policy H12 encourages the conversion of non-residential buildings to residential use provided a satisfactory quality of accommodation can be achieved. 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 Policy 4B.1 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 town centre site falls within the definition of a central urban setting and has a PTAL rating of 4 giving London Plan indicative density range of 215-405 dwellings

per hectare / 650-1100 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. For locations such as this which are within the town centre but also in close proximity to suburban residential streets a wide density range could be supported (55-435 dwellings per hectare/ 200 - 1100 hab rooms per hectare) by the UDP. The purpose of the density matrix is to provide guidance in relation to optimising the development potential of a site. The matrix does not set a maximum and it is necessary to ensure that a development is well designed, providing a high quality living environment for future occupiers whilst respecting the spatial characteristics of the surrounding area when reaching a balanced view in respect of density.

Officers have calculated the density of this proposal to be 415 dwellings per hectare or 1075 habitable rooms per hectare which is at the upper end of the Bromley matrix and London Plan guidance. It is also acknowledged that the density ratio would increase if the floor space for the medical facility were deducted from the calculations. Third party concerns relating to excessive density have been duly considered. However, given the town centre accessible location and context of the immediate surroundings the site is considered to be suitable for a high density mixed use development. In locations such as this it is entirely appropriate to maximise development opportunities and provided the development can provide a high quality living environment for future occupiers without adversely affecting the amenity of neighbouring occupiers, it is considered that the provision of a significant number of new homes together with a re-provided community facility in this location would make a valuable contribution to addressing the Boroughs housing need.

Policy BE17 deals specifically with tall buildings. When viewed in the context of the adjacent college the building on this site would not constitute a tall building. However, in the wider context the building would significantly exceed the general height of surrounding buildings. Policy BE17 requires buildings to be of outstanding architectural quality, provide a complete and well-designed setting so that the building will contribute positively to its surroundings at street level, provide mixed use at effective densities and have good access to public transport nodes and routes. For the reasons discussed in this report the proposed building is considered to make a positive contribution to the place-making objectives for the town centre. The building would also provide a high quality living environment for future occupiers. Consequently the current proposal is considered to be acceptable in principle and appropriate in terms of amount and density of development.

Housing Issues

UDP Policy H7 outlines the Council's criteria for all new housing developments. The policy seeks the provision of a mix of housing types and sizes.

a) Size and Tenure of Residential Accommodation

The proposal would provide the following residential development:

	1 Bed	2 Bed	Total
Private	34 (3)	49 (5)	83
Affordable	0	0	0
Total	34	49	83

*Wheelchair accessible units shown in ()

The size mix of units in this town centre location is considered to be acceptable. Eight wheelchair units would be provided which meets the policy requirement of 10%. Plans have been submitted to show where the wheelchair units would be located and that they are capable of meeting wheelchair standards. As originally designed the units did not meet the required SELHP standards for affordable wheelchair provision. However, no affordable provision is proposed (following an assessment of viability) and the internal layouts have been re-designed to ensure that the private wheelchair units are capable of meeting required standards. The provision of Wheelchair dwellings will be secured by way of a condition.

Policy H2 of the UDP requires sites capable of providing 10 or more dwellings to make provision for 35% affordable housing (by habitable room). 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. In such instances the maximum level of affordable provision must be sought. Recent changes to the NPPF and PPG raise the threshold to 11 or more dwellings. In this instance the development comprises 83 residential units and therefore triggers the need to address Policy H2.

As originally submitted this application proposed the provision of 16% affordable housing. Consequently the application was supported by a confidential viability assessment. However, as discussed above an important part of this redevelopment is the re-provision of a community facility and the necessity to secure a tangible package of measures to make the facility an attractive and viable prospect for future occupiers. Significant weight has been given to the negotiated terms and conditions discussed above which will be secured in the s106 agreement. The delivery of a significant public realm contribution from the development is also considered to be a priority for the Council (discussed further below). Such measures have a significant bearing on the financial aspect of the development and must therefore be taken into consideration in the viability of the scheme. Following a period of negotiation with respect to the community facility and public realm contribution the applicant submitted a revised viability assessment. The assessment was independently reviewed by an expert consultant on behalf of the Council. The assessment was found to be robust in terms of assumptions regarding build costs, land and sales values, profit levels, s106 and CIL obligations. The assessment concludes that in light of the obligations to be secured in the s106 the development inclusive of an onsite health facility and other contributions cannot viability support any affordable housing provision.

It is acknowledged that the former police station building is now vacant and therefore recent changes to the National Planning Guidance could apply (Vacant Building Credit paragraph 021). However, no information has been submitted to demonstrate that VBC should be applied to the scheme and in any event the

viability assessment clearly demonstrates that the proposal cannot support any affordable housing provision.

Whilst the lack of affordable housing is regrettable a balance must be struck between the significant public benefits of the scheme and the lack of affordable provision. In this instance significant public benefit will arise from bringing this currently vacant and visually detrimental site back into use, the delivery of the medical facility, a substantial contribution towards delivering necessary public realm improvements within this part of the town centre, the contribution towards education provision and provision of 83 residential dwellings in this sustainable location. On balance the proposal is considered to be acceptable despite the lack of affordable provision.

b) Standard of Residential Accommodation

Policy H7 of the UDP and the Residential Standards SPD sets out the requirements for new residential development. The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. Part 2 of the Housing SPG deals with the quality of residential accommodation 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.

Table 3.3 of the London Plan and Standard 4.1.1 of the SPG sets out minimum space standards for new development. The standards require 1bed2person units to be a minimum 50 sqm, 2b3p units to be 61 sqm and 2b4p units to be 70 sqm. All of the units comfortably meet the minimum unit sizes and would benefit from a good internal layout, capable of meeting Lifetime Home Standards with an acceptable provision of storage. All units would benefit from private amenity space in the form of balconies/terraces as well as having dedicated cycle storage facilities. Whilst the units are not dual aspect they have been designed to provide a good level of outlook, privacy and amenity for future occupiers.

