

**Application No : 18/05184/FULL1**

**Ward:  
Cray Valley East**

**Address : Allied Bakeries, Cray Avenue,  
Orpington BR5 3RT**

**Objections: Yes**

**OS Grid Ref: E: 546965 N: 167723**

**Applicant : N/A**

**Description of Development:**

Phased redevelopment of Allied Bakeries site. Part demolition of former bakery. Retention of original office and tower. Redevelopment and alterations to retained distribution warehouse and workshop. Creation of two new industrial units for B1(b), B1(c), B2 & B8 uses including service road, yards, parking and landscaping.

**Key designations:**

Conservation Area: St Mary Cray  
Areas of Archaeological Significance  
Biggin Hill Safeguarding Area  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding  
Sites of Interest for Nat. Conservation  
Smoke Control SCA 26  
Urban Open Space

**Proposal**

- Partial demolition of the former bakery (8700 m<sup>2</sup> GIA) including southern wing of existing office building attached to 1930s tower
- demolition of redundant structures associated with the former bakery factory including 7 silos and various outbuildings
- retention and refurbishment of current distribution section (including extension to retained northern elevation measuring 9.5m in width), office and tower
- retention and refurbishment of existing vehicle maintenance workshop located adjacent to the southern site boundary
- construction of two new units totalling 9219 m<sup>2</sup> GIA for proposed employment uses falling within B1(b), B1(c), B2 and B8 use classes resulting in a net gain of 519sqm floorspace:
  - Unit 1 measures 75m long x 47m wide x 12.6m high to the parapet from FFL
  - Unit 2 measures 80m long x 67m wide x 12.6m high to the parapet from FFL
- associated service yards, parking, landscaping, infrastructure and creation of new substation
- new HGV access into the site (via the existing access off of Cray Avenue);

- reconfiguration of parking areas moving staff and visitor parking from the north of the site to a refurbished parking area in the south west corner of the site, to provide a total of 171 car parking spaces
- removal of existing vehicle wash from northern boundary of the site and proposed new vehicle wash and fuel storage building in the north eastern part of the site
- a phased approach is proposed as follows:

### Phase 1

- Demolition of former bakery down to slab level excluding original office and tower;
- Removal of silos ancillary buildings/ structures and fuel pump;
- Formation of new site road that will run between Unit 2 and Allied Bakeries main warehouse;
- All works to Allied Bakeries main warehouse and vehicle maintenance workshop;
- Fencing around Allied Bakeries and new access gates;

### Phase 2

- Demolition and associated ground works from slab down;
- New substation;
- Stripping back of former Allied Bakeries office and tower to structure;
- Creation of unit 1 warehouse and unit 2;
- Formation of new site access to unit 1 and 2 along with yards and parking areas;
- Landscaping;
- Fencing and access gates around unit 1 and 2.

The application was supported by the following documents:

- Planning Statement
- Design and Access Statement
- Air Quality Assessment:

The proposed development is expected to achieve air quality neutrality with respect to building and transport emissions, in all scenarios, with the incorporation of inherent mitigation measures. The proposed development includes a number of green measures that will reduce emissions. These include:

- a Travel Plan, which will encourage a modal shift to less polluting vehicles;
- electric air source heat pumps; and,
- 20% provision of electric vehicle charge points for the proposed industrial units' parking.

The demolition of the existing buildings and construction of the proposed development could give rise to emissions that may cause some dust soiling effects on adjacent uses. However, by adopting appropriate mitigation measures to reduce emissions and their potential impact, there should be no significant residual effects.

- Arboricultural Report:

The only trees on the site are along the boundary with Cray Avenue. The majority are early mature Norway maple, together with lime, which are providing good amenity values. Seven trees are proposed for removal, with 3 of these needing to be removed to facilitate the development. Two Norway maples (T2 and T3) which need to be removed for a new electricity sub-station are found to be significant. The others are to be removed for sound arboricultural management. Tree protection is recommended for retained trees. None of the trees recommended for felling were considered suitable for bat roosts.

- Archaeology Desk Based Assessment:

The site can be considered likely to have an archaeological potential for the prehistoric, Roman, Anglo Saxon and Medieval periods. Past post depositional impacts are considered likely to have been severe as a result of twentieth century industrial/commercial development. Proposals include the commercial redevelopment of the study site, largely on the footprint of existing buildings, with the retention of elements of the 1930s building. Additional archaeological mitigation measures are anticipated in advance of construction impacts, to be secured by condition to the granting of planning consent.

- BREEAM Pre-Assessment:

This concludes that the predicted BREEAM score likely to be achieved for the proposed development, based on the commitments and assumptions from the design team, is BREEAM Very Good

- Built Heritage Statement:

This concludes that, due to the removal of the factory, this will impact the historical interest due to the small degree of group value found. However, overall it considers there will be less than substantial harm caused to the non-designated heritage asset on the site itself. Furthermore, it anticipates that no harm would be caused to the significance of the surrounding designated heritage assets (the Conservation Area), nor would it detract from views into or out of the Conservation Area.

- Energy Strategy Report:

The results of the energy assessment show that the carbon dioxide emissions reduction in the proposed buildings will be a 35% improvement on the Target Emission Rate (TER) thus demonstrating compliance with Policy 5.2 of The London Plan 2016. The results also show a 15-16% CO<sub>2</sub> reduction using on-site renewable energy generation thus demonstrating compliance with Policy 5.7 of The London Plan 2016.

- External Lighting Proposals:

The external lighting scheme shall be designed in accordance with the relevant standards including British Standard BS12464-2 'Lighting of work Places - Part 2 Outdoor Work Places' and BS5489-1 'Code of Practice for the Design of Road Lighting'.

- Flood Risk Assessment:

The Environment Agency online flood zone map indicates that the site is located mainly within Flood Zone 2, with a portion of the site in Zone 3. According to PPG proposed industrial development is classified as "less vulnerable" development which is considered appropriate in Zone 2. Flooding on the site will occur for this event at all the low-lying external areas only and therefore subject to compensation requirements. The development proposal allows for the flood compensation as required for this site.

As this site has been previously developed, 50% reduction of the existing outfall points has been calculated, which gives a total flow of 181.2 L/s for full bore flow. This flow rate would be equal to the existing site 15-year return period flow. Bromley Borough Council drainage engineer has stated that the accepted Qbar rate of 20L/s is to be used for this site.

The proposed re-developed scheme has numerous constraints in redeveloping the site in that it is being built on a site that will only be part demolished with a portion of the site maintained and used by Allied Bakeries. In addition, there is a listed building on the redeveloped portion which will need to be maintained. The site is also located in a flood zone and therefore levels are fixed on the site.

The resultant peak flows from the developed site have been assessed against SUDS Hierarchy with porous paving and / or cellular tanks as being appropriate for use on this site. A drainage strategy has been completed.

This flood risk assessment has concluded that:

- The sequential and exception test have been applied as part of the assessment which shows that the proposed development and use at this site is appropriate;
- the site is far enough inland not to be at risk of any tidal flooding event;
- flood risk from surface water is considered very low for the site following development;
- flood risk from other sources - groundwater, sewers, reservoirs and artificial sources - is demonstrated to be low;
- the development will have no impact on other forms of flooding;
- overall, taking into account the above points, the development of the site should not be precluded on flood risk grounds.

- Land Quality Assessment:

This concludes that the development is unlikely to pose a potential risk to sensitive controlled water receptors. The site also tested very low for ground gas.

Asbestos containing materials (ACM) were encountered within soil samples analysed in the Made Ground at low levels. However, the contamination will not present a significant risk within the future redevelopment scenario as it is located beneath concrete slabs and hardstandings, which will act as a segregating layer. Due to the age of the building, the potential presence of asbestos containing materials cannot be discounted and a full asbestos survey is recommended prior to demolition.

- Noise Impact Assessment:

This predicts the noise arising from plant and activity at the subject site and assesses it in accordance with the requirements of BS4142 2014 and other appropriate guidance. It considers the level and type of activity that will occur and the operation of associated mechanical plant to be installed and assumes typical 'busiest' conditions.

The report concludes that, even in a worst case scenario, the noise emitted from the site from fixed plant and general activity at the nearby residence would not exceed the representative background noise level during both the daytime and night-time periods at the nearest affected residences and would not be significant either for daytime or night time

The predicted noise levels at the adjacent office/warehouse building have also been assessed and the results indicate that the proposed development is unlikely to give rise to significant adverse impact inside these premises.

