

Application Number: DC/15/00140/FULL3

Ward: Bromley Town

Address: Old Town Hall, 30 Tweedy Road, Bromley BR1 3FE

Grid Reference: E: 540445 N: 169451

Applicant: Mr K Foster

Description of Development

Application for planning permission and listed building consent to enable partial demolition of the Bromley Town Hall building and replacement with extensions no greater than 3 storeys high to facilitate a change of use from Office (Class B1) to 94 bedroom hotel use (Class C1) to include hotel restaurant, conference, wedding and multi-functional space in addition to 2 independent restaurants (Class A3) fronting Widmore Road together with re-configuration of the existing access ramp on Widmore Road and provision of pickup/drop off in Tweedy Road and South Street and
Planning Permission for the erection of a 5-storey residential apartment building (Class C3) containing 53 units (18 x 1bed, 34 x 2-bed, 1 x 3 bed), with basement parking for 28 cars and 104 cycle parking spaces upon the neighbouring South Street Car Park, together with associated landscaping and public realm improvements.

Key designations:

Conservation Area; Bromley Town
Listed Building Grade II
Adjacent - conservation area
Adjacent-Listed Building
Biggin Hill safeguarding birds
Biggin safeguarding area
Local Cycle Network
London City Airport safeguarding
Proposal sites in Stat routes

Proposal

Joint report with 15/00141/LBC

Planning permission is sought for the conversion of the Old Town Hall to a hotel and restaurants and erection of a 5 storey residential block on the vacant South Street Car Park. The proposals for the Old Town Hall site (OTH) and the South Street Car Park site (SSCP) are described separately as follows:

Old Town Hall

The original Town Hall faces Kentish Way and was built in 1907. The building was extended in 1939 adding the section of the building that partly fronts Kentish Way and wraps around to Tweedy Road. There have been several minor extensions. The whole building is a statutory Grade II listed building

- Change of use from offices to use as a hotel with 94 bedrooms, 1 hotel related restaurant, 2 independent restaurants, a spa facility, conference and function/events facilities and a chapel building.
- Partial demolition of existing extensions within the internal courtyard and the first floor of 1970's extensions at the corner of Court Street and South Street and erection of several new extensions including
 - a 2 storey extension above retained ground floor at the junction of Court Street and South Street (called the 'corner extension' in this report) to provide hotel bedrooms.
 - increasing the height and width of the central courtyard structure to provide conference and events space and bedrooms for the hotel.

- extension to rear of central courtyard building to provide restaurant kitchen space with external terrace at first floor level.
- 2 storey courtyard extension to provide hotel bedrooms.
- Dormer extension to rear north facing roof elevation to provide hotel bedrooms.
- Basement extension within the courtyard area to provide servicing floorspace
- Rooftop plant and equipment enclosure above central courtyard building and new corner extension
- Additional alterations to the building include
 - New entrance to the hotel restaurant at the corner of Tweedy Road and Kentish Way with canopy and proposal for art installation.
 - Alterations to the façade to Widmore Road to lower the cills of one window on either side of the existing entrance door and enlargement to the exiting ramp to provide wheelchair access and an external seating area.
 - Alterations to the Kentish Way hotel entrance to provide replacement ramp.
 - Use of the former Courtroom as a chapel/conference facility.
- 2 disabled car parking spaces are provided in the rear servicing area and 12 cycle spaces are provided for staff within the basement.
- Refuse storage space will be provided in the basement with a storage structure in the servicing area for bins on collection days.
- Landscaping will be provided within the newly laid out rear courtyard and the servicing area with some tree planting in Court Street and Widmore Road.
- Highway alterations are proposed to Tweedy Road, South Street and Court Road to facilitate the proposal and these are discussed in detail below

Quantum of development for the Old Town Hall

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|---|---------------------------------|
| ● Existing floorspace | 6,880 sqm (Gross Internal Area) |
| ● Existing floorspace to be demolished | 862.6 sqm |
| ● Proposed new build floorspace | 1,763 sqm (GIA) |
| ● Total floorspace for hotel and restaurant | 7,781 sqm |

The total floorspace includes 1,098sqm to be used by 2 independent restaurants including ancillary office, kitchen and all basement areas

South Street Car Park

This comprises a vacant site to the north of the OTH which is currently used as a London Borough of Bromley staff/public car park

- Erection of a 5 storey flat roofed building with basement. The 5th floor will be set back from the lower floors
- A total of 53 residential flats comprising 18x1 bed, 34x2 bed, 1x 3bed units.
- No affordable housing is proposed
- 26 parking spaces are provided in the basement including 6 disabled parking spaces.
- 88 cycle parking spaces are also provided in the basement
- Refuse storage and the plant room is provided in the basement
- All units have private balconies or terraces and there will be a communal garden with children's playspace within the north western corner of the site
- A landscaped buffer along the Tweedy Road frontage will be provided with several retained trees, new trees and shrub planting
- Provision of a green roof.

Quantum of development for the South Street Car Park

- The vacant site area is 0.21 ha
- Total proposed floorspace is 4,128 sqm Gross Internal Area, excluding the basement car park area.
- A total of 142 habitable rooms is proposed.

A centralised heating system for hot water and space heating is provided serving both the OTH and SSCP sites

The applicant has submitted the following technical reports to support the application, the content of which is referred to in the relevant sections below:

Planning Statement, Design and Access Statement, Financial Viability Assessment, Air Quality Assessment, Noise Impact Assessment, Archaeological Assessment, Daylight and Sunlight Assessment, Ecological Phase 1 Habitat Assessment, Energy and Sustainability Assessment, Heritage Statement, Land Contamination Assessment, Statement of Community Involvement, Transport Assessment, Framework Travel Plan, Delivery and Service Plan and Tree Survey,

Listed Building Consent Application

A separate listed building consent application has been submitted to accompany this application under ref 15/00141/LBC. It is considered that the issues discussed in this report deal with the requirements of the listed building consent application. A separate report setting out details of relevant conditions specifically related to the LBC is also on the agenda.

Location

This 0.7ha site comprising the Old Town Hall (0.49ha) and the South Street Car Park (0.21ha) lies on the north side of Bromley Town Centre just to the south of Bromley North Station. The two sites are separated by part of South Street.

To the north and east the site is bounded by the A21 Tweedy Road dual carriageway. On the opposite side of the road is Bromley North Station and substantial commercial buildings with a converted residential building opposite the Old Town Hall known as The Clockhouse.

To the west of the South Street site is East Street which comprises a mixture of retail and leisure uses on the ground floor of 3 storey Victorian/Edwardian buildings with commercial and residential units on the upper floors. Immediately to the west, adjoining the site, is locally listed Bromley Fire Station.

To the west of the Old Town Hall is Court Street with locally listed Community Hall on the corner of South Street and Court Street.

To the south of the Old Town Hall is Widmore Road which comprises a mix of commercial and retail premises, with some residential units on the upper floors of the property at the corner of Widmore Road and Court Street

Widmore Road and Tweedy Road are heavily trafficked and busy roads. South Street is one way from west to east with traffic only entering from Tweedy Road. Both Court Street and South Street are less heavily trafficked and provide local access and a minor through route between Tweedy Road and Widmore Road.

Consultations

Comments from Local Residents

Nearby properties were notified and representations have been received from 9 residents and the Bromley Civic Society, 20th Century Society, Cllr Michael Rutherford and Babbacombe Road Residents Association which can be summarised as follows:

Residents to the north of the site were not formally invited to the pre application consultation events. There was a low attendance at the 2 meetings (24 and 12 visitors respectively) so any value in the comments in the Statement of Community Involvement is limited. However the agent did arrange a personal view of the documents for these residents once this position was drawn to their attention.

Comments on the Old Town Hall site are summarised as follows

- The OTH should be used for its original use
- The sale of the site by the Council is 'selling the family silver'

- Inadequate parking for hotel guest puts pressure on town centre car parks and leads to anti-social parking in residential streets nearby
- Provision of independent restaurants is contrary to NPPF and BTCAAP policy and is a departure – outside designated retail frontage, the opportunity site doesn't specify restaurants, sufficient restaurants elsewhere in the town centre, provision of restaurants reduces the number of bedrooms/conference/events space the building can offer and no justification relating to public benefit of the scheme is given for this use.
- Harm to listed building from alterations to Tweedy Road frontage to accommodate the proposed restaurants – lowering of windows cills disrupts the visual appearance of this part of the building and is being done purely for commercial purposes. This does not overcome the harm done to the building and there is no evidence provided to demonstrate that this is necessary for viability of the proposal as a whole.
- Proposed signage would be cluttered and not sympathetic to the building
- New entrance at the junction of Tweedy Road and Widmore Road and proposed artwork would remove the simple appearance of this corner. The indicative artwork would jar appallingly with the rest of the building
- Proposed rear dormers are unsympathetic and bulky
- Original 1930's lavatories should be retained as examples are very rare from this period.
- Loss of the existing extension at the corner of South Street and Court Street is regrettable and the proposed modern extension is too large, top heavy, inappropriate and not inkeeping with this listed building. The extension will be dominant in the streetscene and materials are alien. The design does not meet the criteria in the BTCAAP which requires a sensitive and respectful approach to changes to the renovation of the building

Comments on the South Street Car Park site are summarised as follows:

- Inadequate parking for residential units puts pressure on town centre car parks
- Use of grey brick for the residential block results in an industrial appearance and contrast with existing buildings in Tweedy Road. A red brick would be more appropriate and consistent.
- Design of the residential block is not great but the block minimises the impact on the OTH with its set back position on the site.
- The block presents a full height 4 storey building too close to the OTH which will have an adverse effect on its setting.
- The 5 storey building is higher than the Town Hall and this is contrary to the Design Principles in the BTCAAP which requires buildings to be inkeeping with the scale and character of the surrounding development
- Request that restriction of access to residents parking permits should apply to new residents to avoid additional on street demand
- Noise and disturbance to office properties in East Street and properties opposite the site in Tweedy Road during construction. Dust will disrupt IT business nearby that relies on 'clean' environment for its equipment
- Loss of light to the offices in East Street
- Overlooking to residential properties in buildings opposite the site in Tweedy Road
- Night time disturbance from lighting from the hotel and flats
- Impact on highway safety from more pedestrians, pulling in/ dropping off residents and hotel guests
- Increased litter associated with restaurants
- Increased noise levels and anti-social behaviour from hotel and new residents at night and at the weekends.