Given the location of the flats above commercial uses and adjacent to existing town centre uses it is necessary to ensure that appropriate acoustic design is secured to protect future occupiers from unacceptable noise pollution. Existing noise levels have been monitored and a detailed mitigation strategy has been submitted to ensure that acceptable internal noise levels will be achieved in accordance with relevant standards and best practice. Appropriate construction techniques, insulation, ventilation and thermal double glazing has been incorporated into the proposal to ensure that a satisfactory level of amenity can be achieved. It is also considered appropriate to attach conditions restricting delivery times and hours of operation for the medical facility and A1/A3 unit on the lower floors of the building.

Design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should

contribute positively to making places better for people. The NPPF states that 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.

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must 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, create and sustain an appropriate mix of uses and support local facilities and transport networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

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 key elements of design are assessed below.

Layout

The footprint of the proposed building would occupy the full depth of the plot resulting in a rectangular building that has the ability to create active frontage on 3 sides. The building would be setback from the shared boundaries on the east and western edges to allow for sufficient pedestrian access on both sides and maintenance of the building. The setback would mean that projecting balconies on the upper levels would not 'over sail' neighbouring land. By setting the building back from the eastern boundary the development would not in principle prejudice potential future development of the Bromley College Car Park.

The residential element will be accessed from Homefield Rise and the main square to the north of the building. The medical facility will have two points of access, one from Homefield Rise and the other from the pedestrian route running between the site and Sainsburys. The retail unit would front onto and be accessed from the main square. Positioning active ground floor uses adjacent to the Public Square and pedestrian route running to the west of the building will result in a significant improvement to these public spaces/routes creating a more pleasant pedestrian environment both in terms of visual appearance and natural surveillance.

Refuse storage areas, plant, service and lifts will be located on the eastern edge of the building at ground floor level facing onto the Bromley College Car Park. This is an appropriate location for such uses as there is no need for active frontage along

this boundary, the space between the building and site boundary is intended for servicing access rather than a public route.

A staggered building footprint is proposed whereby the width of the building will be reduced at the southern and northern ends to create a wider pedestrian walkway to the west of the building. This means the existing footpath would be increased to a width of 7.2 - 14.6m. This will result in a significant improvement to this part of the public realm.

The ground floor commercial/community uses would complement the use of the public square and existing developments surrounding this important public realm.

The introduction of active frontage along the western edge will be of particular benefit as this area currently provides a very poor environment for the pedestrian.

Vehicular access to the basement car park would be provided from Homefield Rise utilising the previous access that served the police station.

Height and Mass

This site lies in an area of mixed character in terms of height and mass, the immediate surrounding are characterised by buildings of substantial scale appropriate to the context of a town centre location. The proposed building of 9 storeys would represent a significant increase in height compared to the former police station (2 - 5 storeys) but would not appear incongruous when viewed in the context of the adjacent Bromley College (5-11 storeys high) or Sainsbury's buildings (5-7 storeys).

The proposed building would have a substantial footprint and mass. However the bulk would be reduced by virtue of the staggered footprint and stepped roof design which results in a generous set-back at each end of the building. Articulation of the facades through the use of fenestration, winter gardens and projecting balconies would also help to break down the mass of the block.

Third party concerns raised regarding the scale and height of the development have been duly considered. It is accepted that the proposed building 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 Walnuts rather than in the context of the residential scale suburban developments in Homefield Rise and beyond. 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 high buildings which would need to be assessed on their individual merits.

Architecture

The proposed architectural treatment and materials pallet is of contemporary design comprising large areas of glazing with a strong vertical emphasis and layering of the building created through the contrast of brick and cladding panels. The materials chosen (3 types of brick/cladding/extensive curtain wall glazing and

composite fenestration) are robust and will stand the test of time. It is intended to play with the brick using textured brickwork panels and varied brick bond to add interest and depth to the facades. Subject to detailed design features such as deep reveals and appropriate cladding of the soffits and fascia's for balconies the development could be executed to a high quality.

The use of extensive green roofs on the flat roof setbacks will add interest to the design as well as bringing sustainability benefits to the scheme.

It is appropriate to secure material samples by way of a condition to enable the local planning authority to control the development in detail.

Overall the proposal is considered to represent a high quality design that will make a positive contribution to the townscape and pedestrian environment at street level in accordance with relevant design policies listed above.

Site Security

Secure by Design principles have been considered as part of the design process. The layout and position of uses within the building has been designed to maximise activity and natural surveillance within the site as well as introducing additional natural surveillance to the surroundings. The basement car park will have key fob controlled access and will be adequately lit. A condition should be attached to ensure appropriate lighting as part of the detailed design.

Landscaping and Public Realm

Landscaping is an integral part of the development and is fundamental to ensuring that the development responds appropriately to the character of the site and surrounding area and provides a high standard of amenity for future occupiers.

The proposed building will occupy most of the site with little opportunity for soft landscaping. External amenity space is provided in the form of balconies/terraces, no communal space is proposed. However, given the location of the site a more appropriate solution is to improve the hard surfacing around the perimeter of the site to coordinate with wider public realm improvements discussed below. The applicant's plans show a small landscaped buffer between the pedestrian footpath and the entrance to the basement car park which is appropriate and laying of hard surfaces to facilitate pedestrian access into the development. Vehicular access will be controlled through the use of bollards. Hard surfacing treatment will need to be of high quality, it is appropriate for samples to be submitted as part of the package of facing materials.

Based on the Mayor's play space SPG, there is a requirement for 47 sqm of playspace on site of which 23 sqm should be on-site and designed for under 5s. This application does not make provision for on-site playspace. However, due to the location and site constraints this is considered to be acceptable.

All residential and commercial development is required by policy to contribute towards good design (Policies BE1 and BE4 of the UDP and 7.4 and 7.5 of the London Plan), which extends to the consideration of the public realm. Most forms

of development will place the surrounding public realm under increased strain and will therefore be required to minimise, eliminate or mitigate against the negative impacts of the development. Such mitigation may be required to cover aspects such as quality and durability, access and connectivity, community safety and other matters integral to improving the quality for users of these areas.