Furthermore, the proposals include a 4 metres high acoustic barrier to be installed along the eastern boundary of the yard of proposed industrial Unit 2.

- Preliminary Ecology Appraisal:

This found that the site could potentially provide habitat to support protected species such as bats and was found to support breeding birds. However, as the current proposals do not stand to affect the area considered to provide low bat roost potential no further surveys for these species have been recommended. A large flock of pigeons were determined to be using the roof of the existing structures due to be removed and therefore a precautionary approach to works is recommended.

Recommendations and enhancements:

- Works should be undertaken outside of the main bird breeding season which runs from March to August inclusive, with clearance works possible between September and February;
- Additional bird nesting and bat roosting provision could be incorporated into new design proposals;

- Where possible additional tree and shrub planting could be incorporated into the landscape proposals to enhance the areas value to wildlife post works - Planting should include a high proportion of native species and be of local provenance where possible.

- an updated habitat survey should be undertaken if more than 24 months have elapsed between the survey and the point at which any development decisions have been made at the site.

- Service and Delivery plan:

The new units and retained distribution centre will be accessed via the existing northern most access on to Cray Avenue, which is suitable for vehicles turning both left and right. A separate access to the south off Cray Avenue, will serve the Allied Bakeries staff car park.

The site layout has been designed so that vehicles can circulate the car parks. Tracking analysis of a large car has been undertaken to demonstrate that one can enter the site and park safely, before exiting the site in a forward gear. Tracking analysis has also been undertaken of HGVs and refuse vehicles to demonstrate that it can enter the site, load and unload, turn within the site and leave within a forward gear.

- Statement of Community involvement:

This sets out the reasons why the applicant did not consider it necessary to carry out consultation with the community in this instance. Namely:

- The proposed footprint is not sufficiently larger than the existing area.
- There is no change of use.
- The transport report shows that deliveries have decreased compared to when the bakery was operational.
- The nearest resident is across the river to the east 90m away from the existing building. Neither of the new units will be any closer.
- The main focus for public interest would be the tower and original office block, which is being kept, and taking back to the original look and feel.

- Transport Statement:

This concludes that the proposal accords with national and local transport related policies and can be accommodated without detriment to the safety or operating capacity of the local highway network.

Safe and suitable access to the Application Site will be provided and the proposal will not prejudice the free flow of traffic on the adjoining highway.

Furthermore, the Application Site is located close to a good network of public transport links as well as being integrated into the local pedestrian and cycling infrastructure and the proposal will make appropriate provision for car and cycle parking. The proposed development is considered to be well located to encourage people to travel to the Application Site by means other than the private car.

- Travel Plan:

This seeks to provide clear initiatives to encourage all site users to access the development via non car modes.

This Travel plan will be initiated once the development is completed but prior to occupation. The Travel Plan coordinator will provide a full Travel Plan upon completion of the site. The Travel Plan Coordinator will implement the plan and control the day to day management of the Travel Plan, which will include consultation with the London Borough of Bromley and TfL.

It concludes that the framework established by this Travel Plan is sufficiently robust to deliver more sustainable travel choices in relation to the site. At the same time, it maintains a degree of flexibility to enable the Travel Plan to respond to changing circumstances and continue to deliver more sustainable transport choices into the future.

### **Location and Key Constraints**

- Strategic Industrial Location
- Area of archaeological significance
- Biggin Hill safeguarding area
- London City Airport safeguarding area
- Site of interest for Nature Conservation
- Adjacent Urban Open Space
- Flood Zones 2 and 3

The application site, which measures 4.22ha, is located to the east of Cray Avenue, a strategic route and part of the A224. The site is located within a Strategic Industrial Land (SIL) allocation known as St Mary Cray. It hosts a former bakery which was closed in 2015, although bread is still distributed from this site. The existing site accommodation consists of circa 16,474 m<sup>2</sup> GEA dedicated to storage and distribution uses and the former bakery use.

The site hosts a locally listed building along the Cray Avenue which incorporates a two storey building with four storey tower dating from the 1930s. The rear of the site includes pitched roofed single storey industrial buildings whereas to the north an area of the site is laid over for the use of lorry and vehicle parking in association with the distribution facility.

To the south is the existing distribution centre that hosts a variety of single storey commercial buildings.

The site sits within a wider industrial area which continues north along Cray Avenue and Sevenoaks Way. To the north and west of the site is warehousing, whereas to the east is the River Cray which is a Site of Importance for Nature Conservation (SINC) and is also designated as Urban Open Space. Residential properties are located approximately 900m to the east of the site within the St Mary Cray conservation area.

Further to the north is the Lagoon Road industrial area and the Nugent Retail Park approximately 300m from the site.

The vehicular access to the site is taken from Cray Avenue, to the west of the site, and there are additional accesses from Cray Avenue in the centre and south of the site. St Mary Cray train station is located 0.75km to the north-west of the site.

The site is within Flood Zones 2 and 3 and the Environment Agency has classified the superficial deposits as a Secondary (A) Aquifer and the bedrock geology as a Principal Aquifer. The Site has the potential for groundwater flooding.

### **Comments from Local Residents and Groups**

Nearby owners/occupiers were notified of the application and no representations were received.

### **Comments from Consultees**

#### Conservation Officer:

The site contains a locally listed office which was originally part of the Tip Top Bakery and dates from 1939. It was designed in the modernist style with a later wing added to the right hand side. On this basis the element proposed for retention is the original structure. As the building is outside a CA it does not benefit from any statutory protection. NPPF policy 197 requires us to take a balanced view when assessing the scale of any harm or loss to a non designated heritage asset. Policy 39 relates to locally listed building as part of the BLP.

Whilst the proposed additions are larger than what I would have wished for, there is a clear benefit in the retention and restoration of the original locally listed building. In that respect I would not raise any objections to the proposal subject to a materials condition.

#### Highways:

The application site historically comprised two operations, the bakery production area (which has been vacant since its closure in 2015) and the associated distribution centre which remains operational. The proposal will see the existing main building reduced in size from around 16474m<sup>2</sup> to 7758m<sup>2</sup> and the provision of 2 new buildings with a total area of 9558m<sup>2</sup>.

The access arrangements to the site are remaining as they are. The main access serves the new units and the lorry / van movements from the Allied Bakeries distribution site. There is a separate access to the Allied Bakeries staff car park. I assume the level of trips, particularly HGV trips, associated with the Allied Bakeries distribution centre will not alter with the redevelopment.

The site is within a moderate (3) PTAL area. The application indicates there are 171 car parking spaces, 10 disabled spaces and 86 lorry spaces. The site layout



plan seems to have 159 car spaces with 10 disabled spaces and 73 HGV and van spaces. It may be helpful to clarify the layout. Regarding the new units the larger amount of parking seems to be associated with the smaller Unit 1. The car parking for the new and existing uses will use different accesses so each occupier will be able to control their own parking area.

The parking provision (with 159 spaces) equates to 1 car space per 109m<sup>2</sup> which is within the 1 space per 100m<sup>2</sup> - 600m<sup>2</sup> range in the London Plan and the old UDP. It is at the top end but I would not want to anything more than a minimal reduction in parking provision as it would be likely to add to the demand for on-street parking in the nearby roads.

There would be a requirement of around 50 cycle parking spaces. These should be spread across the site and can be located within buildings for added security.

Spaces for blue badge holders and electric vehicle charging points should be in line with London Plan standards.

Additional highways comments further to amended/additional info:

There are 2 additional parking spaces shown on the site plan in the parking area in the north-west corner of the site. This would have a minimal impact and I would have no issue with the change.

There is also a Technical Note in response to TfL's comments. TfL were concerned there was over-provision of parking on the site although I was happy this was in line with standards and a reduction could mean an increase in parking on nearby roads. The Note goes through a more detailed justification of the parking and also clarifies other points raised by TfL. I do not know what TfL's response is but I would still support the level of parking provision. I would not alter my previous comments.

Conditions are recommended.