The Advisory Panel for Conservation Areas has objected on the following grounds:

Old Town Hall – the fenestration on the Widmore Road frontage should not be altered and signage shown is not appropriate. The extension at the junction of Court Street and South Street needs to be reconsidered to provide a more sympathetic treatment to the existing building.

South Street Car Park – Acceptable in principle but materials need reconsideration to compliment surrounding buildings.

4 letters of support have been received and are summarised as follows

- The proposal is an important development to bring jobs, investment and customers to the town centre and the development is part of the area action plan. The proposed use of the Town Hall building and provision of housing to produce the funds for the hotel and restaurants is an acceptable development
- The building has been vacant too long and will deteriorate.
- Proposed alterations to the Town Hall are sensitive. A larger spa facility and gym should be provided plus a gift shop

Comments from Consultees.

The Council's Highways Officer raises no objections subject to conditions and legal agreement to secure proposed highway works.

The Council's Drainage Officer raises no objections subject to conditions.

The Council's Environmental Health Officer (Pollution) raises no objections subject to conditions.

Advice from the Council's Waste Advisor will be reported verbally to the meeting

The Environment Agency raise no objections subject to conditions.

Thames Water raise no objections subject to conditions

The Metropolitan Police Crime Prevention Design Adviser raises no objections subject to conditions.

Historic England (Archaeology) raise no objections subject to conditions

Historic England (Listed Buildings) raise no objections subject to conditions

Transport for London raise no objections subject to conditions. TfL is the Highway Authority for the A21 Tweedy Road and they have been consulted on the highway proposals for both the Old Town Hall and South Street Car Park sites that affect this trunk road. Conditions have been recommended requiring the submission of a Construction Logistic Plan and Service Delivery Plan. In addition TfL require that the applicant seeks approval from TfL for any landscaping or tree planting works in the footway and that they are consulted on schemes submitted for approval. They also require the submission of travel plans for both sites and this will be secured by condition.

Planning Considerations

In determining planning applications, the starting point is the development plan and any other material considerations that are relevant. The adopted development plan in this case includes the Bromley Unitary Development Plan (UDP) (2006) and the London Plan (March 2015). Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) as well as other guidance and relevant legislation, must also be taken into account.

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

- BE1 Design of New Development
- BE2 Mixed Use Developments
- BE4 Public Realm
- BE8 Statutory Listed Buildings
- BE9 Demolition of listed building
- BE11 Conservation Areas
- BE 13 Development adjacent to a Conservation Area
- EMP3 Conversion or Redevelopment of Offices
- H1 Housing Supply
- H2 Affordable Housing
- H7 Housing Density and Design
- H9 Side Space
- L11 Tourist related Development
- NE7 Trees and Development
- S6 Retail and Leisure Development
- S9 Food and Drink Premises
- T1 Transport Demand

- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T11 New Accesses
- T16 Traffic Management and Sensitive Environments
- T17 Servicing of Premises
- T18 Road Safety
- IMP1 Planning Obligations

In addition to:

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

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

The Council intends consulting on the next stage in the preparation of its Local Plan. Expected in September, the consultation will focus on draft site allocations, a limited number of revised draft policies and designations.

The Council's Local Development Scheme is available on the website, and will be updated to reflect the consultation taking place after the main summer holiday period rather than during July/August

The draft Local Plan is a material consideration (albeit it of limited weight at this stage). Of particular relevance to this application are the following policies:

- 5.1 Housing supply
- 5.3 Housing design
- 5.4 Provision of affordable housing
- 7.1 Parking
- 7.2 Relieving congestion
- 8.1 General design of development
- 8.7 Nature and trees
- 8.33 Statutory Listed Buildings
- 9.5 Business Improvement Areas
- 9.6 Large Office Development
- 9.8 Office Change of Use/Redevelopment outside Business Improvement Areas (BIA)
- 10.4 Sustainable Urban Drainage Systems
- 10.10 Sustainable design and construction
- 10.11 Carbon reduction, decentralised energy networks and renewable energy
- 11.1 Delivery and implementation of the Local Plan

The application falls to be determined in accordance with the following policies of the Bromley Town Centre Area Action Plan (BTCAAP)

- BTC1 Mixed Use Development
- BTC2 Residential Development
- BTC3 Promoting Housing Choice
- BTC4 New Retail Facilities
- BTC5 Office Development
- BTC8 Sustainable Design and Construction
- BTC9 Flood Risk
- BTC11 Drainage
- BTC12 Water and Sewerage Infrastructure
- BTC16 Noise
- BTC17 Design Quality
- BTC18 Public Realm

BTC20	Play and Informal Recreation
BTC24	Walking and Cycling
BTC25	Parking
BTC28	Car Clubs
OSC	Former Town Halls and South Street Car Park

The application falls to be determined in accordance with the following policies of the London Plan 2015:

- 2.6 Outer London: Vision and Strategy
- 2.7 Outer London Economy
- 2.8 Outer London: Transport
- 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 Peoples 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
- 4.1 Developing London's Economy
- 4.2 Offices
- 4.5 London's Visitor Infrastructure
- 4.7 Retail and Town Centre Development
- 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 and Development Proposals
- 5.7 Renewable Energy
- 5.10 Urban greening
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 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
- 7.8 Heritage Assets and Archaeology
- 7.9 Heritage-led Regeneration
- 7.14 Improving Air Quality
- 7.15 Reducing and managing noise, improving and enhancing acoustic environment and promoting appropriate soundscapes
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

Bromley Town Centre is designated an Opportunity Area in Policy 2.13 and strategic policy directions are set out in Annex 1 of the Plan.

Also relevant are:

- The Mayor's Economic Development Strategy
- Supplementary Planning Guidance: Housing
- Supplementary Planning Guidance

Housing Strategy

The National Planning Policy Framework is also a material consideration, with which the above policies are considered to be in accordance. Sections 2 'Ensuring the vitality of town centres'; 6 'Delivering a wide choice of high quality homes,' 7 'Requiring good design' and 12 'Conserving and enhancing the historic environment' are of particular relevance.

Planning History

There is no relevant planning history for the site.

Conclusions

The main planning issues are considered to be:

Principle of Development and Land Use

Design, Layout, Siting and Appearance

Standard of Accommodation, including viability matters

Amenity Space

Impact on Heritage Assets

Impact on Neighbour Amenity

Highways and Traffic Matters,

Trees and Landscaping

The report covers all of these aspects for both the Old Town Hall and South Street Car Park sites where they are relevant to each proposal.

Principle of Development

The Old Town Hall was last used as offices in 2013 by the Council and the South Street Car Park has been used for part staff/part public car parking for numerous years.

The application site is identified in the Bromley Town Centre Area Action Plan as Opportunity Site C. Policy OSC states that the Council will work with developers to secure a mixed use development comprising offices and/or hotel uses. The site is identified as suitable for up to 5,000 sqm B1 office use; 150 bed hotel with an option for a conference centre; small scale residential development. As such the principle of a mixed hotel/residential use on the site is established and would contribute positively to the vision for Bromley Town Centre as set out in the BTCAAP. It is considered that the proposal will be particularly beneficial to the wider daytime and night time economy within the town centre, which is now designated as an Opportunity Area in the London Plan.

Any redevelopment of the site will need to address policies relating to the loss of existing office use. Policy EMP 3 of the UDP, Policy BTC5 of the BTCAAP and Policy 4.2 of the London Plan seek to protect against the loss of offices and the employment generating opportunities that they offer. The proposed development will result in a loss of existing office floorspace and does not offer any replacement office floorspace as part of this scheme.

The emerging Local Plan policies 9.5 and 9.6 consider the future mechanism for the provision of large scale office development (over 2,000 sqm) in the borough and direct development to designated Business Improvement Areas (BIA's). In Bromley Town Centre, there are 3 BIA's; one each in Bromley North, Bromley South and London Road. The application site does not fall within a dedicated BIA so it is not expected that large scale office development would be encouraged on the Old Town Hall site in the future.

In addition to the policy considerations above there are other factors to take into account when considering the appropriateness of office development in the Old Town Hall.

There are considerable difficulties in providing modern office floorspace in a listed building. This building comprises a large number of individual, small rooms which provide limited opportunities for the large, open plan, flexible, high quality office space floorspace that is in demand. Works to achieve this type of floorspace

would involve considerable internal alteration that would cause significant harm to the fabric of the listed building and this would be unacceptable.

Historic England comment that the proposed uses would make good use of the many large ceremonial and civic rooms and staircases within the building and would, once again, provide a degree of public access to these significant assets and spaces. The existing suites of offices arranged along central corridors lend themselves to hotel accommodation. Therefore the proposed uses are well suited to the Town Hall and should provide it with a sustainable and long term future. Furthermore the redevelopment should enliven what is currently a somewhat undervalued part of Bromley Town Centre Conservation Area.

In terms of the re-provision of employment opportunities, the applicant advises that 120 full time jobs and 30 casual/part time jobs will be created by the proposed hotel, conference, events and restaurant uses. It is recognised that the staff are likely to be local so this increases the likelihood of the provision of jobs for residents of the borough which is a welcome benefit of the proposal.

In terms of development quantum, the applicant advises, in their Planning Statement, that it is not physically possible to provide a 150 bedroom hotel on the Old Town Hall site alone. The joint use of the OTH and the SSCP for a split hotel use was not pursued on the grounds of lack of viability and disjointed and an operationally inefficient hotel offering. This resulted in the hotel being confined to the OTH site. The use of the SSCP for a wholly residential scheme would serve as enabling development for the conversion and re-use of the OTH, along with the 2 independent restaurants in the OTH.

Turning to the provision of residential units on the South Street Car Park site, there is general policy support for this provision, in addition to the specific support in BTCAAP Policy OSC. The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. The London Plan 2015 sets a housing target for the Borough and this site would contribute towards that target. The London Plan goes on to seek to optimise housing potential in Policy 3.4 and provide mixed and balanced communities in Policy 3.9. Policy H1 of the Bromley UDP reiterates the requirement to make provision for housing in the borough.