The public realm surrounding Orpington Police Station is currently very poor, there is a demonstrable need for significant improvements to the main square and all routes into the Walnuts and surrounding area. Comprehensive redevelopment of this site will play a key role in the wider improvements to Orpington Town Centre. Redevelopment of this site together with provision of a cinema, hotel, gym and improved shopping facilities will significantly enhance the offer of the town centre but will also provide a unique opportunity to implement a comprehensive, Council led public realm improvement scheme. The main focus of the environmental improvements to the area will be enhanced pedestrian routes along Homefield Rise, the alley running between the application site and Sainsbury's, the public square and routes to the square from the High Street. The Council has engaged expert consultants to prepare a concept scheme and it is necessary for developments coming forward in this locality to mitigate their impact by contributing to the costs of implementation of this scheme. The costs should be met on a proportionate basis relative to the nature and scale of developments coming forward and their impacts on the town centre.

It is entirely appropriate that planning obligations for public realm improvements are sought from developments within town centres such as Orpington and those specific developments address the localised impacts of introducing new residents and visitors to an area. It is necessary and reasonable for all new development coming forward within this locality to contribute towards public realm improvements that go beyond the red site boundary. Given the amount and type of development proposed by the Berkeley's scheme and its relationship to the surrounding square and routes, it is considered appropriate that this development makes a significant contribution towards the necessary, planned improvements for The Walnuts. This has been discussed with the applicant and it has been agreed that a contribution towards public realm will be secured in the s106 agreement.

Highways and Traffic Issues

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.

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.

This planning application is accompanied by a Transport Statement (TS) to assess the impacts of the development on the local highway and transport network, including during the construction period as well as the operation of the development. The submission also included travel plans for the residential and commercial elements of the scheme.

The site is within a moderate (4) PTAL area with 17 bus routes in the vicinity of the site. It is within Orpington town centre where the majority of roads have controlled parking with a mixture of pay & display parking, residential permit bays and "at any time", daytime and one-hour parking restrictions.

The TA included parking surveys carried out in The Walnuts car park and the on-street Pay & Display in the vicinity of the site. The Walnuts car park appears to be currently underutilised and the surveys showed that there is enough spare capacity to accommodate the estimated demand from the health centre development and the other consented developments within The Walnuts. This, however, relies on drivers being prepared to pay to park.

Retail Highways and Traffic

Given the size of the unit, it is unlikely to generate significant trips in its own right but is more likely to be visited by people who are already in The Walnuts or the High Street.

Residential Highways and Traffic

There are 44 parking spaces provided for the 83 flats (0.53 spaces per unit). The application indicates that the units without parking will be marketed as car free but there is no guarantee that this will be binding on occupants not to own a car. The parking accumulation exercise in the original TA showed that there is likely to be an overdemand for parking. This was explained in the revised TA as being due to the sites on which the calculation was based having higher parking provision.

The level of car parking proposed appears to rely on it being difficult to park a car all day in the nearby area for free. Whilst there is adequate pay and display provision in the vicinity of the site, given waiting restrictions in the surrounding roads the Councils Highways Officer would agree that it may not be convenient for many residents to own a car. The nearest location where it is free to park with a minimum restriction is Lancing Road, east of Mortimer Road, which has a Monday - Friday 11am - noon or 1pm - 2pm restriction. If someone drove to work every day they could park there in the evening and at weekends although there are likely to be periods where they would need to move the car elsewhere. The nearest roads without any restriction are some considerable distance away. This may mean residents without an allocated space could be put off owning a car or car owners may opt not to move into a building in such a location, however, it is difficult to estimate numbers of those who may be prepared to do so. Visitors to the

residential units who did not wish to pay to park could also use Lancing Road or other nearby roads when the restrictions were not in force. The residents should not be eligible to apply for any resident's parking permit for nearby roads.

Health Facility Highways and Traffic

There are 2 parking spaces provided for staff at the health centre. The latest information submitted indicates that there will be a maximum of 65 staff on site. It is understood that the NHS is seeking 20 parking permits in nearby car parks and this will leave some 40 odd staff without a parking space. Some will use public transport but there are likely to be some who drive.

The estimate of the number of patients per day using the facility will be around 500-569. The estimate of the parking demand is based on approx 70% of patients arriving by car. Although there are spaces in the car park, as indicated in the surveys, there may well be drivers who wish to avoid paying to park. Lancing Road is probably the nearest road where the short term restriction will make it possible for parking during the day.

The application includes the proposal that the 3 existing disabled parking bays outside the site are replaced with one disabled bay and an ambulance drop off bay. Any changes to the bays here should be at the expense of the applicant. It is envisaged that there are a number of people who would attend the facility who would be blue badge holders. There is a blue badge car park almost opposite the site but the traffic surveys showed this was nearly full most of the day. Consequently, there is likely to be demand for parking on the yellow line in the vicinity of the site.

Car Club Highways and Traffic

It is understood that the applicants have been in contact with City Car Club about utilising the car club vehicle located at outside the Village Halls in the High Street. This may assist residents who only need a car infrequently. The agreement reached would ensure 2 years membership for each unit and a credit towards driving time. There needs to be a guarantee that there is a car club presence in the High Street when the building becomes occupied, which if permitted may take a couple of years, and this needs to be taken account of in any condition/s106 agreement.

Servicing Highways and Traffic

This development is likely to have vastly different requirements to the former use as a Police Station. In terms of all servicing, including refuse collection, the application indicates this will take place from the ambulance drop off and disabled bay or nearby if these are not available. There are "no loading" restrictions opposite the site, a bus stop, and other bays nearby that may not be available. There is limited information about the number of deliveries likely to occur, particularly to the health centre and so a Delivery and Servicing Plan would be required.

Access Highways and Traffic

The access to the underground parking area is single width. Part of the gradient is 1:8 which is steeper than the normal requirement of 1:10. There is level standing at the top of the ramp which then slopes away from the highway so this may not be too much of an issue. There are gates shown near the bottom of the ramp on the latest plans but no indication of when they are likely to be in use.

There is no passing bay on the ramp and with the gradient and bend it is not clear how far drivers can see along the ramp to see an approaching vehicles. Reversing back up the ramp to the highway is not appropriate. There should be a system of traffic lights in place on the ramp to prevent 2 cars entering at the same time with priority given to those vehicles entering to prevent queuing on the highway. This can be secured through condition.

