

Application No : 16/04563/OUT

Ward:
Orpington

Address : 18 Homefield Rise, Orpington BR6 0RU

OS Grid Ref: E: 546296 N: 166102

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

Description of Development:

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

Key designations:

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

Proposal

Outline planning permission in respect of access, layout and scale is sought for the demolition of 18-44 Homefield Rise and the erection of 105 residential units comprising 22 x 1 bedroom 2 person apartments (inclusive of 2 x 1 bed, 2 person wheelchair units), 28 x 2 bedroom 3 person apartments (inclusive of 2 x 2 bed, 3 person wheelchair units), 53 x 2 bedroom 4 person apartments and 2 x 3 bedroom 5 person apartments. 76 car parking spaces and internal/external bicycle parking provision is proposed as well as refuse storage and landscaping. The detailed design of the development including appearance and landscaping would be subject to further planning approval at the appropriate stage and are not to be considered at this point.

Details of the proposal are set out below.

- The application proposes four blocks of apartments. Block A is proposed at three storeys with blocks B, C and D proposed with four storeys. Surface car parking for 76 vehicles is located between block A and B and C and D.
- 2 x 1 bed (2 person), 15 x 2 bed (3 person), 3 x 2 bed (4 person) inclusive of 4 wheelchair accessible flats will be made available for affordable rent. 5 x 1 bed (2 person), 1 x 2 bed (3 person) and 9 x 2 bed (4 person) will be made available for intermediate rent. 40 of the remaining flats are to be shared ownership (not secured by legal agreement) with 28 units available at market rate.

- The development will front Homefield Rise with the existing entrances to the properties stopped up and replaced with two main vehicular entrance points to the east and west of the site. Pedestrian accesses are proposed from Mortimer Road to the south-east of the site and Gravel Pit Way to the west. Individual entrances to the ground floor front facing flats are taken from Homefield Rise.
- Four units are designed to be wheelchair accessible and are located within the ground floor of apartment block A. Six further units are designed to be wheelchair adaptable and are located on the ground floor of Block B, Block C and Block D.
- The four blocks are proposed to be constructed with a flat roof profile (with PV panels on top) and are to be set back from the highway by 1.8m at the closest point. The blocks are located between 7.4m-25m from the rear boundary with the dwellings sited along Lancing Road.
- The site is proposed to be bounded by 1.2m high wall and railings with secure pedestrian gates flanking the vehicle access. To the rear of the site a 1.8m high close boarded fence with defensive planting is proposed.

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

Transport statement (October 2016)

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

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

Following the receipt of comments from the Council's Highways Officer, a Technical Note was received dated 14th February 2017 which states:
'Clarification was requested in respect of parking provision and the correlation between economically active residents and travel to work by car. It is proposed that parking is provided at a ratio of 0.78 per unit which is higher than the Berkeley Homes development currently under construction (14/03316/FULL1) which has a

ratio of 0.55 spaces per unit. An assessment of those that may drive to work has been calculated and it accords with the number of parking bays on site. The assessment provides an evidence base that offsite parking, within a commuter controlled parking zone is unlikely to occur'.

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

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

Travel Plan (January 2017)

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

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

Preliminary Ecological Appraisal and Internal and External Building Survey

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

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

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

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

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

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

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

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

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

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

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

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

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

Energy Statement (September 2016)

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

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

Flood risk assessment (September 2016)

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

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

Archaeological Desk-Based Assessment (September 2016)

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

Daylight and Sunlight Assessment (October 2016)

The report states that consideration has been given to number 12 Homefield Rise which is in the immediate vicinity of the proposed development. The rear windows to this dwelling have been analysed and the results show that there will be no significant adverse impact to the access to daylight to the habitable rooms. All of the windows tested meet or surpass the BRE numerical recommendations with respect to daylight. The windows within the north facing apartments facing Homefield Rise were also assessed with no impact found to occur as a result of the proximity to the development at the Old Police Station site.

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

Air Quality Assessment (September 2016)

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

Noise Assessment (September 2016)

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

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

Statement of Community Involvement (October 2016)

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

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

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

- There is no relevant planning history relating specifically to the site. However planning permissions have been granted in the local area for the redevelopment of a range of different sites. All of these new developments are considered to contribute to the regeneration of Orpington Town.
- The Council are unable to demonstrate a five year housing land supply
- The existing houses on the site are not Listed, locally listed or in a Conservation Area
- The site is highly sustainable and accessible
- The location of the site is close to Orpington town centre and not only is the site suitable, in principle, for residential redevelopment, it is also suitable for a more efficient, optimum and higher density form of residential redevelopment.