The proposal also includes 2 independent restaurants in the building. Policy S9 of the Bromley UDP deals with Food and Drink premises and it is considered that the proposal for these restaurants meets the policy requirements as follows: the use will not result in an overconcentration of food and drink premises that would be out of character with the retailing function of the area, there will be no adverse impact on residential amenity, there will be no undue resultant traffic congestion. While the OTH is not within the designated Primary or Secondary retail frontages, it is considered that the application site is located within the town centre and relates to the retail functions opposite and immediately adjacent to the site. The introduction of restaurants in this location is considered to be a positive contribution by providing an active frontage that would help draw visitors and shoppers to this underused part of Widmore Road.

In terms of quantum of development across the 2 sites, the applicant has compared that total gross internal area of the current scheme for 94 bed hotel and 53 flats (8,039 sqm) with the estimated gross internal area for a scheme that reflects the Bromley Town Centre Area Action Plan of 150 bed hotel and 20 flats (7,860 sqm). This indicates that quantum of development is broadly comparable between the actual and theoretical policy based scheme.

In summary, Members will need to consider the limitations of the listed Old Town Hall to provide desirable modern office floorspace due to its internal layout which cannot be significantly altered without causing significant harm to the building. Also the benefit from introducing viable uses for the OTH and for the long term vacant car park would secure the re-use of the listed building and remove it from the Buildings at Risk Register. In addition the proposed mix of uses conforms with the requirements of Policy OSC in the BTCAAP and the provision of additional 53 new homes makes an important contribution to addressing the Borough's housing need.

It is considered that the benefits of the redevelopment of this important, strategic site in the town centre outweigh the loss of office floorspace.

In considering the details for each element of the development, each site will now be considered separately below, with relevant cross reference where necessary.

Old Town Hall

In terms of layout of the building, a hotel with a total of 94 bedrooms will be provided on the part ground, first and second floors. The main entrance to the hotel will be from the existing Tweedy Road entrance and a replacement ramp will be provided.

Conference and event accommodation will be provided in the former courtroom and above the former Committee Room. In addition a hotel restaurant and 2 independent restaurants will be provided on the ground floor. A gym and treatment rooms and servicing facilities will be provided in the basement.

Design and appearance

There are numerous aspects that need to be considered individually and collectively to assess this aspect of the current proposal as follows:

- Extension at the Court Street/South Street junction

This provision of a new extension would firstly require the demolition of the existing, modern first floor extension on either side of the corner of Court Street and South Street. The existing extension is poorly designed and does not contribute to the appearance of the OTH and its demolition is considered acceptable.

There have been considerable discussion at pre application stage about the design and appearance of this extension, including comments from CABE. The resultant proposal has a distinctly modern appearance and sits above the existing first floor on this corner and will be 2 storeys in height. The barrel façade to South Street will be retained and the extension will be articulated, with recessed windows, to avoid a flat appearance to the structure. The use of Portland stone facings will tie the extension into the main building and provide separation between the new building and lower historic ground floor. The applicant has recommended the use of copper colour anodised aluminium panels with brown framed windows and bronze tinted glass.

Historic England and the Council's Conservation Officer have commented on the proposal. They support the modern design approach to the extension and measures to relate the extension to the historic building with the use of Portland Stone and retention of the external barrel parapet to South Street. It is accepted that this is the only location for a 2 storey extension and, whilst a lower extension would be preferred, it is recognised that there are significant heritage gains in the removal of the existing extension and the high quality design of the replacement extension. The use of high quality materials and finishes is essential and conditions to secure materials and details of the finish between the barrel roof and the new extension are recommended.

It is accepted that the provision of a replacement extension in this location is acceptable in principle as is the assertion from the applicant that this is required for the provision of a viable scheme on the application site.

- Alterations to Widmore Road façade and terrace

The application includes alterations to the Widmore Road frontage to provide separate access to the 2 independent restaurants and an external seating area and ramped access. The original submission showed the dropping of the cills of 4 windows on either side of the existing entrance to improve visibility into the restaurants and commercial viability. However significant objections were raised to the extent of harm that would be done to this elevation from such an intervention.

Revised plans now show the dropping of the 1 window cill on either side of the existing entrance and this is considered acceptable from a visual and historic point of view.

- Alterations to the internal courtyard, including rear dormer windows and roof top extension above the Committee Room

The appearance of the existing rear courtyard is unattractive and detracts from the historic value of Old Town Hall. Several existing modern extensions will be demolished to facilitate extensions that will allow a more unified appearance to this area.

The largest new extension involves increasing the height above the former Committee Room by 1 storey and providing glass cladding to the existing link to the main building. The design and appearance of this extension is considered to be in proportion with the Old Town Hall and is modern in appearance to reflect the design and appearance of other extensions and distinguish itself from the older parts of the building.

A further 2 storey extension would be within the courtyard to the rear of the South Street frontage. The design and appearance of this extension would also match the other extensions referred to above and the proportions of the extension are appropriate to the host building. This extension would not be visible from outside the site

The applicant proposes to use the roof void at the rear of the 1939 building for bedroom accommodation and to achieve this an extended dormer window is proposed in the roof plane. The full dormer will not be visible from Court Street and this will reduce the visual impact on the dormer. The mansard will be perforated lead sheet cladding to match the slate roof. It is considered that the proportion of the dormer window is acceptable and it would not interfere with significant views of the frontage of the building.

- New entrance at the junction of Tweedy Road and Widmore Road

A new entrance is proposed at the junction of Tweedy Road and Widmore Road that opens up a corner of the building and will provide direct access into the hotel restaurant. This will increase the visibility of the building and provide further active frontage. The proposed plans show steps to the front door and a canopy following the curve of the steps. The plans indicate that the area above the canopy could be the location for a piece of public art but this has not been finalised. A retractable 'sesame' lift will be provided in the central part of the staircase to provide disabled access at this entrance.

It is considered that the new entrance will enliven this part of the elevation. The detailed materials and finishes are important and a condition to secure high quality materials is recommended.

- Signage for the proposed hotel and restaurants

The submitted plans indicate the location of proposed signs for the hotel and the restaurants. This does not form part of this application and will be subject to a separate application in due course.

- Materials

There have been detailed discussion regarding the materials that will be used for all of the elements described above and it is essential that high quality materials are used to secure the standard of appearance that is required for this listed building.

The applicant has submitted a number of large scale bay studies (elevations and sections to demonstrate how a high quality design would be executed. Such details show how the proposed extensions would relate to the existing building.

A specific condition and accompanying plan identifying the materials for the following components is recommended.

- External materials for the cladding, the windows and the window glass for all of the extensions to the listed building.
- External materials for the dormer extension, windows and window glass.
- The use of Portland Stone for detailing for the extensions.

A general condition is recommended for all other materials to be used that are not detailed above, for example the rooftop plant enclosures, boundary railings, courtyard and terrace external surfaces.

Standard of Accommodation.

The London Plan Policy 4.5 sets out policy relating to the London's Visitor Infrastructure. The policy requires that at least 10% of bedrooms are wheelchair accessible. The proposal identifies 10 bedrooms that are wheelchair accessible and large scale plans have been submitted to demonstrate that wheelchair users can manoeuvre within the bedrooms. A detailed Access Statement has been included in the Design and Access Statement which shows details of how accessibility access for visitors and staff is achieved.

Impact on heritage assets

Section 12 of the National Planning Policy Framework sets out policy requirements for proposals affecting heritage assets. In determining applications the NPPF requires local authorities to take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, the positive contributions that conservation of heritage assets can make to sustainable communities including the economic vitality and the desirability of new development making a positive contributions to local character and distinctiveness.

The Bromley UDP policies BE8 (Statutory listed buildings), BE9 (Demolition of listed building), BE10 (locally listed buildings), BE11 (Conservation Areas) and BE13 (Development adjacent to a conservation area) are all relevant to this application and seek to protect the heritage assets in the borough.

In this instance the impact on the listed building itself must be considered and the impact on the locally listed Fire Station and Community House and the Bromley Town Centre Conservation Area.

With regard to the impact of the development on the Old Town Hall this has been discussed in the paragraphs above and it is considered that the location of the 'corner' extension is appropriate insofar as this area has been previously altered and is the least sensitive elevation in the complex. The use of the muted materials that are proposed will also give the extension a degree of visual subservience. Furthermore it is considered that the scale of the extension is subservient to the host building and well considered in terms of the surrounding building heights. Finally it is recognised that there are wider heritage gains from securing the re-use of the OTH and the extension is an integral part of the proposal to reuse the building.

With regard to the impact on the locally listed properties nearby and the conservation area, the primary change will result from the proposed 2 storey extension at the corner of Court Street and South Street. Many of the other changes to the Old Town Hall will not have a lesser impact on these buildings as they are set within the rear courtyard and the opportunity to see them is limited.

The adjacent buildings form a strong enclave with shared administrative history, appearance and form. The proposal will introduce a modern extension to this area. However it is considered that the scale and massing of the extension is appropriate in the context of the local area. The use of high quality materials and the introduction of stone mullions and a strong vertical rhythm also relates the extension to the host building and the local area. In addition the extension will enliven this part of the conservation area. The extension will be clearly contemporary but it is considered that it does preserve and enhance the character and appearance of the Conservation Area for the reasons set out above.

In summary it is considered that the changes to the fabric of the OTH building will have an impact on the host building and the surrounding area. However sufficient comfort has been given in respect of the quality of the proposals so, on balance, it is considered that, for the reasons set out above, the alterations result in a high quality scheme which will accord with the policy requirements in the London Plan and the UDP.

Highways and Traffic Matters

The applicant has submitted a Transport Assessment (TA) to support the conversion of the Old Town Hall. The conclusions are summarised above.

In terms of the impact on the transport network, there are currently 30 parking spaces on the OTH site. The development proposes 2 disabled parking spaces and no car parking for hotel and restaurant patrons. This will result in a net reduction in traffic movements from the site which is acceptable.