Environmental Health Pollution Officer:

*Noise:*

The general vehicle parking in the 'north east' (top right of the plan) appears to be getting repurposed for heavier vehicle parking and manoeuvring, and the 4m high acoustic barrier is contained within the site - OK/good if the noise from the delivery bay operations adjacent to the barrier are those being attenuated (the barrier needs to be close to either the noise source or the noise receivers to be effective), but not so good if noise from the lorry wash or vehicle movement noises in the commercial vehicle park/vehicle turning area could be an issue.

The Spectrum report (ref DP342/18208 Rev 0) gives details of the existing noise climate and makes predictions for the proposed use. The Conclusion is that subject to the installation of a noise barrier on part of the boundary, the noise generated by the proposed use will not exceed the representative background noise at any time during the daytime or night-time. I agree with this conclusion and recommend that a Condition be imposed regarding the construction of a 4.0m noise barrier (see

below). I note the applicants' desire to have minimal restrictions regarding hours of use and apart from such conditions being unnecessary may be difficult to defend on appeal given the round-the-clock operation at present. Any other form of condition seeking to impose maximum noise levels would be hard to enforce with several site operators.

*Contaminated land:*

The Phase I/II Geo-environmental Site Assessment carried out by TRC Companies Ltd identifies a number of potential pollutants. Asbestos was found in the soil and I would recommend a Condition (see below) to prevent risk to workers, neighbours and the general public. As no other contaminants were detected at levels which would require further consideration my view is that a Condition is not necessary. An Informative should however be attached concerning discovery of unexpected contamination.

*Air Quality:*

While accepting that it's historical industrial land usage with 24h operation, we're going from one generally large use and the support infrastructure around it, to smaller plot usages. Emissions could reduce from large plant (which may have had emissions impacts further away) to smaller plant (which could have more local impacts). There's also clarification of van parking and HGV turning shown suggesting greater vehicle movements and associated emissions. We have, in more recent years, sought 'air quality neutral' developments, with GLA thoughts starting to turn towards air quality positive developments, with our current air quality action plan indicating some aspects of development where we aim to encourage improvements in air quality, the use of cleaner or more efficient technologies, etc.

Accepting a general industrial historical use of the site, not knowing what use is likely to go where makes predicting and mitigating impacts from future land use more difficult. Further clarity on this would be helpful, especially given the ability now to apply for change of use from office to residential in some cases, and with some of the admin/office buildings remaining.

Further EH comments following receipt of the Air Quality Assessment (AQA):

The AQA states:

"The proposed occupiers for units 1 & 2 are currently unknown as the units are being developed on speculative basis. However, due to the layout of the site, the size of the buildings, number of loading doors and yard area; we are able to confirm that the units are not appropriate for O2 Employment: G - Parcel distribution centre. We can confirm these units will be used for general industrial purposes, and as such feel O2 Employment: C - Industrial Unit is the most appropriate worst case scenario land use category for the site." (my emphasis).

It's good to get this clarification as this may have a bearing on other aspects of the development, e.g. their acoustic impact study, in addition to air quality impacts, so we will probably want to ensure that the Use Classes assigned to those buildings reflects what they are actually or are most likely to be used for rather than what was originally applied for.

*Lighting:*

I would recommend that a Condition be imposed regarding fixed lighting on the site.

*Construction Management Plan:*

The CMP submitted with the application is, in my opinion, adequate and no further documents would be required.

Drainage Engineer:

The submitted information including "Flood Risk Assessment" carried out by Bradbrook Consulting with Ref No. 18-074R\_001 dated 11/02/2019 Rev C, and Revised FRA part 2 to incorporate an Attenuation Tank with 350m<sup>3</sup> capacity and porous car park to limit surface water run-off to 20l/s are acceptable. A condition is recommended to ensure that the drainage scheme is carried out as approved.

Transport for London (TfL):

1. The proposed development is located on the A224 Cray Avenue, which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.

2. It is understood that the proposals include the partial demolition of the existing bakery building, the erection of 2 new units (Use Class B1(b), B1(c), B2 and B8) with gross internal areas of 3,349m<sup>2</sup> and 5,870m<sup>2</sup> respectively, and modifications to the retained buildings. The remainder of the existing bakery structure will continue to operate as a distribution center with a gross internal area (GIA) of 7,553m<sup>2</sup>.

3. The existing car parking will be reconfigured as part of the proposals, to provide a total of 171 car parking spaces. The total car parking provision for the site is considered to be excessive, and should be significantly reduced for compliance with draft London Plan policies T1 and T6.2 for the following reasons:

a. Draft London Plan Policy T6.2(C) states that "car parking provision at Use Classes Order B2 (general industrial) and B8 (storage and distribution) employment uses should take account of the significantly lower employment density at such developments". Based on the average employment density for B2 Use, TfL considers that around 54 car parking spaces for staff would be reasonable for a development of this scale.

b. The 2011 Census data within the Transport Statement (TS) suggests that 49% of staff would be expected to travel by car. The planning application documents state that there could be around 235 full time staff, therefore around 115 staff would be expected to drive. Therefore the proposed car parking at 171 spaces is 56 spaces above the demand, assuming that all staff would be on site at once, which is highly unlikely. This is considered contrary to draft London Plan policy T1, and the strategic objective for 80% of trips in London to be made by walking, cycling or public transport by 2041.

c. Furthermore, the site is located within an area with a Public Transport Access Level (PTAL) of 3/4, on a scale of 0 to 6b. Bus stops serving 6 bus routes are accessible within 200 metres of the site, and the A224 Cray Avenue features a segregated pedestrian/cycle route along much of its length allowing for good north/south connections towards both St Mary Cray and Orpington rail stations within a 20 minute cycle. This suggests that the site is well connected to local public transport services, and this supports the reduction in car parking provision for staff.

d. Parking for Blue Badge holders and the provision of Electric Vehicle Charging Points (EVCPs) should be provided in line with the draft London Plan standards.

4. The trip generation for the existing site is not considered to reflect the current situation, as it is understood that the site has been vacant for a number of years. Automated Traffic Count (ATC) surveys were undertaken for the A224 Cray Avenue, and should be undertaken for the existing site to identify the current trip generation.

5. The applicant should provide a breakdown of the trip generation for the proposed development by mode, to enable TfL to consider the impact on existing public transport services in line with draft London Plan policy T4.

6. Whilst the vehicle trip generation for the proposed development (23 two-way trips in the AM and 33 two-way trips in the PM), is not expected to have a significant impact on the SRN, the proportion of HGV trips should be confirmed. TfL requests that HGV trips during the peak hours are minimised to reduce the impacts on the highway network.

7. A total of 22 cycle parking spaces are proposed to serve the development, which is not compliant with draft London Plan Policy T5 minimum cycle parking standards. For compliance, a minimum of 33 long stay and 16 short stay cycle parking spaces should be provided across the site. The cycle parking should be located in a secure and sheltered location, and should meet standards set out in Chapter 8 of the London Cycle Design Standards (LCDS).

8. The applicant has submitted a draft Construction Management Plan (CMP), which is welcomed by TfL. In line with draft London Plan Policy T7, a full CMP should be secured by condition, and discharged in consultation with TfL. The full CMP should be produced in line with TfL's latest guidance. For more information, please go to <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight>.

9. The applicant has also produced a draft Delivery and Servicing Plan (DSP), which is also welcomed by TfL. In line with draft London Plan Policy T7, a full DSP should be secured by condition, and discharged in consultation with TfL. The full DSP should be produced in line with TfL's latest guidance. For more information, please go to <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight>.

10. The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policy T9 toward the funding of Crossrail.

In conclusion, the proposals in their current form are not compliant with draft London Plan policies T1, T4, T5 and T6.3, and the Mayor's Transport Strategy. For this reason TfL cannot support the proposals, and would recommend a refusal of the application.

Updated TfL comments following the submission of further supporting information on 13th February 2019:

1. The proposed development is located on the A224 Cray Avenue, which forms part of the Strategic Road Network (SRN). TfL has a duty under the Traffic Management Act 2004 to ensure that any development does not have an adverse impact on the SRN.

2. It is understood that the above application is a re-consultation of application 18/05184/FULL1. TfL provided comments for the original application on the 24/01/19. The below comments will therefore take into account the content of the document Technical Note - TfL Consultation provided by the applicant following TfL's initial comments.