The layout of the access and any changes to the footway outside the site will need to be subject to an appropriate road safety audit and the methodology of any works in the highway will need to be agreed by Area Management. This can be secured through condition.

Cycle parking will be provided in line with the standards in the London Plan.

The travel plans submitted with the application do not meet the full requirements and therefore a condition should be attached requiring a further submission.

Highways Related s106 Obligations

It will be inconvenient for residents who do not have a parking space within the site to park on street which is likely to restrict the demand to do so. However, there may be people who choose to do this. The information supplied shows that there is sufficient capacity within The Walnuts car park and on-street Pay & Display to accommodate the parking demand from the health centre. If drivers, staff or patients, choose to look to park free of charge then parking will increase on nearby roads, particularly Lancing Road. However, quantifying this at this stage is very difficult. There are no remedial measures suggested in the TA, Highways Officers have therefore requested that the applicant provides a sum of money to be used if issues arise in the future and it is agreed that further restrictions or parking measures need to be installed. The exact need and scale are unknown at the moment but it is suggested that £12,000 is made available. This should be secured in the s106 agreement.

The changes to the disabled bays outside the site will need to be funded by the applicant which are likely to be in the region of £2,000

Subject to appropriate mitigation being secured the Council's Highways Officer is of the view that the application would not have a significant impact on the surrounding road network and would provide an appropriate provision of parking.

Refuse

Refuse storage will be provided at ground floor level within two internal bin store areas. On collection day the bins would be taken to a holding area by the Management Company for collection. The Management Company would return the bins to stores following collection. There is adequate space for bins and recycling and the location of the waste collection points accords with current standards in relation to access by the refuse vehicle and pulling distances by waste operatives. There are no outstanding concerns about the size and location of the waste collection points proposed. Implementation of the refuse arrangements should be secured by condition.

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 site is immediately surrounded by a range of non-residential uses although there are residential dwellings located on the opposite side of Homefield Rise. Given the fact that the application site is separated from those dwellings on Homefield Rise by a busy vehicular route and a distance of 23m would be retained between the new building and those dwellings, it is not considered that the proposal would result in a level of harm to the residential amenity for those properties which would warrant refusal of this application. Sufficient separation will be provided to prevent an unacceptable level of overlooking or loss of privacy and the submitted daylight/sunlight report demonstrates that the proposal would not give rise to an unacceptable loss of light.

Whilst there may be some potential for overlooking onto adjoining uses it is important to note that the adjoining buildings are not in residential use. Whilst some level of overlooking may occur it is not considered that the level of harm that would arise is significant enough to warrant refusal of this application. It is important to note that non-residential uses are not afforded the same level of protection as residential occupiers when comes to amenity. Concerns have been raised with respect to the potential overlooking of under 16's using Bromley College. Whilst these concerns have been duly considered Officers are of the view that it would be unreasonable for this application to be refused on those grounds and that this point would be difficult to sustain at appeal. Concerns have also been raised with respect to the level of privacy that would be afforded to the occupiers of the new units as a result of the relationship with existing neighbouring uses. In town centre locations there are often instances of mutual overlooking and occupiers of residential buildings cannot expect the same level of privacy as that within a predominantly residential location. Any future occupier of the development will need to balance the benefits of living in a town centre location against the consequential effects that this has in terms of privacy both within the flats and when using the balconies. However, it is considered that the design of the scheme is such that a good standard of accommodation will be provided for future occupiers.

Given the siting and scale of proposed buildings in relation to the existing surrounding development it is not considered that the proposal would give rise to an unacceptable level of overshadowing or loss of light so as to warrant refusal of this application. Furthermore taking account of the non-residential nature of adjacent uses the proposal would not be overbearing or give rise to harm by way of loss of outlook.

It is recognised that during construction of the development there could be a significant amount of noise and disturbance from construction related activity including vehicular traffic. Construction related noise and activity cannot be avoided when implementing a development of this nature and scale. This is a relatively short term impact that can be managed as much as practically possible through measures such as a Construction Logistics Plan (CLP), dust prevention measures and control of construction hours. In order to limit construction related disturbance to the users of the adjacent Bromley College and wider town centre, relevant conditions are recommended. On balance subject to conditions to control the aforementioned issues it is not considered appropriate or reasonable to raise an objection to the proposal on the grounds of arising from construction related activity.

Concerns regarding traffic impact and parking issues that may arise in nearby streets that benefit from uncontrolled parking have been considered and discussed above. In order to address a potential problem arising in the future the applicant has agreed to a financial contribution that could be used for the implementation of parking controls should the need arise. Occupiers of this development would not be eligible for parking permits should additional controls be introduced.

The concerns raised by third parties have been duly considered in the balanced assessment of this application. In conclusion for the reasons set out above the proposal is not considered to have a significant adverse impact upon neighbouring amenity.

Sustainability and Energy

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. For major development proposals there are a number of London Plan requirements in respect of energy assessments, reduction of carbon emissions, sustainable design and construction, decentralised and renewable energy. Major developments are expected to prepare an energy strategy based upon the Mayors energy hierarchy adopting lean, clean, green principles.

An energy strategy was submitted which confirms that all new dwellings would meet CfSH Rating 4, the commercial uses would meet BREEAM Excellent and a CHP and PVs would be incorporated to help meet London Plan CO2 reductions. As a result of achieving Level 4 under the CfSH sustainability assessment the proposal will address sustainability principles in terms of use of energy and water, construction techniques and building materials, waste, pollution and health and

well-being. It is appropriate to secure compliance with CfSH and BREEAM by condition and to secure the implementation of the CHP as part of the energy strategy.

Sustainable Urban Drainage Systems

Policy 5.13 of the London Plan requires development to utilise SUDS, unless there are practical reasons for not doing so though supporting text to the policy also recognises the contribution 'green' roofs can make to SUDS. The hierarchy within that policy is for a preference for developments to store water for later use.