Using data contained within the TRICS database it is likely that 4 large service vehicles will visit the site and approximately 18-19 smaller service vehicles per day for the hotel and the 2 restaurants. It is anticipated that the larger vehicles will have to reverse into the site while the smaller vehicles will be able to turn within the site. Traffic data for hourly vehicle movements in Court Street suggest that this arrangement is acceptable and will have minimal impact on the free flow of traffic in Court Street.

In terms of refuse collection, bin stores are provided in the basement with a service lift to take waste to ground level for collection from the highway.

Measures have been agreed with the applicant to improve the flow of traffic in Court Street including moving 2 disabled parking spaces from the east to the west side of the road and widening the site access off Court Street. This will minimise the impact of service vehicle movements on Court Street. These measures will be secured by legal agreement.

With regard to the demand for car parking for hotel and restaurant users, Policy BTC25 states that parking provision for non-residential development will be provided in the form of publicly available paid parking. The TA expects that the majority of visitors will use town centre car parks. The TA assesses the likely demand generated by hotel visitors and the capacity of local car parks to meet this demand. The TA concludes that during times when the hotel will be attracting its maximum parking demand, the existing nearby car parks are not at their busiest and can easily accommodate the additional demand.

A total of 12 cycle parking spaces will be provided within the OTH site for staff of the hotel and restaurants and this is considered acceptable.

There are additional highway measures proposed including

- A coach pick up and drop off space on South Street
- A pickup/drop off bay on Tweedy Road for taxis and the cellar drop.
- Tree planting in Court Street and Widmore Road depending on the location of pavement services and traffic visibility requirements.

It is recommended that these measures are secured by a S106 legal agreement.

Furthermore a condition is recommended seeking the provision of 1 electric car charging point on the Old Town Hall site

Trees, landscaping and amenity space

The applicant has submitted a landscape statement and indicative plans which show semi mature tree planting and shrub planting in the proposed courtyard garden and the car parking/servicing area off Court Street plus the provision of permeable paving and a green wall on the side of the central courtyard building. Green roofs are shown on the new extensions.

A condition requiring the submission of a landscaping scheme is recommended to secure details of the proposed location and type of planting for the ground landscaping, trees and the green roofs.

South Street Car Park

In terms of quantum of development on this vacant site, policies in the NPPF, the London Plan, the Bromley UDP and BTCAAP recognise the need to optimise the use of the development while respecting the local context of the development. In this instance, the site has constraints from its location adjacent to the Bromley Town Centre Conservation Area, locally listed buildings and a Grade II listed building. This requires a sensitive approach to physical site coverage as well as the design of the proposed building. With this in mind this section considers the elements of the proposed scheme and its acceptability within its local context.

UDP Policies BE1 and H7 set out specific policy requirements relating to the standard of residential development that is expected in the borough. In addition Policies BE8, BE9 and BE11 set out standards expected for development involving or related to listed and locally listed building and in and adjacent to conservation areas. These policies refer to the design of new development, the standard that the development is expected to meet and the impact on the amenities of future occupants of the development and occupants of nearby properties.

There are other UDP and London Plan policies relating to specific aspects of the development and these are referred to in the relevant sections below.

Layout, Height and Massing, Density, Design and Appearance

The proposed building comprises a 4 storey block with a recessed fifth floor and a basement. The basement provides 26 car parking spaces (including 6 disabled spaces), refuse and recycling storage, 88 cycle parking

spaces and all plant and meter rooms. Vehicle access to the basement will be from South Street and there will be 2 pedestrian entrances to the block from Tweedy Road.

Layout

In terms of layout the proposal comprises a single building placed centrally on the site. The applicant advises that considerable design work has been undertaken to determine the actual position of the building and the primary constraint was to retain views of the Old Town Hall from the north of the site and ensure satisfactory boundary separation with neighbouring properties. To this end the front elevation is 'cranked' with part of it facing primarily north east and part facing primarily east and is also set back from the boundary of the site to Tweedy Road. The northern end will broadly align with the side elevation of No 48 East Street. At the southern end of the block the building will be set back from the front elevation of the Old Town Hall, broadly in line with the position of the existing fence. The 'cranked' layout of the building to Tweedy Road provides interest and articulation to the building which generates interest to the building itself and the street scene.

On the western elevation the building is approximately 4.3m from the boundary with the Fire Station and a minimum of 8m from the East Street boundary. To South Street there is a minimum separation of 3m. To the east the building is set back between 2m and 11.5m from the boundary with Tweedy Road. This is considered acceptable separation to neighbouring buildings and public footpaths and means that the building will not be over-dominant to pedestrians using Tweedy Road and South Street.

The reuse and recycling and plant and meter rooms are all at basement level which means that there is no need for external buildings to accommodate these uses. In addition there is no need for rooftop plant enclosures. The only rooftop addition is the lift overrun and this is set centrally on the top of the fifth floor.

Density

Part of assessing whether the layout is acceptable is the density of the development. This site falls within the definition of central urban setting in London Plan Policy 3.4 and the site has a PTAL of 5 (on a scale of 1-6 where 6 is the most accessible). The indicative density range in London Plan Policy 3.4 is 175-355 units per hectare/650-1100 habitable rooms per hectare. The Bromley UDP policy H7 density matrix supports a density of 240-435 units per hectare/650-1100 habitable rooms per hectare. The density is based on the provision of 142 habitable rooms and this results in a density of 252 units per hectare/676 habitable rooms per hectare. Given the highly accessible town centre location and context of the development in the immediate surroundings, the site is considered suitable for a high density residential proposal, in principle.

Height and Mass

The area surrounding the site includes building of varying height and mass. Opposite the site on Tweedy Road there are numerous buildings rising to 3 and 4 storeys. To the south, the Old Town Hall is equivalent to a 3 storey building in height and the Fire Station to the west is equivalent to 4 storeys. To the north west there are 5/6 storey building fronting Tweedy Road with 3 storey buildings at the junction of East Street and Tweedy Road.

The proposed building rises to 12.6m fronting South Street and to 12m fronting the rear of the East Street properties, reflecting the local change in land levels. The fifth floor is set back 8m and 5.6m from these respective elevations and between 2 and 3.5m from the front elevation and adds a further 3m to the overall height.

When viewed in relation to the surrounding buildings, the proposed building would not appear to be out of character with the local context in respect of height and massing. The mass of the building is broken up by the provision of balconies for all the flats, some protruding and some set back, and a substantial 'break' in the overall frontage at the point where the building is closest to Tweedy Road. The 'set back' of the fifth floor reduces the massing of this extra storey at close proximity as it will not be visible. From a distance the impact of this storey will be minimised by the careful choice of cladding materials which will be subject to control by way of a condition.

Appearance

The building will be a traditional construction using bricks. The bricks originally identified in the Design and Access Statement would result in a grey mottled effect to the building and officers and residents expressed concern that these materials were not in-keeping with the local palette of red and stock brick. A revised palette of materials has been submitted which mixes different shades of brown, red and light red bricks to provide an overall finish which will complement other buildings in the area but provide a distinctive appearance to the building. A condition to secure the brick types is recommended.

Other features that contribute to the overall appearance include the following

- Balconies – these are provided to each flat and are mainly inset into the building rather than bolted on the external face. There are some balconies on the front elevation that also protrude and these help to add interest and articulation to this elevation. The balcony railings will be copper finish anodised aluminium finish to tie in with the materials to be used on the Old Town Hall extensions.
- ‘Hit and Miss’ brickwork panels will be used as part of the balconies and relief brickwork is proposed as a vertical feature on the elevation facing Tweedy Road.
- Timber panels are proposed to frame the windows and emphasise their vertical appearance.
- The fifth floor will be primarily glass interspersed with metal cladding panels.

To achieve the best appearance for this building, the use of high quality materials is paramount. As such conditions are recommended to secure the submission of materials and samples for approval for all external finishes. In addition a condition requiring detailed sections to show the window setting is recommended.

It is considered that the appearance of the proposed building includes features and materials that respect the range of materials that are found in the locality and on the listed and locally listed buildings. The building is modern in design and is expected to include modern features such as balconies and finishes such as ‘hit and miss’ brickwork. However it is considered that the baseline appearance and materials would make a positive contribution to this part of the town centre.

Furthermore it is considered that the height and massing of the building and its relationship with the context of the local area is favourable and results in a building which is acceptable.

Housing Issues

Policy H7 of the Bromley UDP sets out the criteria for all new housing development.

Size and tenure of residential accommodation

The policy seeks a mix of housing types and sizes. The development proposes a scheme that is all market housing comprising 18x1 bed units; 34x2 bed units and 2x3 bed unit. The size and mix of the units is considered acceptable in this town centre location.

Six of these units will be wheelchair accessible, all of which will be 2person/4 bed units. The number of units meets the requirements of Policy 3.8 which seeks to maximise housing choice. The wheelchair units need to comply with the standards set out in the Mayor’s Wheelchair Accessible Housing Best Practice Guidance 2007. Revised plans have been received which show that all of the units are capable meeting wheelchair standards.

With regard to the tenure of the units, Policy H2 of the UDP requires sites capable of providing 10 or more units shall 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 this case the development comprises 53 and triggers the need for affordable housing.

The applicant has submitted a detailed viability and affordable housing report that advises that the development cannot viably provide any affordable housing on site. The assessment has been independently reviewed by by an expert consultant appointed by the Council. The review concludes that the proposed development will not be capable of supporting any affordable homes, as suggested by the Applicant’s own

financial viability report. However the scheme can support financial contributions for health and education, the details of which are discussed below.

Standard of Residential Accommodation

Policy H7 of the Bromley UDP and the Residential Standards SPD set out the requirement standards for new residential development. Policy 3.5 of the London Plan and the Mayor's Housing SPG set out policy and guidance for minimum space standards for new development and guidance and best practice advice for achieving good quality standards for new dwellings.

The floor area of each of the proposed units meets the minimum space standards set out in London Plan Policy 3.5. Each unit has space for storage within the flat. All flats will have access to a balcony or terrace and will have dedicated cycle storage facilities.