3. In TfL's original response, concerns were raised over the excessive level of car parking across the site, which meant the proposals were not compliant with draft London Plan Policies T1 and T6.3. Having reviewed the response given by the applicant within the Technical Note, TfL maintains its objection to the proposed level of car parking for the following reasons:

a. It is suggested by the applicant that the car park to serve the existing operations should not be included as part of the total parking provision for the new development. However, as the car parking to serve the existing Allied Bakeries Operations is being both relocated and reconfigured, it should be reviewed as part of the total proposed parking provision for entirety of the new development. TfL therefore considers that the proposals as part of this application will include 171 car parking spaces.

b. The applicant has also stated that parking for the proposed Use Class B2 units is in accordance with draft London Plan Policy T6.2 B1 office parking standards (1 parking space per 100m<sup>2</sup> GIA). However, taking into account average employment densities for B2 Uses, providing car parking at 1 space per 100m<sup>2</sup> GIA is would result in an excessive level of car parking which is not in accordance with draft London Plan Policy T6.2(C).

c. Following on from this point, it was stated in TfL's previous comments that the proposed level of car parking would be 56 spaces above the expected demand, given that only 115 staff would be expected to drive to the site (based 2011 Census Data). This suggests that the current parking provision is excessive, and as such there would not be any demand for local on street parking. The draft London Plan minor suggested changes, published in July 2018, provides further

guidance on this point noting that "an absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets".

d. The level of parking is also considered contrary to draft London Plan policy T1, and the strategic objective for 80% of trips in London to be made by walking, cycling or public transport by 2041.

e. As stated in TfL's previous comments, Parking for Blue Badge holders and the provision of Electric Vehicle Charging Points (EVCPs) should be provided in line with the draft London Plan standards.

4. The existing trip generation for the site is not considered to be representative of the current situation, given that the site has been vacant for a number of years. Notwithstanding this, it is considered that the trip generation for the proposed development will not have a significant impact on the SRN. The applicant has also provided an estimate of peak hour HGV movements for the site. This suggests that peak hour HGV movements will be limited and will therefore not have a significant impact on the SRN. TfL requests that the applicant restricts deliveries to the site during the network peak hours to minimise the impacts on the highway network, which should be secured in the Delivery and Servicing Plan.

5. As requested in TfL's previous comments, the applicant has provided a breakdown of the trip generation for the proposed development, in accordance with draft London Plan Policy T4. This suggests that the additional trips generated by public transport can be accommodated within existing local capacities.

6. It is understood that a total of 40 cycle parking spaces will be provided across the site. This will include 12 spaces for the existing Allied Bakeries operation, 12 spaces for the proposed Unit 1 and 16 spaces for the proposed Unit 2. Whilst the number of long stay cycle parking spaces for staff is compliant with draft London Plan Policy T5 standards, the applicant should still aim to provide a minimum of 16 short stay cycle parking spaces for visitors across the site for full compliance with draft London Plan Policy T5. These spaces should be physically separate from the long stay spaces for staff.

In conclusion, level of parking proposed for the site demonstrates that the proposals in their current form are not compliant with draft London Plan policies T1, T6.3, and the Mayor's Transport Strategy. TfL therefore recommends a refusal of the above application.

#### Environment Agency:

We previously objected to the proposed development (ref SL/2019/118936/01) due to the inadequate method to calculate the proposed compensatory flood storage needed to mitigate against a potential increase in flood risk at the site. Additionally, we highlighted that we had recently updated the flood model for the River Cray catchment and recommended the applicant update the FRA with the latest model data. Subsequently, the amended FRA, informed with the latest modelled data,

shows the proposed development is now not within the any modelled flood extents. As a result the proposed development is not required to provide compensatory storage and therefore we remove our previous objection to this scheme.

Please note that although the FRA uses the latest flood modelling to show the site is not within any modelled flood extent it will still appear to be within Flood Zone 2 & 3 respectively. The Flood Map at this location has been derived using detailed modelling of the River Darent completed in 2010 by Royal Haskoning. This Product 4 dataset includes model data from the River Darent and Cray modelling completed in 2018 by JBA Consulting, however the Flood Map has not yet been updated to include this new data but will be in due course.

The revised FRA (dated 11/02/2019) concerns the drainage strategy solely and does not alter our previous response.

#### Historic England:

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter. NPPF section 16 and the London Plan (2011 Policy 7.8) make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

The planning application lies in an area of archaeological interest. If you grant planning consent, paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public

Given the former Bakery building is Locally Listed, it is recommended that Level 2 recording is undertaken to supplement the submitted build heritage statement.

I have looked at this proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. I therefore recommend a pre-commencement archaeology condition.

Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 199.

I envisage that the archaeological fieldwork would comprise the following:

- o Geotechnical Monitoring - Given the information provided it is recommended that any planned geotechnical site survey work should be archaeologically monitored so that two sets of information can be obtained from the single intervention programme. Archaeological monitoring of geotechnical pits and boreholes can provide a cost effective means of establishing the potential for archaeological remains to survive on previously developed land or where deep deposits are anticipated. It is usually used as part of a desk-based assessment or field evaluation.

- o Condition two-stage - Any planned post-determination geotechnical survey work should be archaeologically monitored and this can be secured by condition as part of the archaeological evaluation. The result will inform if a limited programme of archaeological evaluation is necessary/appropriate. In the event the evaluation result is positive, a suitable mitigation can be devised and implemented.

#### Secure by Design:

Having reviewed the documents provided I am pleased to note the Secured by Design section on page 19, and the intention to incorporate Secured by design principles.

In a high crime area, and in order to assist with this commitment and so the development can fully benefit from Secured by design, I would request a Secured by design condition be attached to any permissions granted.

The implementation of Secured by design will ensure the use of 3rd party tested and accredited doors, windows and shutters, boundary treatment, natural surveillance, lighting and site layout, with discussion and consultation.

At this time, I do not believe our offices have been contacted regarding this development, and would ask that my contact details be passed to the applicant, for Secured by Design consultation at the earliest opportunity.

The National Planning Policy Framework (NPPF) Section 8 states:

"Planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion...".

Section 12 states:

"Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

I feel that should this application proceed, it may achieve the security requirements of Secured by Design with the guidance of the south-east Design out Crime office and the Secured by Design guidance document Commercial 2015 v2.



The adoption of these standards will help to reduce the opportunity for crime, creating a safer, more secure and sustainable environment.

To assist the development in achieving Secured by Design accreditation, I would seek to have a 'Secured by Design' condition attached to any permission that may be granted in connection with this application and that the wording is such that the development will follow the principles and physical security requirements and achieve Secured by Design prior to occupation.

#### Thames Water:

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

Waste: The WERM Site Drainage Plan shows six separate surface water connections from the site to the Thames Water surface water sewer in Cray Avenue, including 3 x 300mm connections and 1 x 400mm connection. This has not been reflected in the calculation method to determine the existing runoff from the site in Section 8.1.3 of the Flood Risk Assessment.

According to the WERM Site Drainage Plan, we note that the site already benefits from two surface water outfalls to the River Cray. Management of surface water from the site should follow policy 5.13 of the London Plan. Typically greenfield runoff rates of 5l/s/ha should be aimed for using the drainage hierarchy.

The hierarchy lists the preference for surface water disposal as follows; Store Rainwater for later use > Use infiltration techniques, such as porous surfaces in non-clay areas > Attenuate rainwater in ponds or open water features for gradual release > Discharge rainwater direct to a watercourse > Discharge rainwater direct to a surface water sewer/drain > Discharge rainwater to the combined sewer. In line with the London Plan, the outfalls to the River Cray should be utilised as far as practically possible for surface water discharge from the site.

#### Natural England:

Refer the Local Planning Authority to their Standing Advice to assess the impacts on protected species. The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes.

## Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that the determination of these applications must be made in accordance with the plan unless material considerations indicate otherwise.

In determining planning applications, the starting point is the development plan and any other material considerations that are relevant. The adopted development plan in for this proposal includes the Bromley Local Plan (2019) and the London Plan (2016). The Draft new London Plan was published by the Mayor for consultation in December 2017. The consultation period ended on Friday 2 March. The examination of the draft new plan in public opened on Tuesday 15 January 2019. The weight attached to the draft policies increases as the preparation of the new London Plan process advances.

Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) as well as other guidance and relevant legislation, must also be taken into account.