This application includes the provision of living roofs both in the form of sedum based green roofs (380 sqm) and biodiverse green roofs (314 sqm). The provision of green roofs on the 2nd, 5th, 6th, 7th, 8th and upper roof levels of the building will make a significant positive contribution to the scheme in terms of SUDs, ecological benefits and visual amenity. The provision of the living roof below the photo-voltaic panels will also optimise the efficiency of the PVs bringing additional sustainability benefits to the development. Given the significant benefits that will arise from this feature it is appropriate secure delivery of a minimum of 695 sqm of green roofs via a condition.

The surface water strategy for the site considers the use of soakaways but if this is not possible due to piling techniques discharge to the sewer system. The report concludes that a detailed strategy will need to be worked up in consultation with Thames Water. This can be adequately controlled by condition.

Other Considerations

Flooding, archaeology, air quality, wind assessment and land contamination has been addressed by way of submission of technical reports which have been scrutinised by relevant consultees. Appropriate conditions are recommended in most respects.

The Council's Air Quality Officer raised a request for the impact of the development to be mitigated through a s106 contribution. However, as discussed throughout this report there are a number of competing demands arising from this development. The key priorities are considered to be delivery of the medical facility, public realm improvements, education and highways contributions. Such mitigation has an implication on the viability of the scheme and it has been demonstrated that the development could not viably support additional s106 contributions. A balance must be sought between the completing demands of a scheme, mitigation and wider public benefit. In this instance the proposal cannot support a contribution towards air quality mitigation. However, relevant conditions have been recommended.

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 NFFP 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. From 5th April 2015, the Council will need to link Education, Health and similar proposals to specific projects in the Borough.

In this instance in order to make the development acceptable in planning terms the following obligations are considered to be necessary:-

- Measures to secure the delivery and retention of the proposed medical facility as part of the mixed use redevelopment. Appropriate measures will include a cap on the rent level paid by the NHS to Berkeley's, control of the level of fit out of the facility at the point in time at which the facility is handed over to the NHS and an appropriate trigger for completion of the medical facility so that it can be handed over to the NHS. Confidential Agreed Lease Terms between the NHS and Berkeley's have been provided.
- Contributions towards Education (£160,491), Health (£80,671) and Public Realm (£326,050)
- A financial contribution towards the implementation of a CPZ (£12,000)
- A financial contribution of £2000 towards amending the parking bays adjacent to the site
- To enter into a car club contract enabling all residents (first occupiers) to a period of 2 years free membership and £75 driving credit
- A clause to prevent future occupiers being able to obtain parking permits for existing and future CPZ in the vicinity of the site
- Reimbursement of the Councils legal costs associated with the drafting, finalising and monitoring the agreement.

The applicant has agreed to enter into a s106 agreement to secure the above obligations.

Environmental Impact Assessment

This site falls below the 0.5 hectare threshold triggering Schedule 2 development within the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. Consequently a formal Screening Opinion was not required. However, Officers have had regard to the environmental effects of the development and do not consider that significant effects giving rise to the need for a formal EIA would be required. The effects of the development have been fully addressed in the technical reports submitted with this application.

Summary

The proposed development of the site raises issues associated with the re-provision of a community facility and the acceptability of the mixed use development in terms of its nature and scale, impact on the local environment and surrounding uses. This report has considered those matters in the light of adopted and emerging development plan policies and other material considerations including third party representations. As discussed in this report the redevelopment of this site in the nature proposed is considered to make a positive contribution to this part of the borough in terms of providing a much needed medical facility, additional housing and public realm benefits to the town centre.

Officers consider that, with the recommended mitigation, planning conditions and obligations in place the proposal represents an appropriate form of development that would not give rise to unacceptable harm to amenity and save for affordable housing provision would largely meet development plan policy requirements.

Background papers referred to during the production of this report comprise all correspondence on file ref. 14/03316, excluding exempt information.

RECOMMENDATION: PERMISSION SUBJECT TO COMPLETION OF A SATISFACTORY LEGAL AGREEMENT

and 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 Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) the non-residential unit occupying the ground and first floor and identified as a wellbeing centre in the plans hereby approved shall only be used for a purposes as described within the application, such activates falling within Use Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987. Any other use of this part of the building including other uses falling within a D1 Use Class shall be subject to planning permission first being obtained.

Reason: In accordance with the development as applied for and to ensure that a medical facility (wellbeing centre) is provided on site in the interests of protecting community facilities in accordance with Policy C1 of the UDP.

- 3 Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) the non-residential unit occupying the ground floor and identified as retail unit in the plans hereby approved shall only be used for a purpose falling within Use Class A1 or A3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987. Any other use of this part of the building shall be subject to planning permission first being obtained.

Reason: In accordance with the development as applied for and to enable the local planning authority to control the use of this part of the building in the interest of protecting amenity in accordance with Policy BE1 of the UDP.

4 Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) the 83 residential units occupying floors 2-9 in the plans hereby approved shall only be used for a purpose falling within Use Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987. Any other use of this part of the building shall be subject to planning permission first being obtained.

Reason: In accordance with the development as applied for and to enable the local planning authority to control the use of this part of the building in the interest of protecting amenity in accordance with Policy BE1 of the UDP.

5 The development hereby approved shall be carried out strictly in accordance with the application plans, drawings and documents as detailed below:

CgMs Archaeological Desk Based Assessment; URS Transport Assessment; URS Residential Travel Plan; URS Workplace Travel Plan; Whitecode Design Associates Energy Strategy Overview; Entran Air Quality Assessment; Entran Pedestrian Wind Assessment; Blyth & Blyth Statement on Flood Risk and Proposed Drainage Strategy; DHA Statement of Community Involvement; Berkeley Construction Environmental Management Plan Received 26 August 2014

DHA Planning Statement; EPR Design and Access Statement; Drawing Nos. 10072-AR-EPR-00-00-TP0101 Rev 2; 10072-A-EPR-00-00-GA0409 Rev 2; 10072-AR-EPR-z-XX-GA0410 Rev 2; GA0411 Rev 2; GA0412 Rev 2; GA0413 Rev 1; GA0414 Rev 2; 10072-A-EPR-XX-00-GA0408 Rev 1; 10072-A-EPR-00-AA-GA0501 Rev 2; 10072-A-EPR-00-XX-GA0503 Rev 2 Received 12 September 2014;