A proportion of flats in the development are not dual aspect with some having single aspect to Tweedy Road and some with single aspect to the west overlooking the Fire Station. For the flats facing Tweedy Road conditions relating to measures to mitigate against noise within the flats and on the balconies is recommended. This will be in the form of construction techniques including ventilation, thermal glazing and acoustic absorption facings to the balcony roof. It is considered that these measures will secure acceptable living conditions for future occupiers.

A combination of private and communal amenity space is provided for the residents of this building. Each flat has a private balcony or terrace with level access to the living space. The majority of the flats that have balconies facing Tweedy Road will be subject to significant road noise. In order to minimise the noise nuisance and maximise the use of the balcony for residents, a condition is recommended seeking measures to protect the balcony from road noise.

Impact on neighbours

UDP Policy BE1 and BTCAAP Policy BTC17 requires, amongst other things, that new development must protect existing residential amenity including the amenities of future occupiers of the new units and the amenity of existing occupants of nearby buildings in terms of daylight and sunlight. In addition these policies seek to protect the privacy of existing and future occupants by limiting overlooking.

The applicant has submitted a Daylight and Sunlight Report which assesses the impact of the building on neighbouring properties and considers whether there is sufficient daylight and sunlight to the proposed flats.

The report has found that all windows at Nos 38-40 East Street, 46-48 East Street meet the requirements set out in the Building Research Establishment (BRE) Report for daylight with the exception of one second floor window in No 48 which is marginally below the recommended standard. With regard to Bromley Fire Station 4 of the 16 windows tested are marginally below the recommended standard.

With regard to daylight and sunlight levels to the new residential accommodation, the report analyses all habitable rooms and finds that 87% of rooms meet the recommended standard for daylight and 72% of the rooms meet the requirements for sunlight. The report advises that the transgressions above are marginally below the BRE Report standards. The report also advises that the transgressions are primarily limited to flats with living/dining/kitchens where there are recessed balconies. In terms of daylight transgressions, the report goes on to say that the external amenity areas are desirable and would enhance the perceived amenity of the affected rooms. In terms of sunlight transgressions the report reiterates the importance of the amenity value of the balconies and considers that residents will have access to sunlight when they use these balconies. Also that there will be transferred sunlight into the room when the sun hits the balconies.

With regard to the impact on daylight and sunlight to neighbouring properties and the occupants of the proposed residential units it is accepted that the transgression in the BRE standard is minimal and would not have a significantly adverse effect on the amenity of these occupiers.

Comments have been received from the occupant of 44 East Street raising concerns about the loss of light to their offices resulting from the development. The report has tested the rear windows to this property and finds that there is not an infringement to daylight and sunlight.

Overlooking

The Planning Statement advises that the building has been designed to ensure that there is no direct overlooking from the north-western flank elevation to the rear of properties in East Street. The building has angled and hooded windows which will restrict direct views into these properties. In addition there is significant separation of the building from the upper floors of the East Street properties.

Comments were received from a resident in The Clockhouse development opposite the OTH raising concerns about overlooking from hotel rooms. In considering the concerns raised the following factors should be taken into account. There will not be an increase in the number of windows facing Tweedy Road and there is a dual carriageway separating The Clockhouse and the OTH. The minimum separation between these properties is 19.9m and this is considered an acceptable window to window separation distance. For these reasons it is considered that the amount of overlooking generated from the hotel rooms will not have a significantly adverse impact on residents in The Clockhouse.

Impact on heritage assets comprising the existing listed building, locally listed Fire Station and Community House and the Bromley Town Centre Conservation Area

This site lies just outside the conservation area and is in close proximity to the Grade II listed Old Town Hall and the locally listed Community House and the Fire Station. In accordance with UDP Policies BE 8, BE9 and BE13, consideration of the proposed block of flats in terms of the impact on the listed and locally listed buildings themselves, the setting of the listed building and the character and appearance of the adjacent conservation area is necessary. Policies require that there is no harm to the setting of the listed building and that the character and appearance of the adjacent conservation area is preserved or enhanced.

The site forms an enclave of buildings that are protected by statute and policy in terms of their importance to the character and appearance of this part of the town centre.

From an historic point of view, the existing car park is a void in the built form of this enclave which generally has a strong sense of enclosure. In terms of scale and massing the building will be taller than the Old Town Hall but this will be generally mitigated by the setting back of the top storey so that it is largely unseen from the ground floor where the building meets South Street. In addition the 'kink' in its footprint allows a view of the OTH from the northern approach along Tweedy Road.

The design is contemporary but references the surrounding buildings through the use of red brick. The proposal will clearly increase the amount of built development in the area but it may be considered that this will be a positive addition to the immediate vicinity which currently feels underused.

The northern end of the building will also be taller than neighbouring properties in East Street. However it is considered that there is sufficient separation between these properties and the new building and that the small landscaped area demarcated with the BROMLEY NORTH sign will aid the transition between the existing and new buildings.

In conclusion it is considered that the proposed building would not detract from the character and appearance of the adjacent conservation area or obscure any significant views and is in accordance with relevant development plan policies.

Highways and Traffic Matters, including Cycle Parking and Refuse

The applicant has submitted a Transport Assessment (TA) to support the erection of this block of flats. The conclusions are summarised below.

In terms of the impact on the highway network there are currently 68 public car parking spaces on the South Street Car Park site. The loss of these spaces was agreed with the inclusion of the site as an opportunity site in the BTCAAP and it is considered that the principle of the loss of these spaces is acceptable.

Vehicle access to the site will remain from South Street.

The scheme proposes the provision of 26 car parking spaces for residents of the new flats. Based on vehicle movement surveys and forecast vehicle movements using the TRICS database, the report advises that the scheme will result in a net decrease in the number of vehicle movements in all peak periods considered.

With regard to levels of car parking proposed, 26 parking spaces are provided, including 6 disabled parking spaces. This equates to 0.49 spaces per unit and reflects parking provision approved on other town centre sites. This is acceptable given the highly accessible location of this development and the measures to reduce the demand and impact of car parking set out below.

It is proposed to provide 88 bicycle parking spaces in the basement of the development, in 3 separate secure bicycle stores. This equates to 2 spaces per unit and meets the requirements of the London Plan 2015.

Policy 6.13 of the London Plan 2015 requires the provision of 20% of parking spaces to have electric vehicle charging points and the applicant is agreeable to this measure, which will be secured by condition.

With regards to refuse and recycling provision, the applicant proposes to provide refuse and recycling bins within an enclosure in the basement. A dedicated service lift is provided between the basement and the frontage of the site facing South Street. On collection day the bins will be moved to ground level via the lift and will be collected from the roadside. The bins will then be returned to the basement.

A Framework Travel Plan for both the Old Town Hall and South Street Car Park sites has been submitted with this application. It is recommended that an up to date Travel Plan is sought, through the inclusion of a condition, prior to the first occupation of the residential units for the South Street Car Park site and first occupation of the hotel and restaurant use of the Old Town Hall site.

One of the measures suggested in the Travel Plan is the provision of a car club and the applicant has been in discussion with car club providers who have expressed an interest. The applicant has agreed to fund the marking out of a car club parking space and pay the initial sign up fee for residents who wish to use the car club. This facility will be secured by S106 legal agreement.

Trees and Landscaping

The submitted tree survey identifies that there are 19 trees within the site, mainly along the site frontage to Tweedy Road. Of these 16 will need to be felled to accommodate the proposed building. 14 of these trees are Category B trees which are defined as trees of moderate quality and 2 are Category C which are defined as trees of low quality. The trees to be removed are a mixture of sycamore, hornbeam, norway maple and silver maple.

The plans show that 3 trees will be retained, all of which are London Plane trees. Two are on the corner of Tweedy Road and Court Street and one is on the north east boundary. None of the trees on or adjacent to the site are protected by Tree Preservation Order. The trees to the north of the site are protected by their location within the Bromley Town Centre Conservation Area.

The landscaping section of the Design and Access Statement assesses the impact of the removal of trees on the eastern boundary. The report advises that the majority of the existing trees to be removed are along the eastern boundary facing Tweedy Road and are closely planted which limits their development to maturity. They are recommended for removal due to their proximity to the new building, constraints of the construction process and inability of some species to deal with pruning.

The submitted plans show the planting of 18 replacement trees on the site, primarily along the Tweedy Road frontage with an additional 9 trees in the raised planting bed and in the Tweedy Road pavement to help mitigate against the loss of the existing trees. The onsite planting would be secured by condition and the offsite planting would be secured as part of the S106 legal agreement. The D&A statement advises that 17 of the replacement trees would be semi mature. The species to be chosen would be broadly columnar trees rather than spreading trees which would be more suitable for this location. The proposed landscaping plans show the removal of the raised planting bed and planting of new trees within a turfed verge which would replicate the tree avenue alongside Kentish Way and Queens Gardens further south.

The small open space on the corner of East Street and Tweedy Road, which includes 6 trees, will be retained. In addition 6 trees on the north-west boundary in properties on East Street are outside the site and will be retained and will contribute to the setting of the communal garden in this area, as well as the wider visual setting.

The loss of trees on this part of the development is significant and will significantly change the appearance of this part of Tweedy Road. The mitigating factors for this loss are the limited lifespan of the trees due to proximity to each other and the inability to protect some trees during the construction process. Significant replacement tree planting is proposed in this location, including some semi-mature trees, using species that are more suited to this urban, street side environment. In addition the narrow depth of the site and the need to provide clearance to the western boundary limits the development area available and makes it very difficult to develop the site without the loss of the trees. It is also appropriate to consider the benefits derived from bringing the Old Town Hall into a sustainable long term use and regenerating this part of the town centre.

On balance it may be considered that the loss of the existing trees on the site is acceptable subject to conditions and clauses within a S106 legal agreement to secure the full extent of tree planting proposed.

Other landscaping proposals for this site include the provision of a courtyard area on the western side of the block with access for all residents. The Design and Access Statement envisages this space as a community garden and indicates this space will provide for children's play as well as an outdoor seating area.

Other technical matters relating to the Old Town Hall and South Street Car Park sites

Noise Assessment

Policy 7.15 of the London Plan seeks to minimise noise levels for residents. The applicant has submitted an Environmental Noise Assessment which finds that the noise levels at some of the facades of the residential and hotel development will be high. The Council's Environmental Health Officer has assessed the findings of the reports and recommends a condition to seek a scheme for the protection of the proposed development from external noise. Condition to this effect are recommended below for both sites.