- The application buildings would provide an appropriate transition from these buildings to the lower and more domestic scale of the housing in Lancing Road
- The scheme has been broken up into separate buildings with gaps between the buildings to ensure the scheme does not appear overbearing or monolithic.
- The scheme responds to the topography of the site with the buildings stepping down the hill to provide a varied and interesting streetscape
- The scheme has been designed to address the dual frontages at the eastern and western ends of the site
- The scheme is not of an excessive density
- The development incorporates a good sized amenity area to the rear of the buildings
- The proposed development would not give rise to any loss of daylight or sunlight into the garden area of Lancing Road nor would there be any loss of outlook or visual over dominance given the distances involved and the intervening screening

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

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

Location

- The site measures 0.75 hectares (gross site area) and is sited on the southern side of Orpington Town Centre and to the east of the High Street (Approx.80m at the closest point).
- The site is located to the southern edge of Homefield Rise and comprises 13 dwellings, Nos.18-44, and is bound by Gravel Pit Way to the west and Mortimer Road to the east. The dwellings offer a mix of semi-detached and detached one and two storey properties of a varied style and size set with plots of a generally similar size and depth and presenting a common front building line within the street scene.

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

Consultations

Comments from Local Residents:

As notified on the 21st November 2016:

- Potential noise issues
- Overdevelopment of the site
- Privacy issues to the owner/occupiers of the properties along Lancing Road

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

As notified on the 6th March 2017:

- Bromley Council refused an application in 2010 to erect a bungalow at the end of the garden of 21 Lancing Road on the grounds that the development was out of character. This application would cause a greater amount of harm.
- Since the original consultation process, the developer has not taken on board any of the public comments
- The proposals will cause significant overlooking
- Overdevelopment of the site
- Out of keeping with the character of the area
- Considerable alterations to the skyline
- Other development in the area is not suitable justification for the proposals
- The scheme is not of high quality design. This development exceeds the allocation for the site and does not contribute to the quality of the area in terms of facilities
- The development will create significant over shadowing and will be overbearing in nature
- Security will be compromised as a result of the exposure of the rear gardens along Lancing Road
- Highways Safety Issues
- There is insufficient open space within the development

- The developer makes reference to the lack of 5 year housing land supply, this is no longer the case
- Too ambitious for the site
- Object to the loss of trees

As notified on the 30th March 2017

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

Comments from Consultees:

The Council's Highways Development Engineer:

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

extended where the crossover is removed. A contribution of £5000 for such work is suggested.

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

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

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

With regard to cycle parking, the London Plan requirements would require a total provision of 190 spaces. Covered cycle spaces will be provided in close proximity of each block to provide for up to 80 cycles. An area has been allocated within the site to cater for a further 112 spaces within 2 areas, resulting in capacity for 192 cycles on site. The demand for cycle parking will be monitored via the Travel Plan and controlled via the S106. Should the travel plan highlight the demand for additional cycle parking then the additional 112 spaces will be provided. No objections to this are raised.

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

No highways objections are made to the scheme subject to conditions and the provision of the highways contribution as laid out and can be secured via a legal agreement.

The Council's Drainage Officer -

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

The Council's Street Trees Officer-

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

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

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

The Council's Environmental Health Officer (Pollution)-

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

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

Metropolitan Police Designing Out Crime Advisor-

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

Thames Water-

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

Transport for London-

The site of the proposed development is less than 270m from the A232 Spur Road, which forms part of the Strategic Road network (SRN). TFL welcome the information on trip generation in the submitted transport Assessment (TA). The overall trips will not have a negative impact on the SRN.

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

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

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

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

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

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

Historic England - Archaeology

No archaeological requirements confirmed.