Drawing No. 10072-AR-EPR-XX-XX-GA0420 Rev 1 Received 17 September 2014

RSK Geo-environmental Site Assessment; URS Technical Response to London Borough of Bromley - Highways Document; Entran Noise Assessment; Cass Allen Acoustic Façade Design Details Received 03 November 2014

Bromley Clinical Commissioning Group: Operational management Document; Goddard Manton Architects: Lifetime Homes Standards; Goddard Manton Architects: Refuse Strategy; EPR Architects Area Schedule; City Car Club Details; The Ecology Consultancy: Green Roof Proposals and Drawing Nos. 10072-AR-EPR-XX-00-GA0200A Rev 5; 10072-AR-EPR-XX-00-GA9500 Rev 2; GA2701 Rev 4; 10072-AR-EPR-00-SO-GA4104 Rev 4; 10072-AR-EPR-00-NO-GA4101 Rev 4; 10072-AR-EPR-00-WE-GA0404 Rev 4 and 10072-AR-EPR-00-EA-GA0401 Rev 4 Received 18 December 2014

Godard Manton Architects: South East London Housing partnership Wheelchair Homes Design Guidance; Drawing Nos. 100072-AR-EPR-00-WE-GA4102 Rev 5; EA-GA4103 Rev 5; NO-GA0402 Rev 5; EPR-00-SO-GA0403 Rev 5; 10072-AR-EPR-00-00-GA01997 Rev 7; GA0200 Rev 6; GA0201 Rev 6; GA0202 Rev 6; GA0203 Rev 6; GA0204 Rev 6; GA0205 Rev 6; GA0206 Rev 6; GA0207 Rev 6; GA0208 Rev 6; GA0209 Rev 6; 0210 Rev P4 Received 23 February 2015.

Anstey Homes Revised Daylight & Sunlight Report Received 03 March 2015

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority when judged against development plan policies in the London Plan 2011 and UDP 2006.

6 No development shall commence on site until such time as a Construction Environmental Management Plan incorporating Traffic Construction Logistics and Site Waste Management has been submitted to and approved in writing by the local planning authority. The plan shall be shall cover:-

- Full details of arrangements for the management and disposal of construction material and waste
- Dust mitigation/management measures
- The location and operation of plant and wheel washing facilities
- Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
- Details of construction traffic movements including cumulative impacts which shall demonstrate the following:
 - o Rationalise travel and traffic routes to and from the site.
 - o Provide full details of the number and time of construction vehicle trips to the site including the route for heavy goods vehicles, with the intention and aim of reducing the impact of construction relates activity.
 - o Measures to deal with safe pedestrian movement.
 - o Use of oil interceptors in trafficked areas so that there would be no discharge to ground via infiltration.
 - o Security Management (to minimise risks to unauthorised personnel).
 - o Details of the training of site operatives to follow the Construction Environmental Management Plan requirements and including Construction Logistics and Site Waste Management.
 - o Details of methods to liaise with the public and neighbouring sites, including procedures for receiving and responding to complaints
 - o Protocols for reviewing and monitoring the CEMP including timeframes for meetings and environmental audits.

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to ensure satisfactory vehicle management in accordance with Policies BE1 T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan.

- 7 (i) No Development shall commence until an Impact Study of the existing water supply infrastructure has been submitted to, and approved in writing by the local planning. The study should determine the magnitude of any new additional capacity required in the system and a suitable connection point.
(ii) The development shall be implemented in full accordance with the details approved under part (i)

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand that may be generated by the proposal in accordance with Policy 5.14 of the London Plan.

- 8 (i) No development shall commence until a surface water drainage scheme for the site based on sustainable drainage principles, where possible 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 in line with the Preferred Standard of the Mayor's London Plan.
(ii) The approved scheme shall be implemented in full accordance with the details before any part of the development hereby permitted is first occupied and shall be permanently retained thereafter

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.14 of the London Plan.

- 9 (i) No development shall commence until details (including phasing) have been submitted to and approved by the Local Planning Authority setting out how the developer intends to ensure the water abstraction source is not detrimentally affected by the proposed development both during and after its construction.
(ii) The approved scheme shall be implemented in full accordance with the details and shall be permanently retained thereafter

Reason: The proposed development is located within Source Protection Zone 2 of a groundwater abstraction source. These zones are used for potable water sources for public supply for which Thames Water has a statutory duty to protect. Consequently it is necessary to ensure that the water resource is not detrimentally affected by the development in accordance with Policy 5.14 of the UDP.

- 10 No part of the development hereby permitted shall be commenced prior to a contaminated land assessment and associated remedial strategy, together with a timetable of works, being submitted to and approved in writing by the Local Planning Authority.

- a) The contaminated land assessment shall include a desk study to be submitted to the Local Planning Authority for approval in writing. The desk study shall detail the history of the sites uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved in writing by the Local Planning Authority prior to investigations commencing on site.
- b) The site investigation, including relevant soil, soil gas, surface water and groundwater sampling shall be approved in writing by the Local Planning Authority.
- c) A site investigation report detailing all investigative works and

sampling on site, together with the results of analysis, risk assessment to any receptors, a proposed remediation strategy and a quality assurance scheme regarding implementation of remedial works, and no remediation works shall commence on site prior to approval of these matters in writing by the Authority. The works shall be of such a nature so as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment.

- d) The approved remediation works shall be carried out in full on site in accordance with the approved quality assurance scheme to demonstrate compliance with the proposed methodology and best practise guidance. If during any works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.
- e) Upon completion of the works, a closure report shall be submitted to and approved in writing by the Authority. The closure report shall include details of the remediation works carried out, (including of waste materials removed from the site), the quality assurance certificates and details of post-remediation sampling.
- f) The contaminated land assessment, site investigation (including report), remediation works and closure report shall all be carried out by contractor(s) approved in writing by the Local Planning Authority.