For both the Old Town Hall and South Street Car park sites, a condition is recommended seeking details of any fixed generating plant to be submitted and approved.

Also for the Old Town Hall site, high noise levels are predicted for the external restaurant terrace fronting Widmore Road and it is recommended that a condition restricting the use of the terrace to no later than 11pm is recommended.

A standard condition requiring details of the restaurant extraction systems is also recommended.

Sustainability and Energy

The applicant has submitted an Energy Strategy Report which sets out measures to meet London Plan Policies 5.2: Minimising carbon dioxide emissions and Policy 5.7: Renewable energy. The report concludes that there will be a significant reduction in carbon dioxide emissions across the site. For the Town Hall additional roof insulation and use of high efficiency building services is proposed, together with the use of high efficient low carbon air sourced heat pumps. For the residential development the use of CHP will deliver sufficient reduction in carbon dioxide emissions to meet the requirements of the London Plan. A condition requiring the submission of an updated site wide energy strategy prior to the commencement of development is recommended to ensure that the most up to date techniques are used at the time of the delivery of the scheme.

Sustainable Urban Drainage Systems for both sites

The site lies in Flood Zone 1 which is the least likely zone for flooding. However Policy 5.13 of the London Plan requires development to utilise SUDS, unless there are practical reasons for not doing so. The landscaping proposals introduce several features that will contribute to SUDS to encourage the slow conveyance of water from source to sewer through source control. These include:

- Porous paving, grit jointed granite cobbles
- Intercepted drainpipes in the courtyard
- Tree rooting environment integrated with attenuation
- Blue/green roofs on the new extensions for the Old Town Hall and the roof of the residential block on the South Street Car Park
- Large specie tree planting within the pavement on Tweedy Road subject to agreement with TfL.

The Council's Drainage Officer recommends a condition requiring the submission of a surface water drainage strategy scheme including measures to implement a SUDS hierarchy on the two sites.

Archaeology

An archaeological Desk Based Assessment has been submitted by the applicant. The report identifies that there is a modest potential for remains on the South Street Car Park site and recommends further mitigation work prior to commencement of construction works. The report further recommends a watching brief on the Old Town Hall site. The Historic England Archaeology Advisor agrees with the findings of the report and recommends conditions to secure further archaeological investigation.

Contaminated Land

A Phase 1 Geo-Environmental Assessment has been submitted by the applicant that concludes that further investigation and assessment is required before the commencement of development. A recommendation requiring this information is recommended by the Council's Environmental Health Officer.

Air Quality

The site lies within the Air Quality Management Area for nitrogen dioxide, Several conditions are recommended by the Council's Environmental Health Officer to ensure that the centralised Combined Heat and Power system for heating and hot water is acceptable and minimises the impact of poor air quality to within acceptable levels.

Ecology

The applicant has submitted Stage 1 Ecology Report which concludes that the Town hall has low potential for roosting bats and recent surveys have confirmed that no bats have been recorded in the roof of the Old Town Hall. The existing trees on the South Street Car Park have bird roosting potential for common nesting species. No other species are considered likely to be supported on the site. A condition is recommended to safeguard protected species should these be found prior or during construction works.

Environmental Impact Assessment

This site falls within the threshold trigger for Schedule within the Town and Country (Environmental Impact Assessment)(England and Wales) Regulations 2105. Consequently a screening Opinion has been carried out. Taking account of the information submitted with the application and the selection criteria in Schedule 3 of the Regulations and the terms of the Directive, the development would not be likely to have significant effects on the environment by virtue of the factors such as its size, nature and location

Planning contributions

The position relating to the provision of affordable housing on the site has been discussed in the Housing Issues section for the South Street Car Park section above. The viability assessment did support provision of contributions for health and education.

In accordance with the adopted Planning Obligations SPD, the Council would be seeking the following financial contributions based upon the mix of units proposed in the application:

- £116,368.12 for local education infrastructure
- £56,062 for local health infrastructure

The total contributions are £172,430.20.

It should be noted that that this provision is for market units only as the applicant has advised that the scheme cannot support any provision for affordable housing. This is discussed further in the Viability section below.

Summary of all S106 contributions

- Secure the delivery of the conversion and redevelopment of the Old Town Hall prior to the first occupation of any of the residential units in the South Street Car Park block of flats.
- Health and education contributions above
- Highways – Section 278 works (works to highways and traffic orders)
 - Provision of a coach pick up/drop off parking bay in South Street
 - Drop off vehicle layby in Tweedy Road
 - New ramped access to replace the existing ramp on the Tweedy Road frontage of the Old Town Hall
 - New ramped access to the independent restaurant units on Widmore Road
 - Kerb amendments to provide level access to Court Street entrance/exit door
 - Relocation of existing on street disabled parking bays in Court Street from the west to the east side of the road.
- Car Club – contribution towards the traffic order, laying out of a parking space and a one off single payment of first year membership contribution for the first occupant only of each flat.
- Tree planting and landscaping to Tweedy Road, South Street, Court Street and Widmore Road

Mayoral Community Infrastructure Levy

The development will also be liable for payment of the Mayoral CIL.

Summary

The proposed development of this site raises issues associated with the reuse of a listed building that is on the Buildings at Risk Register and the redevelopment of a vacant car park site and the acceptability of the proposed residential and hotel/restaurant use in terms of the impact on the listed building itself and the local environment and surrounding heritage assets and uses. The report has considered these matters in the light of approved and emerging development plans policies and other material considerations, including third party representations and consultee comments.

It is considered that the proposed development for these 2 sites will make a positive contribution to this part of the town centre by providing local housing and bringing the listed Old Town Hall back into an acceptable and sustainable use. Furthermore it is considered that the development will not result in unacceptable harm to the amenity of nearby residents or businesses and on balance accords with development plan policy.

Background papers referred to during the production of this report comprise all correspondence on file ref: 15/00140 and 15/00141/LBC, excluding exempt information.

RECOMMENDATION: PERMISSION BE GRANTED (SUBJECT TO PRIOR COMPLETION OF A SECTION 106 AGREEMENT relating to highway works, car club, tree planting, compliance with wheelchair standards, travel plan, health and education contributions and delivery of the conversion scheme for the Old Town Hall)

OTH and SSCP 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

Approved documents

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

NTR Planning Statement (Dec 2014); Bermanguedesstretton Design and Access Statement (Dec 2014); Royal Haskoning DHV Transport Assessment (December 2014); Royal Haskoning DHV Framework Travel Plan (November 2014); Royal Haskoning DHV Delivery and Servicing Plan

(December 2014); Heritage Statement (December 2014); GL Hearn Daylight and Sunlight Report (December 2014); Statement of Community Involvement (December 2014); CgMs Archaeological Desk Based Assessment (November 2014); idom Merebrook Phase 1 Geo-Environmental Assessment (December 2014); idom Merebrook Air Quality Assessment (November 2014); idom Merebrook Environmental Noise Assessment (November 2014); Ecology Consultancy – Preliminary Ecological Assessment and Preliminary Bat Roost assessment (July 2014) and Update (24.07.2015); The Design Collective Energy Strategy Report (August 2014); Forbes-Laird Arboricultural Consultancy Tree Report (December 2014); Area Schedule (Rev B) by Guy Holloway 13.105

Materials palette for South Street Car Park by Guy Holloway received on 26.08.2015;

Main Extension Materials Board by beremangedesstretton on 26.08.2015

Additional Roof plant details received 07.07.2015

Details of United Anodiers product Anolok received 07.07.2015

Sesame Lift details LSUB.EB.MainAssembly received 07.07.2015

Letters from NTR dated May 12th 2015; July 3rd 2015

Old Town Hall drawings - 2863

Site plans - A-001 Rev. I2; A-002 Rev. P3; A-003 Rev. P4; A-1001 Rev. P3; A-1002 Rev. P2; A-1003 Rev. P3;

Existing plans - A-010 Rev. P2; A-011 Rev. P2; A-012 Rev. P2; A-013 Rev. P2;

Demolition plans - A-015 Rev. P2; A-016 Rev. P3; A-017 Rev. P2; A-018 Rev. P2;

Proposed floor plans - A-100 P4; A-101 I5; A-102 Rev. I5; A-103 Rev. P2; A-104 Rev. P3; A-105 Rev. P1; A-106 Rev P1

Fire Strategy Plans - A-180 Rev. P2; A-181 Rev. P2; A-182 Rev. P2; A-183 Rev. P2;

Existing and Proposed Elevations - A-200 Rev. P3; A-201 Rev. P3; A-202 Rev. P3; A-203 Rev.