The relevant policies are:

London Plan (2016)

- 2.17 Strategic Industrial Locations (SIL)
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.4a Electricity and gas supply
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 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
- 7.19 Biodiversity and access to nature
- 8.2 Planning obligations

## Bromley Local Plan

- 30 - Parking
- 31 - Relieving Congestion
- 32 - Road Safety
- 33 - Access for All
- 34 - Highway Infrastructure Provision
- 36 - Ancient Monuments and Archaeology
- 37 - General Design of Development
- 39 - Locally Listed Buildings
- 40 - Other non-designated heritage assets
- 42 - Development adjacent to a Conservation Area
- 69 - Development and Nature Conservation Sites
- 70 - Wildlife Features
- 72 - Protected Species
- 73 - Development and Trees
- 78 - Green Corridors
- 79 - Biodiversity and Access to Nature
- 80 - Strategic Economic Growth
- 81 - Strategic Industrial Location (SIL)
- 91 - Proposals for Main Town Centre Uses
- 113 - Waste Management in new Development
- 115 - Reducing Flood Risk
- 116 - Sustainable Urban Drainage Systems
- 119 - Noise Pollution
- 120 - Air Quality
- 122 - Light Pollution
- 123 - Sustainable Design and Construction
- 124 - Carbon Dioxide Reduction, Decentralised Energy Networks and renewable energy

## Supplementary Planning Guidance

### London Plan:

Accessible London: Achieving an Inclusive Environment (2014)

Sustainable Design and Construction (2014)

Land for Industry and Transport (2012)

### Bromley:

SPG1 - General Design Principles

## Planning History

There is a significant planning history with regard to the Allied Bakeries site, the most relevant and recent planning history includes:

99/02108/FULL1 - Yeast Tank Enclosure - Permission

99/02837/FULL1 - Detached single storey building for office use - Permission

04/03915/FULL1 - Erection of 7.8m high building for use as a liquid storage building and relocation of existing bike shed - Permission 16.12.2004

07/00063/FULL1 - Detached single storey modular building for ancillary Class B1 (office) use - Permission 12.03.2007

## **Assessment**

The main issues to be considered in respect of this application are:

- Principle
- Design
- Heritage Impact
- Highways
- Neighbouring amenity
- Trees and Ecology
- Flood Risk and Drainage
- Other (Sustainability, pollution, and CIL)

### Principle

The site is located in a Strategic Industrial Location (Industrial Business Park (IBP)) in the Bromley Local Plan and the London Plan, known as St Mary Cray, which is the largest industrial/employment area in the Borough and forms part of the Cray Business Corridor. It is one of three major employment areas in the Borough which could accommodate significant growth over the next 15 years. Policy 2.17 of the London Plan and its supporting text at paragraph 2.79 identifies the types of activities which are generally considered suitable in such locations including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and small scale distribution.

Policy 81 of the Bromley Local Plan (BLP) states that in these areas only the following uses will be permitted and safeguarded:

- Class B1(b) and B1(c)
- Class B2, and
- Class B8

Proposals in the SIL for Class B uses that include a quantum of floorspace to be used for display and sales should also demonstrate that this quantum of floorspace is clearly ancillary to the primary Class B uses.

The proposed uses and the intention to retain and update industrial functions are broadly consistent with BLP Policy 81 and the London Plan with regard to the type of uses acceptable in a SIL. The proposed net increase in Class B space on the site is also welcomed in terms of the benefit to the SIL. However, the exact uses of the proposed units are unknown at this stage and the applicant is seeking flexibility as to use and operating hours. It will therefore be necessary and reasonable to require that any future uses of the site which include a trade counter, floorspace used for the display and sales of goods, and/or parts of the site which are accessible to customers, provide details of the amount of floorspace which will be given over to such uses. A condition to this effect is therefore required in order to

safeguard this site for a sufficient supply of industrial land in the Borough in the future.

Subject to the above, the proposed land use in this location is acceptable in principle.

### Design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 124 of the NPPF (2018) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 of the NPPF (2018) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). New development shall also establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

London Plan and Bromley Local Plan policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

Bromley Local Plan (BLP) policy 37 states that "All development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout" and will be "expected to meet all of the following criteria where they are relevant:

- a -Be imaginative and attractive to look at, of a good architectural quality and should complement the scale, proportion, form, layout and materials of adjacent buildings and areas;
- b -Positively contribute to the existing street scene and/or landscape and respect important views, heritage assets, skylines, landmarks or landscape features;
- c -Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping (including enhancing biodiversity);
- d -The relationship with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings;

e - Respect the amenity of occupiers of neighbouring buildings and those of future occupants, providing healthy environments and ensuring they are not harmed by noise and disturbance, inadequate daylight, sunlight, privacy or by overshadowing;

f -The development should address sustainable design and construction and include where appropriate on-site energy generation;

g - Suitable access should be provided for people with impaired mobility and meet the principles of inclusive design. Where necessary and relevant to the development, contributions may be sought to improve accessibility around the development;

h -Security and crime prevention measures should be included in the design and layout of building and public areas;

i - Recycling and waste storage facilities are incorporated within the design layout;

j -Respect non designated heritage assets. Applications should be accompanied by a written statement setting out design principles and illustrative material showing the relationship of the development to the wider context.

The established character of the area, and in particular along this part of Cray Avenue, is a mix of large scale industrial/retail units of predominantly single/two storey height. The existing large scale former bakery and distribution building is to be partially replaced with two smaller units which are rectangular in form and incorporate profiled metal roofs and are of a similar scale to many buildings in the immediate vicinity.

The proposed new units would be set back from the front of the site with Cray Avenue with Unit 1 sited immediately to the rear of the existing 1930s office and tower and, from the street scene, would appear as flat-roofed structures. The proposed layout sets the main buildings away from site boundaries and results in increased separation distances between buildings, leading to increased permeability throughout the site and a more spacious site layout than currently exists.

The applicant has submitted a revised site layout plan which moved the proposed electricity sub-station back into the site, adjacent to the northern site boundary, enabling the trees along the front site boundary to be retained. In addition, a scheme of new soft landscaping is proposed across the site with planting introduced around the parking areas and around the buildings themselves. The submitted soft landscaping details demonstrate that the amount of planting about the site will be notably increased from the existing situation and will enhance the setting of the development, breaking up the extensive hard surfaces which the site will predominantly consist of. No hard landscaping plans have been provided at this stage. Conditions requiring the submission of an updated soft landscaping scheme to reflect the retention of the two maple trees adjacent to the highway boundary and a scheme of hard landscaping are recommended.

The proposed new vehicle wash and fuel farm are positioned on the eastern side of the site. The vehicle wash would measure approximately 6.7m high x 23m wide. However, it would be set within the enclave of existing buildings within the site and would be well screened from neighbouring sites to the east by the trees and

vegetation in the River Cray SINC. The siting and design for the proposed vehicle wash is therefore considered acceptable.

To the north elevation of the retained part of the existing warehouse, a 9.5m wide (approx.) extension will be provided along with a new external fitted with structural metal cladding panels and a dual pitched roof. The retained walls of the existing warehouse building will be over-clad with powder-coated profiled metal sheet. For the proposed units, the applicant is proposing a limited number of other materials in order to try and provide contrast and variation to the design including profiled metal roof and wall cladding in silver and grey tones, timber cladding to the entrances of the units with vertical glazing providing natural lighting into the three lobby floors. A linear arrangement of metal windows is proposed for the three storey part of unit 2 containing the offices with white and grey render for the walls. The applicant has also provided amended details showing green roofs to be provided on part of the roofs of units 1 and 2.

The chosen materials signify this as an industrial development in keeping with others in the vicinity. The variations in the design of the buildings to demarcate the entrances and office areas from the warehouses, together with the refurbishment of the existing locally listed tower and north wing adds a significant degree of visual interest to what could potentially be a bland industrial unit and makes the development more legible. Furthermore, the materials and architectural detailing proposed would provide the building with a more active frontage onto the adjacent street scene and the refurbished tower acts as an effective visual marker for the site when approaching from the north and south.

Given the exposed nature of the site and its proximity to Cray Avenue, a busy distributor road, further details of the specifications and appearance of proposed materials, are required to ensure that they will result in a high quality finish which will weather well over time. A materials condition is recommended accordingly.