Reason: In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

- 11 (i) Prior to commencement of Development a road safety audit on the access and works to the highway in front of the site shall be submitted to and approved in writing by the local planning authority.
- (ii) Prior to occupation of the Development a road safety audit on the access and works to the highway in front of the site shall be submitted to and approved in writing by the local planning authority.
- (iii) The development shall be implemented in full accordance with the details approved under parts (i) and (ii)

Reason: In the interests of road safety and in accordance with Policy TR18 of the UDP.

- 12 (i) The commercial units hereby approved shall achieve a minimum BREEAM Rating of 'Excellent' as set out in the Applicants Energy Strategy hereby approved.
- (ii) No development shall commence until a Design Stage Certificate for each commercial unit (prepared by a Building Research Establishment qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (i).
- (iii) Within 3 months of occupation of any of the commercial units, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with part (i) for that specific unit.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2011).

- 13 (i) The residential buildings hereby approved shall achieve a minimum Code for Sustainable Homes Rating Level 4.
(ii) No development shall commence until a Design Stage Certificate for each residential unit (prepared by a Code for Sustainable Homes qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (i).
(iii) Within 3 months of occupation of any of the residential units, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Code for Sustainable Homes qualified Assessor) to demonstrate full compliance with part (i) for that specific unit.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2011).

- 14 (i) Prior to commencement of above ground works details of the proposed heat networks and Combined Heat and Power (CHP) system set out in the applicant's Energy Statement hereby approved shall be submitted to and approved in writing by the local planning authority.
(ii) The details shall include the commissioning of the networks and CHP system and details of the catalytic converter if required.
(iii) The networks and systems shall be provided in accordance with the approved details and maintained thereafter.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.5 Decentralised energy networks and 5.7 Renewable energy in the London Plan (2011)

- 15 (i) Prior to commencement of above ground construction an assessment of the effect on local air quality as a result of the heating system provided as part of the development hereby approved shall be submitted to and approved in writing by the local planning authority.
(ii) The objective of the assessment submitted under (i) shall be to demonstrate that the design of the heating system is such that omissions of nitrogen dioxide shall not have a significant detrimental impact on existing air quality.
(iii) The heating system shall be implemented in full accordance with the details approved under (i) and (ii) prior to occupation of any part of the development hereby approved and retained thereafter.

Reason: To minimise the effect of the development on local air quality within an Air Quality Management Area in line with NPPF p124 and Policy 7.14 of the London Plan.

- 16 (i) Prior to commencement of above ground works a detailed schedule and samples of all external materials and finishes, windows and external doors to be used on the buildings and hard surfacing materials to be used as part of the landscape strategy (in accordance with the principles set out in the Design and Access Statement and plans hereby approved) shall be submitted to and approved in writing by the local planning authority.

(ii) The development shall be carried out in strict 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.

17 (i) No impact 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 sewerage 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.

(ii) Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure which is protected in accordance with Policy 5.14 of the London Plan.

18 Prior to first occupation of any residential unit the basement parking spaces hereby approved shall be completed in accordance with the approved details and thereafter shall be kept available at all times for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development Order 1995 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

19 The arrangements for storage of refuse and recyclable materials including the collection arrangements shown on the drawings and refuse strategy hereby approved shall be implemented 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.

20 Before any part of the development hereby approved is first occupied, bicycle parking shall be provided at the site in accordance with details hereby approved and 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.

21 (i) Before any part of the development hereby approved is first occupied details of a system of traffic light control to regulate traffic using the ramp shall be submitted to and agreed in writing by the local planning authority.

(ii) The development shall be implemented in full accordance with the details approved under part (i) prior to first occupation of the building and permanently maintained thereafter.

Reason: In the interest of road safety and in accordance with Policy TR18 of the Unitary Development Plan.

22 (i) The development shall be constructed with a minimum of 695 sqm living roofs laid out in accordance with the plans hereby approved and maintained thereafter.

(ii) The living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

(iii) Evidence that the roofs have been installed in accordance with (i) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.

Reason: To comply with Policies 5.10 Urban greening, 5.11 Green roofs and development site environs, 5.12 Flood risk management, 5.13 Sustainable Drainage and 7.19 Biodiversity and access to nature conservation in the London Plan (2011).

23 (i) For any commercial unit intended to be operated as an A3 Use, detailed plans and a specification of the appearance of and the equipment comprising a ventilation system which shall include measures to alleviate noise, vibration, fumes and odours (and incorporating active carbon filters, silencer(s) and anti-vibration mountings where necessary) shall be submitted to and approved in writing by the local planning authority.

(ii) The ventilation system shall be installed in accordance with the approved plans and specification before any A3 use first commences and shall thereafter be permanently maintained in accordance with the approved specification.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with Policy BE1 in the Unitary Development Plan.

24 (i) Prior to first occupation of the development hereby approved a scheme for any external lighting that is to be installed at the site, including measures to prevent light spillage shall be submitted to and approved in writing by the local planning authority.

(ii) Any such external lighting as approved under part (i) shall be installed in accordance with the approved drawings and such directional hoods shall be retained permanently.

(iii) The applicant should demonstrate that the proposed lighting is the minimum needed for security and working purposes and that the proposals minimise pollution from glare and spillage.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with Policy BE1 of the UDP.

25 (i) The development hereby approved shall not be occupied until a Delivery and Servicing Plan has been submitted to and approved in writing by the local planning authority.

(ii) The plan shall include details of the expected number and time of delivery and servicing trips to the site for all commercial uses, with the aim of reducing the impact of servicing activity.

(iii) The approved Delivery and Servicing Plan shall be implemented in full accordance with the approved details from the first occupation of the development and shall be adhered to in perpetuity.

Reason: In order to ensure satisfactory vehicle management and to comply with Policy T15 of the UDP.

26 (i) Prior to first occupation of any residential unit, a Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority.

(ii) Prior to the medical facility hereby approved being bought into use a Commercial Travel Plan shall be submitted to and approved in writing by the Local Planning Authority

(iii) Both Plans should include measures to promote and encourage the use of alternative modes of transport to the car and shall also include a timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating. The Travel Plans shall be implemented in accordance with the agreed timescale and details.

Reason: In order to ensure appropriate management of transport implications of the development and to accord with Policy T2 of the Unitary Development Plan.