P4;A-204 Rev. P2; A-205 Rev. P3; A-206 Rev. P3; A-207 Rev. P3; A-208 Rev. P2; A-209 Rev. P3; A-210 Rev. P2; A-211 Rev. P3;

Proposed detailed elevations and bay studies - A-250 Rev. P2; A-251 Rev. P2; A-252 Rev. P2; A-253 Rev. P2; A-254 Rev. P2; A-255 Rev. P2; A-256 Rev. P2; A-257 Rev. P2;

Existing and Proposed sections - A-300 Rev. P2; A-301 Rev. P2; A-302 Rev. P2; A-303 Rev. P2;

Proposed 3D views - A-800 Rev. P1; A-801 Rev. P1; A-802 Rev. P1; A-803 Rev. P1; A-804 Rev. P2; A-805 Rev. P2; A-806 Rev. P1; A-807 Rev. P1; A-808 Rev. P1; A-809 Rev. P1;

Room Data Sheets - A-900 Rev. P2; A-901 Rev. P2; A-902 Rev. P2; A-903 Rev. P2; A-904 Rev. P2; A-905 Rev. P2; A-906 Rev. P2; A-907 Rev. P2; A-908 Rev. P2; A-909 Rev. P2; A-910 Rev. P2; A-920 Rev. P2; A-921 Rev. P2; A-922 Rev. P2; A-923 Rev. P2; A-924 Rev. P2; A-925 Rev. P2; A-926 Rev. P2; A-927 Rev. P2; A-928 Rev. P2; A-929 Rev. P2; A-930 Rev. P2; A-931 Rev. P2; A-932 Rev. P2; A-933 Rev. P2; A-934 Rev. P2; A-935 Rev. P2; A-936 Rev. P2; A-937 Rev. P2; A-938 Rev. P2; A-939 Rev. P2;

A-150 Rev P1; 567_SK_10; 567_SK_12B; 567_SK_18; 567_SK_20; 567_SK_21A; 567_SK_22

Survey Drawings - 002-001 Rev. F; 002-002 Rev. E; 002.003 Rev. B; 002-004; 002-005; 002-006; 002-007; 002-009 Rev. C;

South Street Car Park drawings

Site plans - 13.105.01 Rev A; 13.105.02 Rev. A; 13.105.03; 13.105.17 Rev. D;

Proposed Floor plans - 13.105.04; 13.105.05; 13.105.06 Rev. D; 13.105.07 Rev. D; 13.105.08 Rev. D; 13.105.09 Rev. D; 13.105.10 Rev. D; 13.105.11 Rev. D; 13.105.18 Rev. B;

Proposed Elevations - 13.105.12 Rev. F; 13.105.13 Rev. D; 13.105.14 Rev. D; 13.105.15 Rev. D; 13.105.28 Rev. D; 13.105.29 Rev. B; 13.105.30 Rev. B; 13.105.31 Rev. B; 13.105.34 Rev. A;

Proposed Sections - 13.105.16 Rev. E; 13.105.32 Rev. C; 13.105.33 Rev. A;

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 the policies in the London Plan 2015 and the Bromley UDP 2006

3. Prior to the commencement of development and the submission of the details of any of the conditions below, a plan showing the indicative area of each phase of the development shall be submitted to and approved by the Local Planning Authority

Reason: To enable the submission of phased and/or site wide conditions

4. No demolition of any part of the Old Town Hall shall take place until a contract has been let for the implementation of the development hereby approved.

Reason: To comply with Policy BE8 of the Unitary Development Plan and to ensure that approved demolition takes place within the context of a scheme for improvement to the Old Town Hall and not on a random basis.

Prior to commencement and pre-occupation conditions

Materials

5 (i) Details and samples of the materials for the external surfaces of each phase of the development, including roof cladding, wall facing materials and cladding, window glass, doors and window frames and decorative features shall be submitted in accordance with the parameters set out in the Design and Access Statement, the approved plans and the Main Extension Materials Board by bermanguedesstretton received on 18.08.2015 and the materials palette by Guy Holloway received on 26.08.2015. The development shall be carried out in strict accordance with the approved details and no alternative materials shall be used:

(ii) Sample panels of facing brickwork for the South Street Car Park phase showing the proposed colour, texture, facebond and pointing shall be provided on site and approved in writing by the Local Planning Authority before any work is commenced and the sample panels shall be retained on site until the work is completed. The facing brickwork of the development hereby permitted shall be carried out in accordance with the details of the approved sample panels.

(iii) Details of any covering of the external staircase between the old courtroom and the proposed extension to the corner of the Court Street and South Street shall be submitted and approved prior to the commencement of development and shall be carried out in accordance with the approved drawings before the first occupation of the hotel/restaurant use

Reason: In the interest of the appearance of this listed building and to comply with Unitary Development Plan policies BE1 and BE8.

Design details

6. A section and elevation at 1:10 scale showing details of the windows for the South Street Car Park part of the scheme shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The windows shall be installed in accordance with the approved details.

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

7. (i) Details of the design and materials to be used for the construction of the terrace, ramps and railings on the southern elevation of the Old Town Hall fronting Widmore Road shall be submitted to and approved by the Local Planning Authority before any works on site commence. The works shall be carried out in accordance with the details approved prior to first occupation of the hotel or restaurants.

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.

(ii) Details of the access ramps to the Old Town Hall at the Court Street, Tweedy Road and Widmore Road elevations shall be submitted to and approved by the Local Planning Authority before any works on site commence. The works shall be carried out in accordance with the details approved prior to first occupation of the hotel or restaurants.

Reason: In order to comply with Policy BE1 and BE8 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

8. Detailed sectional and elevation drawings for the treatment of the junction between the proposed extension to the corner of the Court Street and South Street and the retained barrel parapet at this junction shall be submitted and approved by the Local Planning Authority prior to the commencement of development of the Old Town Hall part of the site and shall be carried out in accordance with the approved plans.

Reason: In the interest of the appearance of this listed building and to comply with Unitary Development Plan policies BE1 and BE8.

9. Details of slab levels of the building and the existing site levels shall be submitted and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved details.

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

10. Details of rooftop plant enclosures and lift housing structure for each phase shall be submitted and approved to the Local Planning Authority prior to the commencement of the development. The structures shall be erected in accordance with the approved drawings and retained permanently thereafter.

Reason: To comply with Policy BE1 and BE8 of the Unitary Development Plan and to minimise the visual appearance of these structures

11. Details of arrangements for storage of refuse and recyclable materials for the South Street Car Park part of the site shall be submitted to and approved in writing before any part of the development hereby permitted is commenced and the approved arrangements shall be completed before any part of the development hereby approved 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 an acceptable location.

Construction Management Plan including Traffic Construction Logistics and Site Waste Management

12. No development shall commence on site on any phase 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:-
 - Rationalise travel and traffic routes to and from the site.
 - 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.
 - Measures to deal with safe pedestrian movement.
- Use of oil interceptors in trafficked areas so that there would be no discharge to ground via infiltration.
- Security Management (to minimise risks to unauthorised personnel).

- Details of the training of site operatives to follow the Construction Environmental Management Plan requirements and including Construction Logistics and Site Waste Management.
- Details of methods to liaise with the public and neighbouring sites, including procedures for receiving and responding to complaints
- 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.

Drainage

13. The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan. 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 meet the requirements of London Plan policies 5.12 and 5.13 and to reduce the impact of flooding both to and from the proposed development and third parties.

14. Development shall not commence until a drainage strategy detailing on and/or off site drainage works, have been submitted to and approved by the Local Planning Authority in consultation with the sewerage provider. No discharge of foul or surface water from the site shall be accepted into the public system until drainage works referred to in the strategy have been completed.

Reason: To comply with London Plan policy 5.14 of the London Plan and to ensure that the development does not lead to sewerage flooding and to avoid adverse environmental impact upon the community.

Archaeology

No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) Under Part A, the applicant (or their heirs and successors in title) shall implement a programme of archaeological investigation in accordance with a Written Scheme of Investigation.

C) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF.

Arboricultural Method Statement

16. No demolition, site clearance or building works shall be undertaken, and no equipment, plant, machinery or materials for the purposes of development shall be taken onto the either the Old Town Hall and South Street Car Park sites respectively until a Tree Protection Plan and Method Statement in accordance with British Standard BS: 5837 2012 is submitted to and approved in writing by the Local Planning Authority.

The statement shall include details of:

- Type and siting of protective fencing, and maintenance of protective fencing for the duration of project;
- Details of the appointment of an arboricultural consultant for the supervision of tree protection measures as detailed within the tree protection plan and method statement.

- Type and siting of scaffolding (if required);
- Details of the method and timing of demolition, site clearance and building works
- Depth, extent and means of excavation of foundations and details of method of construction of new foundations
- Location of site facilities (if required), and location of storage areas for materials, structures, machinery, equipment or spoil, and mixing of cement or concrete;
- Location of bonfire site (if required);
- Submission of pre-construction tree pruning schedule to be undertaken in accordance with British Standard BS 3998 2010, prior to the implementation of tree protection measures as detailed in the Tree Protection Plan and method Statement
- Details of the location of underground services avoiding locating them within the protected zone
- Details of the method to be used for the removal of existing hard surfacing within the protected zone
- Details of the nature and installation of any new surfacing within the Root Protection Areas. (RPA)
- Methods proposed for the watering of the trees during the course of the project

The method statement shall be implemented according to the details contained therein until completion of building works, and all plant, machinery or materials for the purposes of development have been removed from the site.

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

Contamination

17. 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.

The scheme shall be implemented in accordance with the approved components.

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.

17. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it is demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details

Reason: To comply with National Planning Policy Framework (NPPF) paragraph 109 and to protect the local and natural environment from unacceptable levels of water pollution.

Noise

18. (i) A scheme for protecting each phase of the proposed development from external noise (including glazing\facade and ventilation specifications) including balconies (which shall include imperforate screens and Class A absorption on the balcony soffits) shall be submitted to and approved in writing by or on behalf of the Local Planning Authority before development commences and the scheme shall be fully implemented before any of the dwellings are occupied and permanently maintained as such thereafter.

Reason: To comply with London Plan Policy 7.15 and Unitary Development Plan Policy BE1 in the interests of the amenity of future occupants of the development

(ii) Prior to installation of any fixed noise generating plant for each phase an acoustic assessment shall be submitted to and approved by the Local Planning Authority to prevent adverse effects from plant noise on local amenity. Once approved the plant shall be installed as approved and permanently maintained thereafter other than by the prior written approval of the Local Planning Authority.

Reason: To comply with London Plan Policy 7.15 and Unitary Development Plan Policy BE1 in the interests of the amenity of future occupants of the development

Site wide energy condition

19. Before any work on site is commenced, a site-wide energy strategy assessment and strategy for reducing carbon emissions shall be submitted to and approved by the Local Planning Authority. The results of this strategy shall be incorporated into the final design of the buildings prior to first occupation. The strategy shall include measures to allow the development to achieve an agreed reduction in carbon dioxide emissions of at least 35% above the TER level required by the Building Regulations 2013. The development should aim to achieve a reduction in carbon emissions of at least 20% from on-site renewable energy generation. The final designs, including the energy generation shall be retained thereafter in operational working order, and shall include details of schemes to provide noise insulation and silencing for and filtration and purification to control odour, fumes and soot emissions of any equipment as appropriate.

Reason: In order to seek the most up to date scheme at the time of implementation and to achieve compliance with the Mayor of London's Energy Strategy and Policy 5.2 and 5.7 of the London Plan 2011

Details of CHP system

20. Full particulars and details of the CHP system that will serve both phases, including the extract flue and dispersion modelling shall be submitted to and approved in writing by the Local Planning Authority prior to construction works commencing on site.