Planning Considerations

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

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

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

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

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

The most relevant draft Local Plan policies include:

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

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

- 2.18 Green Infrastructure
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Children and young people's play and informal recreation
- 3.7 Large residential developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.9 Overheating and cooling

- 5.10 Urban greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood risk assessment
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.21 Contaminated land
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.13 Safety, security and resilience to emergency
- 7.14 Improving Air Quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.18 Protecting Open Space and Addressing Deficiency
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

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

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

The relevant London Plan SPGs are:

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

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

Para 17: Core planning principles
Paras 29 - 41: Promoting sustainable transport
Paras 47 - 50: Delivering a wide choice of high quality homes
Paras 56 - 66: Requiring Good Design
Paras 69-78: Promoting healthy communities
Paras 93-103: Meeting the challenge of climate change & flooding
Paras 109-125: Conserving and enhancing the natural environment
Paras 188-195: Pre-application engagement
Paras 196-197: Determining applications
Paras 203-206: Planning conditions and obligations

Planning History

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

Conclusions

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

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

Principle of Development and Housing Supply

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

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

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

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

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

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

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

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

Density

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

700 habitable rooms / 165-275 units per hectare for locations such as this provided the site is well designed, providing a high quality living environment for future occupiers whilst respecting the spatial characteristics of the surrounding area.

Development should comply with the density ranges set out in table 4.2 of the UDP and table 3.2 of the London Plan and in the interests of creating mixed and balanced communities development should provide a mix of housing types and sizes. The Council's Supplementary Planning Guidance No1 - General Design and No.2 - Residential Design Guidance have similar design objectives to these policies and the NPPF. Policies 3.3 and 3.4 of the London Plan seek to increase the supply of housing and optimise the potential of sites, whilst policy 3.5 seeks to protect and enhance the quality of London's residential environment.

As set out above, the housing density of the development would equate to 140 units per hectare which is compliant with the density guidelines set out in the London Plan and below those of the UDP. Approximately 328 habitable rooms per hectare is proposed which is slightly under the density guidelines as stipulated within the UDP but compliant with the London Plan standards which are more up to date.

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

Design

Scale

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

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

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

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

Consistent with this policy BE1 of the London Borough of Bromley Unitary Development Plan (UDP) requires new developments to be imaginative and attractive to look at; complement the scale, form, layout and materials of adjacent buildings and areas; development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features; the space about buildings should provide opportunities to create attractive settings and security and crime prevention measures should be included in the design and layout of buildings and public areas. The emerging Draft Local Plan takes a similar stance.

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

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

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

The scheme itself proposes a three storey building to the flank site boundary of Mortimer Road, with three, four storey buildings sited between 21m-6.8m between each other throughout the remainder of the site. The blocks are rectangular in shape with blocks A and D projecting a considerable way into the site, presenting a frontage to Mortimer Road and Gravel Pit Way. The development is set between 4.8m-10m from the Mortimer Road boundary and 2.8m-2m to Gravel Pit Way. The blocks are sited between 7.8-24.4m away from the rear boundaries with the properties along Lancing Road and are therefore considered compliant with Policy H9.

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

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

Whilst the detailed appearance of the development is not a matter for consideration at this stage, the overall appearance of the blocks have been substantially altered throughout the lifespan of the application to seek to demonstrate that a development of this scale can be accommodated at the site, and now propose a more contemporary, stepped massing which is considered to soften the development when viewed from Homefield Rise and the adjoining roads. The buildings appear tiered with good fenestration to brick ratio which breaks up the overall facades. The upper floors of the buildings are sited the furthest back from Homefield Rise, mitigating the overall height of the four storey building. Given the staggered massing, the verticality of the window arrangement does not accentuate

the height of the buildings as otherwise may occur, and the overall depth of the reveals and balconies add further interest to the design. Whilst the blocks are sited between 1.4-2m from the edge of the highway, the changes in the massing of the development so that the overall form is staggered back from the pavement mitigates any undue oppressive impacts and results in a form of development appropriate to its edge of town centre location. Whilst not a matter for consideration at this stage, the variety of materials proposed complements the overall form and adds visual interest to the scheme whilst retaining some of the materiality found within the surrounding residential properties. If the application were to be considered acceptable overall, at the detailed stage a high quality design and materials would need to be secured.

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

Layout:

The proposed layout, overall, provides adequate separation between the flats and neighbouring development in compliance with Policy H9, allowing good opportunities for soft and hard landscaping and retaining existing mature landscaping on and around the site, further details of which will be dealt with at the reserved matters stage. Generous spacing is provided between the blocks, between 21m-6.8m which allows for the implementation of planting and prevents the development appearing dominant and monolithic in its appearance. The buildings can be considered to frame the front and flank elevations of the site, allowing for the retention of open, landscaped space to the rear to allow for the maximum spatial separation distance between the proposal and the existing residential dwellings along Lancing Road whilst creating an active and interesting frontage on approach into the Town Centre. Matters of appearance of the development from the dwellings along Lancing Road will be dealt with elsewhere in the report.