27 The development shall be implemented in full accordance with the energy strategy assessment hereby approved which includes the provision of 38.11% CO2 emissions savings, use of a CHP and Solar PV Panels to achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation.

Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2011).

28 The development hereby permitted shall be carried out strictly in accordance with the slab levels shown on the approved drawing(s).

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.

29 Each of the dwellings shall meet Lifetime Home Standards in accordance with the plans and details hereby approved.

Reason: In order to ensure an adequate supply of accessible housing in the Borough in accordance with Policy BE1 of the UDP.

30 Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), no satellite dishes shall be installed on the street facing elevations or the roof of the building.

Reason: In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy BE1 in the Unitary Development Plan.

31 Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), no plumbing or pipes, other than rainwater pipes, shall be fixed on the external elevations of the buildings hereby approved.

Reason: It is considered that such plumbing or pipes would seriously detract from the appearance of the building(s) and to comply with Policy BE1 in the Unitary Development Plan.

32 No deliveries in connection with construction works shall be taken at or despatched from the site and no construction work shall take place other than between the hours of 8 am and 6 pm on Mondays to Fridays and 8 am and 1 pm on Saturdays and not at all on Sundays or Public Holidays.

Reason: In order to safeguard the amenities of adjoining occupants at unsociable periods and to comply with Saved Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

33 Any non-residential use within the site shall not be open to the public other than between the hours of 8 am and 11 pm on any day of the week.

Reason: To ensure that the development does not prejudice the enjoyment by neighbouring occupiers of their properties and to comply with Policy BE1 in the Unitary Development Plan.

34 No deliveries shall be made to any commercial use within the site other than between the hours of 8 am and 11 pm on Mondays to Fridays, 8 am to 7 pm on Saturdays and 8 am to 5 pm on Sundays and Bank Holidays.

Reason: To ensure that the development does not prejudice the enjoyment by neighbouring occupiers of their properties and to comply with Policy BE1 in the Unitary Development Plan.

35 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.

INFORMATIVE(S)

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

2 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable

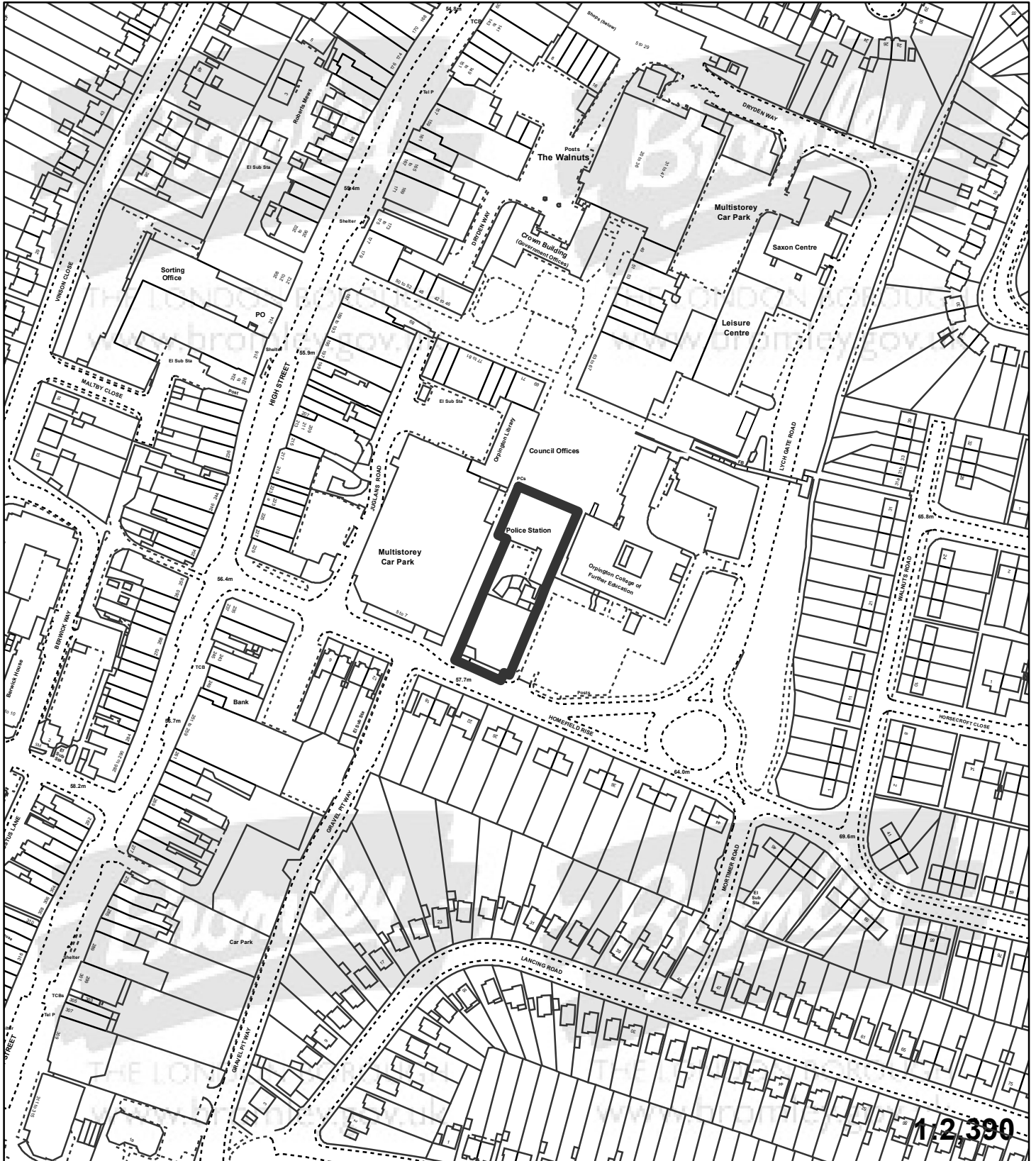
sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

- 3 Thames Water would 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.
- 4 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at www.bromley.gov.uk

Application:14/03316/FULL1

Address: Orpington Police Station The Walnuts Orpington BR6 0TW

Proposal: 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)



"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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