Boundary treatments include the use of secure weld mesh fence and solid timber fencing around the perimeter with controlled access at the site entrances. The layout provided indicates that fencing will generally be set back from Cray Avenue and while the heights have not been detailed, subject to details of boundary treatments being provided as a requirement of a planning condition, this is considered acceptable in terms of the visual impact within the street scene.

Overall, it is considered that the development would sit well within the industrial area with many of the existing buildings being of a similar scale and massing and, overall, would have an acceptable impact on the character and appearance of the area. The additional landscaping will further help to soften views of the development within the street scene and from adjacent sites.

### Heritage Impact

The NPPF sets out in section 16 the tests for considering the impact of a development proposal upon designated and non-designated heritage assets. The test is whether the proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset and whether it can be

demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits. A range of criteria apply.

Paragraph 196/197 state where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The site is adjacent to the St Mary Cray Conservation Area which is a designated heritage asset according to the NPPF. BLP policy 42 requires a development proposal adjacent to a conservation area to preserve or enhance its setting and not detract from views into or out of the area. Initially, St. Mary Cray Conservation Area was divided into two sections. The northern area focused on St. Mary's church and the striking railway viaduct, with the southern area clustered close to the junction of High Street with Kent Road. The Conservation Area was united as part of realignment of its boundary adopted on 15 June 1999. This incorporated the Riverside Gardens, including the Cray River, reflecting the historical basis for settlement in this area. This linkage also incorporated the complex of the Congregational Church, the adjacent listed building, Rookery Cottage and some incidental buildings.

The Allied Bakeries building is itself a Locally Listed Building of 1930s construction. Buildings on the Local List are considered to be non-designated heritage assets in the National Planning Policy Framework (NPPF). BLP policy 39 states that a proposal to alter, extend or for the change of use of a locally listed building will be permitted provided that:

- It is sympathetic to the character, appearance and special local interest of the building; and
- It respects its setting.
- Proposals to replace such buildings will be assessed against paragraph 135 of the NPPF, taking into account the scale of harm or loss and the significance of the heritage asset.

BLP 40 states where non-designated heritage assets are highlighted as at risk of harm from a planning application, clearly demonstrable reasons or evidence of their significance will be required. Where the Council agrees that such assets are worthy of protection, proposals to replace such buildings will be assessed against paragraph 135 of the National Planning Policy Framework (NPPF), taking into account the scale of harm or loss and the significance of the heritage asset.

The applicant has submitted a Heritage Statement which confirms that the left wing and tower are both original while the right wing is a later addition. The applicant is



proposing to retain both that original wing and the tower, and where possible improve the external facades and windows.

As the building is outside a Conservation Area it does not benefit from any statutory protection. NPPF policy 197 requires the Local Planning Authority to take a balanced view when assessing the scale of any harm or loss to a non-designated heritage asset.

Unit 1 would adjoin the retained locally listed tower and office building along its eastern/rear elevation with unit 2 positioned further to the eastern side of unit 1. Unit 1 measures 12.45m high to its parapet and unit 2 measures 12.6m to its eaves. Unit 1 would be approximately 5.5m higher than the retained office building; however it would be subservient to the height of the tower. Whilst the proposed buildings would have a significant visual impact in the street scene when juxtaposed against the smaller scale locally listed office building, there is a clear benefit in the retention and restoration of the original locally listed building. Subject to materials being carefully controlled through a planning condition, the benefits of restoring the office and tower and bringing them back into use would outweigh any harm caused by the overall scale and massing of the new units.

The site is directly adjacent to the Riverside Gardens section of the St Mary Cray Conservation Area. However, the proposed layout maintains separation to the eastern site boundary with the conservation Area and does not involve any new buildings closer to this part of the site than the existing bakery building. To the north of the bakery building a new fuel farm is proposed for HGVs, however, the fuel tank and the control box associated with the vehicle wash unit would measure no higher than 3.36m to its flat roof and would not appear conspicuous in views into or out of the Conservation Area, particularly in view of the industrial nature of the existing site.

The site also lies within an Area of Archaeological interest. Within these areas BLP policy 36 requires a written statement of the likely impact is submitted in the form of an archaeological assessment (which can be desk based); and, where necessary information cannot be obtained by other means, an archaeological field evaluation should be carried out prior to determination. In this instance, field evaluation is needed to determine appropriate mitigation.

Considering the nature of this development, the archaeological interest and/or practical constraints, a planning condition requiring a two-stage archaeological evaluation of the site to establish if there is any potential for significant archaeological remains, then, if necessary, a full investigation, is recommended prior to commencement of the development.

### Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that transport issues should be considered from the earliest stage of both plan making and when formulating development proposals and development should only be prevented or refused on

transport grounds where the residual cumulative impacts of development are severe.

The NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

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

The existing car parking will be reconfigured as part of the proposals, to provide a total of 171 car parking spaces split into two separate areas: one to serve the existing Allied Bakeries operations and one to serve the two proposed new units.

Transport for London has raised concerns that this level of car parking is excessive and have calculated that it would result in 56 spaces above the demand. However, the number of car parking spaces for the proposed units (discounting the car parking serving the existing Allied Bakeries operations) meets the Bromley Local Plan parking standards. Furthermore, the number of spaces for the Allied Bakeries operations is also being reduced from 156 to 79 spaces. This provision has been calculated by them as appropriate to meet the demands of existing staff.

As the end user of the site is as yet unknown the applicant considers that this provides flexibility and sufficient capacity to ensure that there would be no increased demand for local on street parking. They also propose to review the parking provision once the end user is known and surveys of how employees travel will be undertaken every 2 years once the units are established, as part of the Travel Plan. A full Travel Plan will need to be submitted upon completion of the development and a condition is recommended accordingly.

Cycle parking to serve the existing operations is being relocated to the car park in the south western corner of the site. The provision of cycle parking to serve Allied Bakeries operations is 12 spaces. This provision has been calculated by them as appropriate to meet the demands of existing staff. For the new units, 12 cycle parking spaces will be provided to the southern side of unit 1 and 16 spaces are proposed in the car park adjacent to the main entrance to unit 2. This is in line with the London Plan cycle parking standards.

Subject to highways conditions, including the provision of cycle parking and electric vehicle charging points, the development proposal is considered acceptable in terms of the impact it would have on the local highway network.

#### Neighbouring amenity

Policy 7.6Bd of the London Plan requires new development to avoid causing 'unacceptable harm' to the amenity of surrounding land and buildings. Furthermore, development proposals should safeguard the residential amenities of the area

against inadequate daylight and sunlight, harmful visual impact and adverse wind and microclimate.

BLP policy 37, which is set out in full above, requires proposals for development to respect the amenity of occupiers of neighbouring buildings and those of future occupants, providing healthy environments and ensuring they are not harmed by noise and disturbance, inadequate daylight, sunlight, privacy or by overshadowing.

The site is located within an industrial location and well separated from residential properties to the east of the site in High Street. It is noted that the development would result in buildings being closer to the flank elevation of Unit 1 and 1A Lagoon Road which is an office/warehousing development. However, there would still be around 40m separation between the new units and the neighbouring warehouse and as such the proposals are unlikely to appear over-bearing or effect daylight or sunlight levels at the adjacent site.

The proposal also includes new truck and van parking in the north east corner of the site adjacent to 5 and 5A Lagoon road which is a warehouse development and a trampoline park. However, this part of the site is already used for heavier vehicle parking and manoeuvring and is therefore unlikely to result in a significant noise impact for the adjacent occupiers. A 4m high acoustic barrier is also proposed within the site separating the noise from the delivery bay operations in unit 2 from the HGV and heavier vehicle parking adjacent to the north-east and the acoustic report accompanying the application finds that the noise generated by the proposed use will not exceed the representative background noise at any time during the daytime or night-time.

Adjacent to the southern site boundary is Walkers Builder's Merchants. Dataforms Ltd, towards the south-west of the site, is bounded on three sides by the application site boundary. While no buildings are proposed directly on the boundary with this site, it will be directly flanked to its south by car parking and, to its north, HGV access. The southern part of the application site is already used for HGV access and HGV parking and the applicant proposes to re-locate the Allied Bakeries staff car park to this part of the site. An existing Allied Bakeries building on the southern site boundary is to remain. It is considered that the provision of a staff car park in this area is likely to give rise to less noise and disturbance compared to the existing HGV parking area. Furthermore, it is important to note that this is an industrial location and a certain level of noise is to be expected. Overall, the development is unlikely to have a significant impact on occupiers of neighbouring sites.