Officers do note that the gates were a response to security concerns raised by neighbours, however the removal of these in replacement with soft landscaping which is replicated throughout the parking area, is considered beneficial to the overall aesthetical appearance of the scheme specifically in the retention of a more spacious appearance in keeping with the wider residential area. Additional defensive planting is proposed along the rear boundary with a 1.8m fence which Officers consider any concern regarding potential security impact to be allayed as a result of this. Further details of the boundary will be conditioned for submission should permission be forthcoming.

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

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

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

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

Refuse/recycling storage has been considered in the proposed layout and are located within an integral location close to the main entrances of the blocks which

is found to be acceptable. Cycle storage is proposed within an integral position within the blocks with indicative external sites identified should they be required.

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

Housing Issues

Unit Size Mix:

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

Affordable Housing:

Affordable housing will be sought on sites capable of providing 11 dwellings or more, a site area of 0.4ha or on sites providing over 1000 square metres of residential floorspace. The London Plan, at policy 3.8, states that Londoner's should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments. Policy 3.12 requires the maximum reasonable amount of affordable housing to be sought on schemes having regard to current and future requirements at local and regional levels and the London Plan's target of an average of at least 17,000 more affordable homes per year in London. Development proposals are required to create mixed and balanced communities with the size and type of affordable housing being determined by the specific circumstances of individual sites. In order to give impetus to a strong and diverse intermediate housing sector, 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale. Priority should be accorded to provision of affordable family housing.

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

The Applicant is proposing 77 affordable dwellings which equates to a 73% provision (by unit), however only the policy compliant level of 35% provision will be secured via the section 106 agreement. The units to be secured are predominantly located within apartment block A with the intermediate rented properties sited within block B. 4 x 1 bedroom units (including 2 accessible wheelchair units) and 18 x 2 bedroom units (including 2 accessible wheelchair units and one wheelchair adaptable unit) are to be made available for affordable rent. 5 x 1 bedroom units and 10 x 2 bedroom units are to be made available at intermediate rent which equates to a 35% provision by habitable room and unit number. The affordable dwellings are provided at varying sizes which is encouraged including one and two bedroom apartments, of which it is agreed there is the greatest requirement. This equates to a 59.5%-40.5% split in tenure in favour of affordable rent which is considered compliant with the London Plan standards as outlined and acceptable for the size of the development being provided and reflecting upon local need. Four affordable rented wheelchair accessible properties and one wheelchair adaptable property are located within the ground floor of block A and block B which equates to just over 10% provision and deemed acceptable. 5 further wheelchair adaptable dwellings are sited throughout the development, one which is to be made available for intermediate rent and the rest within the market units. The wheelchair units are also identified as being capable of adaption for use by wheel chair users in accordance with the design requirements set out in the South East London Housing Partnership Wheelchair Homes Design Guidelines. Members may consider this provision acceptable and should planning permission be forthcoming the delivery of Affordable Housing can be secured by way of legal agreement.

Standard of Residential Accommodation:

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

The 2016 Minor Alterations to the London Plan adopted the DCLG Technical Housing Standards - nationally described space standard (March 2015) which standard 24 of the SPG says that all new dwellings should meet. Furthermore, the Minor Alterations at paragraph 3.48 state that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. As set out in approved document part M of the Building Regulations - Volume 1: Dwellings, to

comply with requirement M4 (2), step free access must be provided. Generally this will require a lift where a dwelling is accessed above or below the entrance storey. In accordance with the Technical Housing Standards, the minimum gross internal areas specified for new dwellings will not be adequate for wheelchair housing (Category 3 homes in Part M), where additional area is required to accommodate increased circulation and functionality to meet the needs of wheelchair users.

The proposed units all comply with the space standards set out in the Technical Housing Standards and the proposed wheelchair accessible units (plot 3, 4, 6 and 7 within Block A) will have an internal area of 62sqm (1 bedroom, 2 person) and 77sqm (2 bedroom, 3 person), in excess of the minimum floor space standards of 50sqm and 61sqm respectively and larger than the other one and two bedroom apartments within the block. Detailed layouts for the wheelchair apartments confirm that this unit will be able to meet the requirements of Part M4(3) of the Building Regulations which will be secured by way of legal agreement.

With regards to Part M4(3) (wheelchair user dwellings) additional supporting information has been provided which show that units 22 (Social Rent), 24 (Affordable Rent), 50, 52, 83 and 84 are wheelchair adaptable which accounts for just under 10% of the market housing. Should the application be considered acceptable overall, conditions would be required to secure the relevant category of building regulations for the units which are wheelchair accessible and adaptable and those designated as wheelchair user dwellings.