The details of the CHP system shall be specified to include ultra low NOx CHP equipment. The details shall include:

- The make and model of the system and details of the additional abatement technology that has been investigated for fitment to reduce air pollution emissions.
- A life cycle analysis showing a net benefit to carbon emissions from the plant.
- The type, height and location of the flue/chimney (including calculations details regarding the height of the flue/chimney).
- Certification for use of the flue/chimney in a smoke control area.
- Information on the fuel, fuel feed system, the fuel supply chain and the arrangements that have been investigated to secure fuel. Fuel usage shall be monitored for 3 years from the first operation of the plant. Details of fuel usage shall be forwarded to the Local Planning Authority annually, the first report to be forwarded 1 year after the commencement of operation of the plant.
- A breakdown of emissions factors of nitrogen oxides (NOx), particulates and any other harmful emissions from the gas fired CHP and details of any mitigation measures to reduce emissions to an acceptable level.
- An assessment of the impact of the emissions to ground level concentrations and any additional impact to surrounding buildings/ structure.

The CHP system shall be installed strictly in accordance with the details so approved, shall be implemented and fully operational prior to the first occupation of the development hereby approved, shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

Reason: The site is within an Air Quality Management Area where development is required to be designed to mitigate the impact of poor air quality to within acceptable limits.

Secure by Design

21. For each phase, the development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific needs of the application site and the development. Details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted, and implemented in accordance with the approved details. The security measures to be implemented in compliance with this condition shall achieve the "Secured by Design" accreditation awarded by the Metropolitan Police.

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

Landscaping

22. A scheme for landscaping and tree planting (including semi-mature trees) for each phase, which shall include details of all proposed hard surfacing, means of enclosure, lighting equipment and building illumination (including measures to minimise light spillage), bollards, green wall, green roofs and any other street furniture, and of planting (to include a schedule of the sizes and species of plants) shall be submitted to and approved in writing by the Local Planning Authority and completed in accordance with the approved details before the first occupation of the phase. The development shall be carried out in accordance with the approved details. The approved scheme the respective

sites hereby permitted shall be implemented in the first planting season following the first occupation of the buildings, or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced within the next planting season with others of similar size and species to those originally planted.

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

Highways related conditions

23. (i) The development for the Old Town Hall site 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. 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 before 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.

24. Prior to the commencement of the use hereby permitted, a Travel Plan for each phase shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include measures to promote and encourage the use of alternative modes of transport to the car. It 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 Plan 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.

25. Before the South Street Car Park part of the site hereby permitted is occupied arrangements shall be agreed in writing with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the vicinity of the site at any time.

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

Refuse

26 (i) The arrangements for storage of refuse and recyclable materials including the collection arrangements shown on the approved drawings for the Old Town Hall part of the site shall be implemented in accordance with the approved details before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

(ii) Details of arrangements for storage of refuse and recycling materials for the South Street part of the site shall be submitted to and approved in writing before any part of the development hereby permitted commences and the approved arrangements shall be completed before any part of the development hereby approved 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 an acceptable location.

(iii) A Refuse and Recycling Management Plan for the South Street Car Park part of the site shall be submitted and approved by the Local Planning Authority before the first occupation of each phase and shall be implemented in accordance with the approved plans and maintained permanently 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.

Restaurant extraction and ventilation

27. Detailed plans of the appearance of and the equipment comprising a ventilation system which shall include measures to alleviate fumes and odours (and incorporating activated carbon filters where necessary) for the Old Town Hall part of the site shall be submitted to the Local Planning Authority for approval; after the system has been approved in writing by the Authority, it shall be implemented in accordance with the approved details before the use hereby permitted first commences and shall thereafter be permanently retained in an efficient working manner.

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

Compliance conditions

Highways

28. Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space for each phase shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development)(England) Order 2105 (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.

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

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

30. Before any part of each phase hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided in accordance with details submitted and approved and the bicycle parking/storage facilities shall be 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.

31. Before commencement of the use of the development hereby permitted the service yard and turning space for the Old Town Hall part of the site shall be completed in accordance with the approved details and thereafter shall be kept available for such use at all times and no development whether permitted by the Town & Country Planning (General Permitted Development)(England) Order 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out in the service yard or in such a position as to preclude vehicular access to or manoeuvring in the said yard.

REASON: Development without adequate servicing facilities is likely to lead to vehicle manoeuvres inconvenient to other road users and be detrimental to the free flow of traffic and conditions of safety in the highway and would not comply with Policy T17 of the Unitary Development Plan.

32. 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)England)Order 2015 (or any Order amending, revoking

and re-enacting this Order) or not shall be carried out on the land indicated or in such a position as to preclude vehicular access to the said land.

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.

EVCP

33. One Electric Vehicle Charging Points shall be provided for the Old Town Hall Site and no less than 20% of the car parking spaces for the South Street Car Park site shall be provided with Electric Vehicle Charging Points prior to the first use of the Old Town Hall Site and the first occupation of the South Street Car Park site.

Reason: To comply with the requirements of Policy 6.13 of the London Plan 2015 and in the interests of climate change mitigation.

Wheelchair adaptable units

34. (i) A minimum of 10 hotel rooms in the Old Town Hall part of the site shall be units capable of occupation by wheelchair users. The units to be wheelchair adaptable are Nos 012, 013, 016, 018, 112, 117, 134, 170, 171 and 172 and shall be constructed in accordance with the standards set out in the Mayor of London's Town Centres Supplementary Planning Guidance 2014.

Reason: To comply with Policy 4.5 of the London Plan 2015 and to provide accommodation choice for all visitors.

(ii) A minimum of 6 units in the South Street Car Park part of the site shall be constructed to be capable of occupation by wheelchair users. The units to be wheelchair adaptable are units 00.11; 01.12; 02.12; 03.12; 04.01; 04.03 as shown on plan 13.105.18 Rev B and shall be constructed in accordance with the standards set out in the Mayor of London's Housing Supplementary Planning Guidance 2012.

Reason: To comply with Policy 3.8 of the London Plan 2015 and to provide housing choice

Lifetime Homes

35. Each of the dwellings in the South Street Car Park part of the site 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.

Air Quality

36. All non-CHP space and hot water fossil fuel (or equivalent hydrocarbon based fuel) boilers must achieve dry NOx emission levels equivalent to or less than 40 mg/kWh. Any existing boilers that do not meet this emission level must be replaced. Evidence to demonstrate that every installed boiler meets this standard will be provided to the satisfaction of and approved in writing by the Planning Authority before occupation. Subject to written approval by the Planning Authority this condition may be discharged in agreed phases.

Reason: To protect air quality and people's health by ensuring that the production of air pollutants, such as nitrogen dioxide and particulate matter, are kept to a minimum during the course of building works and during the lifetime of the development. To contribute towards the maintenance or to prevent further exceedences of National Air Quality Objectives.

Hours of operation and restricted use

37. The use of the restaurants hereby permitted shall not operate before 7am or after 12.30am, on any day, with the last customer entry no later than 11pm.

Reason: To comply with Policy BE1 of the Unitary Development Plan and in the interests of the amenities of the area..

38. The external terrace area for the Old Town Hall fronting Widmore Road hereby permitted shall no operate before 7.30am or after 11pm on any day.

Reason: To comply with Policy BE1 of the Unitary Development Plan and in the interests of the amenities of the area.

39. The 2 independent restaurants shown on the Basement plans proposed No 2863-A100_P3 and Ground Floor plans proposed No 2863-A-101 Rev I5 within the Old Town Hall part of the site shall be used for Class A3 restaurant/café use and for no other purpose (including any other purpose in Class A of the Schedule to 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).

Reason: To comply with the submitted plans and Policy BE1 of the Unitary Development Plan and in order to enable the Council to reconsider any change of use with regard to the listed building and in the interests of the amenities of the area and the vitality and viability of the town centre.

40. The hotel and ancillary hotel restaurant within the Old Town Hall part of the site shall be used for Class C1: hotels and for no other purpose (including any other purpose in Class C of the Schedule to 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).

Reason: To comply with the submitted plans and Policy BE1 of the Unitary Development Plan and in order to enable the Council to reconsider any change of use with regard to the listed building and in the interests of the amenities of the area and the vitality and viability of the town centre.

41. No deliveries in connection with construction works for each phase shall be taken at or despatched from the site and no construction work (excluding fitting out) shall take place other than between the hours of 8 am and 6 pm on Mondays to Saturdays, 10 am and 4 pm on Sundays and not at all on Public Holidays.

Reason: In order to safeguard the amenities of adjoining occupants at unsociable periods and to comply with Policy BE1 of the Unitary Development Plan

Rainwater goods only

42. Notwithstanding the Town and Country Planning (General Permitted Development)(England)Order 2015 (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 of each phases 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.

Satellite dishes

43. Notwithstanding the Town and Country Planning (General Permitted Development)(England) Order 2015 (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 any of the buildings.

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.

Children's play equipment

44. Details of children's play equipment in the communal garden of the South Street part of the site shall be submitted to and approved by the Local Planning Authority and shall be installed prior to the

first occupation of any of the residential units in accordance with the approved details and permanently retained thereafter.

Reason: To comply with Policy 3.6 of the London Plan and in the interests of the amenities of future occupants of the residential units

Public Art

45. Notwithstanding details submitted with the application details of a public art installation above the new entrance to the Old Town Hall at the junction of Tweedy Road and Widmore Road shall be submitted to and approved by the Local Planning Authority and installed in accordance with the approved plans prior to the first occupation of the hotel/ restaurant use.

Reason: To comply with Policies BE8 and BE 11 of the Unitary Development Plan in order to ensure that the installation contributes to the setting and appearance of the listed building and the Bromley Town Centre Conservation Area.

Informatives

1. D125 - Standard CIL informative

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. D10 Street naming and numbering

5. It is anticipated that archaeological trial trench evaluation will be limited to the northern plot of land. The results will inform any necessary mitigation within that area while the southern plot of land can be mitigated by a suitable programme of Observation and Recording. Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.