### Trees and Ecology

The applicant has amended the proposals by moving the electricity sub-station back from the front boundary of the site, thereby allowing for the retention of the 2 category B Maple trees. These trees form part of a valuable group for the screening of the industrial site from the busy road and pavement and their retention is welcomed. Since the trees are not identified individually on the proposed site plan, it would be prudent to require an update of the Arboricultural method

statement by condition. Since a minor change to the Tree Protection plan is also necessary, this should also be required by condition.

London plan policy 7.19(c) states that Development Proposals should:

- a wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity
- b prioritise assisting in achieving targets in biodiversity action plans (BAPs), set out in Table 7.3, and/or improving access to nature in areas deficient in accessible wildlife sites
- c not adversely affect the integrity of European sites and be resisted where they have significant adverse impact on European or nationally designated sites or on the population or conservation status of a protected species or a priority species or habitat identified in a UK, London or appropriate regional BAP or borough BAP.

Draft London Plan policy 19.2 states:

Developments should promote biodiversity and contribute to urban greening by incorporating:

- Green roofs and walls, soft landscaping and trees;
- Features for wildlife, such as nesting boxes and beehives;
- A planting mix which encourages biodiversity;
- Planting which will be resilient to a range of climate conditions;
- Maintenance of habitats within Sites of Importance for Nature Conservation."

Green roofs are proposed on the roofs of units 1 and 2. However, the applicant considers that, due to the nature of the works being carried out at Allied Bakeries, it is impractical for them to have green roofs/ walls due to this encouraging wildlife to enter their site. Alongside this the main warehouse and vehicle maintenance workshop are existing structures that would need considerable work undertaken to be able to support the structural load requirements of a green roof/ wall.

The Ecology report accompanying the application recommends Enhancement measures in the form of bird nesting and bat roosting provision to be incorporated into the design proposals, as well as additional tree and shrub planting to enhance the areas value to wildlife post works. Planting should include a high proportion of native species and be of local provenance where possible. Furthermore, works on site should be undertaken outside of the bird breeding season.

The landscaping condition should include the requirement to incorporate the recommendations within the ecology report. A condition requiring details of bird nesting and bat roosting provision which are to be incorporated into the design of the development should also be imposed on any grant of planning permission.

The ecology report recommends that artificial lighting is kept to a minimum along the eastern site boundary with the River Cray as this is likely to be used as a commuting and foraging route for bats. Where lighting is required, this should be installed sensitively in order to avoid direct illumination of the adjacent SINC.

Similarly, any newly planted linear features or buffer areas around the site boundary should not be directly lit.

The External Lighting Proposals report says that lighting reflectors will control upward and obtrusive lighting onto neighbouring sites. Furthermore the luminaires proposed are 'night time friendly' with 0% upward light ratio. The applicant has also confirmed that no other lighting is proposed adjacent to the River Cray other than that which is shown on the external lighting proposals. The lighting plan shows that the only proposed new lighting for the development is on the northern and western parts of the site with some proposed in the south west corner of the site. This is considered acceptable in so far as the impact that the lighting for this development would have on the adjacent SINC.

It is also recommended that an updated habitat survey is undertaken if more than 24 months have elapsed between the survey and the point at which any development decisions have been made at the site.

Tree and ecology conditions are recommended.

### Flood Risk and Drainage

The Environment Agency online flood zone map indicates that the site is located mainly within Flood Zone 2, with a portion of the site in Zone 3. According to PPG proposed industrial development is classified as "less vulnerable" development which is considered appropriate in Zone 2. Flooding on the site will occur for this event at all the low-lying external areas only and therefore subject to compensation requirements. The development proposal allows for the flood compensation as required for this site.

The site lies mainly within flood zone 2 with a portion of the site in flood zone 3. The applicant has submitted a flood risk assessment (FRA) which concludes that as the use of the development is classified as "less vulnerable" this is appropriate in Zone 2. Furthermore, the proposals allow for flood compensation on the low-lying external areas and the Environment Agency have raised no objections to the scheme.

Policy 5.13 of the London Plan and BLP policy 116 require developments to utilise sustainable urban drainage systems (SuDS), unless there are practical reasons for not doing so, and ensure that surface water is managed as close to its source as possible in line with the hierarchy in policy 5.13. New development such as this should aim to utilise a variety of SuDS methods, such as soakaways (subject to soil conditions), filter drains, permeable surfaces/permeable sub-bases, green roof technology, grey water re-cycling, attenuation, etc.

The applicant has proposed a revised surface water drainage strategy which includes the use of attenuation tanks and porous paving to limit surface water runoff to 20l/s which is acceptable. A condition is recommended to ensure the drainage strategy is adhered to.

## Other Matters

### *Sustainability*

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

The applicant's submitted Energy Strategy demonstrates that, after following the Mayor of London's energy hierarchy, a 35.1% carbon saving over 2013 building regulations can be achieved, fulfilling the requirements of London Plan policy 5.2. This will be achieved through a combination of energy-efficient building materials, PVs and Air Source Heat Pumps. This is acceptable.

### *Pollution*

This site is not within an Air Quality Management Area. In any case, BLP policy 120 requires developments which are likely to have an impact on air quality or which are located in an area which will expose future occupiers to pollutant concentrations above air quality objective levels to submit an Air Quality Assessment. Developments should aim to meet "air quality neutral" benchmarks in the GLA's Air Quality Neutral report.

The applicant has submitted an Air Quality Assessment, however, the proposed occupiers for units 1 & 2 are currently unknown and the units are being developed on a speculative basis. Notwithstanding this, due to the layout of the site, the size of the buildings, number of loading doors and yard area, the applicant is able to confirm that the units will be used for general industrial purposes. The air quality assessment has been undertaken on this basis, as a "worst case scenario" land use for the proposed units. General Industrial falls within use class B2 of the Town and Country Planning (Use Classes) Order and is within the remit of uses for which the applicant is applying, i.e. B1(b), B1(c), B2 and B8.

While emissions from the existing larger plant may have impacts further away as opposed to the two proposed smaller plants which could have more localised impacts, the report finds that the proposed development is expected to achieve air quality neutrality with respect to building and transport emissions, in all scenarios, with the incorporation of inherent mitigation measures. In these circumstances appropriate mitigation/offsetting measures will include electric vehicle charging points, a Travel Plan and electric air source heat pumps.

Overall, the proposed development is considered to comply with the requirements of the NPPF, London Plan and the BLP Policy 120, as it is not expected to expose any existing or proposed receptors to unacceptable air quality. Although not a policy requirement since this site is not within an AQMA, ultra-low NOx boilers have also been incorporated into the scheme design.

With regard to dust from the demolition and construction, a condition requiring an updated Construction Management Plan to be submitted and approved is recommended.

With regard to contaminated land, whilst the Phase I/II Geo-environmental Site Assessment identifies potential asbestos in the soil, any further investigative or remedial works relating to this would be dealt with under separate legislation. However, informatives are recommended.

### *CIL*

The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

### **Conclusion**

The application has been assessed against the adopted development plan and all other material considerations.

As set out in the preceding sections of the report, having regard to the relevant policies and taking into account the heritage assets and flooding and drainage issues associated with this site, as well as the highways impacts of the proposal and the impact on occupiers of nearby buildings, the development is considered acceptable.

Furthermore, provided the recommendations within the various technical reports are complied with, the proposal would not have a significant impact on the environment, including the bio-diversity value of the site of the adjacent SINC. The application is recommended for permission, subject to conditions.