Based on the expected child occupancy of the development, the London Plan requires a minimum 241.6 square metres of play space for the development. Each unit would be provided with both private and communal amenity space. Furthermore, the proposed layout of the development provides open green space to the rear of the development of a considerable size and appropriate scale to facilitate doorstep play. It is therefore considered that the proposal would provide adequate play space for occupiers of the development.

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

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

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

Impact on neighbouring amenity

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

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

The dwelling most impacted by the development would be that to the west at number 12 Homefield Rise which is sited 20.5m from the flank elevation of Block D to the nearest habitable room window. Block D extends for 35m between 2-3m from the boundary of the site at four storeys, 15m from the boundary with 12 Homefield Rise. It is noted that there are several habitable room windows and projecting balcony space along this elevation which may give rise to some overlooking into the rear amenity space, however given the oblique angle between the proposed plot and the rear of number 12, no direct overlooking into the rear of the neighbouring dwelling is considered to occur. Further to this, the visual impact of the scheme when viewed from number 12 Homefield Rise is further mitigated by the separation distance between Block D and the neighbouring properties. Members may therefore consider that the impact of the scheme upon the privacy and outlook of the owner/occupiers of 12 Homefield Rise is acceptable.

With regard to any potential daylight and sunlight impacts, the only property identified within the affected zones of the development within the submitted daylight/sunlight assessment submitted would be the property at number 12 Homefield Rise. The report states that there are no habitable room windows within the flank gable end of number 12 however there are habitable rooms sited to the rear. The rear facing windows have been assessed with the proposed development in place and opaque trees present. All the rear facing windows within number 12 has been assessed with the proposed development in place and opaque trees present. All windows have a Vertical Sky Component (VSC) greater than 27% and the daylight to these windows is within the BRE guidance performance criterion and therefore Members may consider there to be no significant adverse impact to the access to daylight to these habitable rooms.

The dwelling at number 46 Homefield Rise is sited to the east of the development, adjacent to Mortimer Way. The development is proposed to extend at three storeys along the eastern boundary of the site for 36m in length with habitable room windows and balconies along this elevation. Again, whilst the development would cause some overlooking of the rear amenity space, the angle of overlooking would be so oblique that Members may consider that there would be no loss of privacy with regard to the rear facing windows. Whilst there will be some visual impact of

the development when viewed from number 46 as a result of the extent of the depth of the development, given the considerable change in land levels and separation distance as well as the three storey height of the block, this is not considered to be so significant to warrant the refusal of this application. Furthermore, given the change in land levels, the ridge height of the proposed three storey block is to be no higher than number 46 Homefield Rise which further mitigates its prominence.

Several comments have been raised from the neighbouring properties along Lancing Road whose rear amenity space adjoins the site to the south and south-west, specifically with regard to loss of privacy, overshadowing, loss of light and impacts to outlook. Blocks A and D are the closest sited 7-8m from the rear common boundary with numbers 43-23 Lancing Road. The dwellings along Lancing Road closest to the proposed development are those at numbers 43-39 with number 41 sited 31.2m from the rear elevation of Block A at the nearest. Whilst it is noted that there are habitable room windows and balconies which face onto the rear of the gardens of 43-23 Lancing Road, these are located between 7-8m from the common boundary and between 31.2m- 65.2m from the neighbouring rear elevations, increasing in distance from the development from east to west. The separation distances provided are considered satisfactory to prevent any loss of privacy or overlooking which is further mitigated by the length of the rear gardens along Lancing Road. The overlooking is further mitigated by the mature planting sited along the rear boundary which will be further increased with the provision of increased planting to the rear which can also be secured through the submission of a landscaping plan at the reserved matters stage.

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

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

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

In terms of residential amenity within the site, the four proposed blocks are sited between 21m- 6.8m at the closest point between Block C and Block B. Whilst some windows within the flank elevations of Block C and Block B are secondary windows to living rooms/kitchen spaces and can be obscurely glazed, the primary windows are to bedrooms and it is acknowledged that there is a constrained relationship with regard to potential overlooking. It is considered however that the primary outlook of the windows is to the front and rear of the site and mitigation methods to prevent a detrimental loss of privacy can be a matter to be dealt with at the reserved matters stages i.e. with the offsetting of the windows/use of restrictors. On this matter, Members may consider the relationship acceptable. Details regarding screening along private amenity spaces, specifically close to entrance ways, to prevent mutual overlooking can also be dealt with under reserved matters.

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

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

Parking and cycling provision and Highways impacts

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all

people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Para.32).

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

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

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

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

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

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

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

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

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

Landscaping, Trees and Ecology

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

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

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

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

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

Comments from the Tree Officer note that the properties to be demolished are not subject to any tree restrictions in terms of Tree Preservation Orders (TPO) and the site is not located within a conservation area therefore there are no constraints on the removal of trees. The Landscape Masterplan that has been submitted indicates

the general landscape arrangement, including the positioning of new tree planting. The concept is supported, however, a landscape scheme needs to include the specifications of trees to be planted and the selected species and this is a matter that can be considered at the reserved matters stage should Members grant permission.

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

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

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

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

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

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

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

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

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

Site wide energy requirements

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

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

With regard to the zero carbon requirements, it is acknowledged that although the scheme achieves the minimum 35% reduction through high efficiency measures and on site renewables however the Applicant states that there is little scope to reduce this any further. Therefore as the remaining offset to achieve 'zero carbon' cannot feasibly be met on site; a payment in lieu for carbon offsetting will apply and can be secured via the section 106.

Air Quality

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

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

and Bromley's AQMA it is also recommended that the Applicant submit a construction logistics plan.

Drainage

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

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

Planning Obligations

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

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

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

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

The applicant has agreed, in principle, to pay contributions for health and education. Highways contributions of £5000 have been agreed to provided waiting

restrictions along the entrance to the development and also for a car club membership of 3 years. A payment in lieu for carbon off-setting is also required and agreed to which can be secured via the legal agreement.

The scheme would also be subject to Mayoral CIL.

Summary

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

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

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

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

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

as amended by documents received on 30.03.2017

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 (i) Details relating to the appearance and landscaping shall be submitted to and approved by the Local Planning Authority before any development is commenced.**
- (ii) Application for approval of the details referred to in paragraph (i) above must be made not later than the expiration of three years beginning with the date of this decision notice.**

(iii) The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the details referred to in paragraph (i) above, or in the case of approval on different dates, the final approval of the last such matter to be approved.

REASON: Section 91, Town and Country Planning Act 1990.

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

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

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

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

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

- 4 Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.**

In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

- 5 The development hereby permitted shall be carried out in complete accordance with the survey, mitigation and biodiversity enhancement recommendations outlined in the Ecological Appraisal document accompanying the application. Any deviation from these**

recommendations shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing.

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

- 6 Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.**

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

- 7 The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.**

In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.

- 8 Details of a scheme of lighting for the whole site including the car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter**

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

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

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

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

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

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

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

- 12 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' for the units identified in the application within Blocks B, C and D as non-wheelchair units and shall be permanently retained thereafter.**

To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants

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

REASON: To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants."

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

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

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

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

- 16 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.**

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

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

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

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

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

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

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

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

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

- 21** The existing accesses shall be stopped up at the back edge of the highway before any part of the development hereby permitted is first occupied in accordance with details of an enclosure to be submitted to and approved in writing by the Local Planning Authority. The approved enclosure shall be permanently retained as such.

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

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

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

23 Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

24 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

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

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

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

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

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

The statement shall include details of:

Type and siting of protective fencing, and maintenance of protective fencing for the duration of project;

Type and siting of scaffolding (if required);

Details of the method and timing of demolition, site clearance and building works

Depth, extent and means of excavation of foundations and details of method of construction of new foundations

Location of site facilities (if required), and location of storage areas for materials, structures, machinery, equipment or spoil, and mixing of cement or concrete;

Location of bonfire site (if required);

Details of the location of underground services avoiding locating them within the protected zone

Details of the method to be used for the removal of existing hard surfacing within the protected zone

Details of the nature and installation of any new surfacing within the protected zone

Methods proposed for the watering of the trees during the course of the project

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

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

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

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

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

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

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

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

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

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

32 A badger update survey shall be undertaken and the findings and conclusions of the appraisal shall be submitted in writing to the Local Planning Authority for approval in writing. If any badgers are discovered, details shall be submitted to and approved in writing by the Local Planning Authority of the timing of the works and any necessary mitigation measures. The works shall be carried out in accordance with the approved timing and mitigation measures.

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

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

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

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

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

You are further informed that :

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

In the interests of highway safety

- 2** You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)). If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL
- 3** Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control or their Approved Inspector of the requirements of these conditions prior to the commencement of development."

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