Background papers referred to during production of this report comprise all correspondence on the files set out in the Planning History section above, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

#### **Subject to the following conditions:**

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

**Reason: To comply with Section 91 of the Town and Country Planning Act 1990**

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans and documents listed in this condition unless previously agreed in writing by the Local Planning Authority:**

**Site plans/elevations/floor plans: 11020 PL: 001; 002; 003; 004; 005 A; 006; 007 B; 012; 013; 021; 022; 025; 031 A; 032 A; 033 B; 041 A; 042 A; 051 A; 054; 055; EDS 07-3102.01 A.**

**Reason: To prevent any unacceptable deviation from the approved plans.**

- 3 Prior to the commencement of each phase of the development (including demolition) an updated Construction and Environmental Management Plan shall be submitted to and approved in writing by the local planning authority. As a minimum the plan shall cover:-**

- (a) Dust mitigation and management measures**
- (b) The location and operation of plant and wheel washing facilities together with a suitable hardstanding for carrying out vehicle and plant washing**
- (c) Measure to reduce demolition and construction noise**
- (d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-**
  - (i) Rationalise travel and traffic routes to and from the site as well as within the site.**
  - (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.**
  - (iii) Measures to deal with safe pedestrian movement.**
  - (iv) Full contact details of the site and project manager responsible for day-to-day management of the works**
  - (v) Parking for operatives during construction period**
  - (vi) A swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary.**
- (e) Hours of operation**
- (f) Other site specific Highways and Environmental Protection issues as requested on a case by case basis**

**The development shall be undertaken in full accordance with the details approved under Parts a-f and any accidental accumulation of mud on the highway caused by construction or any other vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.**

**Reason: Required prior to commencement of development to ensure sufficient measures can be secured throughout the whole build programme in the interests of pedestrian and vehicular safety and the amenities of the area. In order to comply with Policies 30, 31, 32 and 119 of the Bromley Local Plan of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.**



- 4** Prior to the commencement of the development hereby approved (including demolition and all preparatory work), an updated Tree Protection Plan and Arboricultural Method Statement shall be submitted for approval to the Local Planning Authority. Once approved and prior to the commencement of the development hereby approved (including demolition and all preparatory work) tree protection measures shall be installed in accordance with the approved Tree Protection Plan. Once installed, photographic evidence of the fencing and ground protection shall be submitted to the LPA for approval. Such measures shall not be moved or removed, but shall be retained in situ until completion of the development and all materials and machinery have been removed from the site, unless otherwise agreed in writing by the LPA. The development shall thereafter be carried out in accordance with the approved details and recommendations within the approved Arboricultural Method Statement or any variation as may subsequently be agreed in writing by the LPA.

**Reason:** Required prior to the commencement of development in order that the Local Planning Authority may be satisfied that the trees to be retained will not be damaged during development works and to ensure that, as far as is possible, the work is carried out in accordance with the approved details pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with Polices 37, 73 and 74 of the Bromley Local Plan.

- 5** Prior to commencement of development (excluding demolition) the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

**a)** An additional site investigation scheme to assess identified data gaps (in particular the refuelling point and vehicle maintenance & washdown areas) in order to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;

**b)** The results of the site investigation and detailed risk assessment referred to in (a) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;

**c)** A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (b) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved;

**d)** If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

**Reason: Required prior to any commencement of development because the site is located over a Principal Aquifer & within SPZ2 and not all areas of the site have been investigated for the potential for historic contamination, and to comply with Policy 118 of the Bromley Local Plan**

**6 (i) Prior to commencement of development (excluding demolition) a stage 1 written scheme of investigation (WSI) for each phase of the development shall be submitted to and approved in writing by the local planning authority. For land that is included within the WSI, no ground disturbance development related activity shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.**

**(ii) If heritage assets of archaeological interest are identified by stage 1 then, for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no ground disturbance activity shall take place other than in accordance with the agreed stage 2 WSI which shall include:**

**A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works**

**B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.**

**Reason: Required prior to commencement of any below-ground works because the site is of archaeological interest and detailed investigations should be undertaken to enable consideration to be given to preservation in situ and/or recording of items of interest in compliance with Policy 46 of the Bromley Local Plan**

**7 Details of the measures outlined in the Energy Strategy Report Issue 1 - Planning (19th October 2018), including detailed drawings showing the installation of Solar Photovoltaic panels on the roof of the approved buildings shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground construction. The approved details, which should provide a reduction in expected carbon dioxide emissions of at least 35% above that required by the 2013 Building Regulations, shall be incorporated into the final design of the development and implemented prior to first occupation and shall be retained thereafter in operational working order.**

**Reason: In order to seek to achieve compliance with the Mayor of London's Climate Change Mitigation and Energy Strategy and to comply with Policy 5.2 and 5.7 of the London Plan 2015 and Policy 124 of the Bromley Local Plan.**

- 8**
- (a) No above ground construction shall commence until full written details, including relevant drawings and specifications of the proposed acoustic barrier adjacent to Unit 2 and the new Vehicle Wash have been submitted to and approved in writing by the local planning authority;**
  - (b) The development shall only be occupied once the acoustic barrier as agreed under part (a) have been implemented in accordance with the approved details;**
  - (c) The acoustic barrier shall be retained permanently in accordance with the approved details.**

**Reason:** In order to comply with Policy 37 of the Bromley Local Plan and in the interests of the amenities of occupiers of adjacent sites.

- 9**
- (i) Prior to commencement of above ground construction details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:
    - 1) A scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted which shall include use of a minimum of 30% native plant species of home grown stock (where possible) and no invasive species;**
    - 2) location, type and materials to be used for hard landscaping including specifications, where applicable for:
      - a) permeable paving**
      - b) tree pit design**
      - c) underground modular systems**
      - d) Sustainable urban drainage integration**
      - e) use within tree Root Protection Areas (RPAs);****
    - 3) A schedule detailing sizes and numbers/densities of all proposed trees/plants;**
    - 4) Specifications for operations associated with plant establishment and maintenance that are compliant with best practice; and**
    - 5) Full details of retained and proposed boundary treatments****

**(ii) There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority.**

**(iii) Unless required by a separate landscape management condition, all soft landscaping shall have a written five year maintenance programme following planting.**

**(iv) Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details**

**Reason:** In order to comply with Policies 37, 73 and 74 of the Bromley Local Plan to secure a visually satisfactory setting for the development and to protect neighbouring amenity.

- 10 The recommendations outlined within the Preliminary Ecological Appraisal (Phlorum November 2018), including the suggested biodiversity enhancements including bird boxes and bat boxes, shall be incorporated into the development hereby granted in accordance with details to be submitted to and approved in writing by the Local Planning authority prior to above ground construction works commencing and permanently retained at the site thereafter.

**Reason:** To ensure the protection and enhancement of the biodiversity value of the site, in accordance with Policy 79 of the Bromley Local Plan.

- 11 (a) Prior to commencement of above ground construction, details (including samples) of the materials to be used for the external surfaces of the buildings which shall include roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate shall be submitted to and approved in writing by the Local Planning Authority.  
(b) The development shall be carried out in accordance with the approved details.

**Reason:** In order to comply with Policy 37 of the Bromley Local Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 12 (i) The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet the specific needs of the application site and development. No above ground construction shall take place until details of such measures have been submitted to and approved in writing by the Local Planning Authority.  
(ii) The approved measures shall be implemented before the development is occupied and the security measures to be implemented in compliance with this condition shall achieve the Secured by Design accreditation awarded by the Metropolitan Police with the guidance of the south-east Design out Crime office and the Secured by Design guidance document Commercial 2015 v2.

**Reason:** In the interest of security and crime prevention and to accord with Policies 4 and 37 of the Bromley Local Plan

- 13 (a) Details of arrangements for bicycle parking (including covered storage facilities where appropriate) shall be submitted to and approved in writing by the Local Planning Authority prior to any above ground construction works;  
(b) The arrangements as approved under part (a) shall be completed before units 1 and 2 hereby permitted are first occupied, and permanently retained thereafter.

**Reason:** In order to comply with 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.

- 14 All external restoration works and making good to the fabric of the retained locally listed office building and tower, including the reinstatement of the original circular windows, shall be completed before

units 1 and 2 hereby permitted are first occupied and shall thereafter be permanently retained in accordance with the approved details.

In order to comply with Policies 37 and 39 of the Bromley Local Plan and in the interest of the architectural and historic interest of the Locally Listed Building

- 15 (a) Prior to the occupation of each phase of the development a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include as a minimum:
- o Measures to promote and encourage the use of alternative modes of transport to the car;
  - o A timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating.
- (b) The Travel Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to ensure appropriate management of transport implications of the development and to accord with Policy 31 of the Bromley Local Plan

- 16 Prior to the occupation of each phase of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy (in condition 5) and the effectiveness of the remediation, shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed, in order to prevent harm to human health and pollution of the environment and to comply with Policy 118 of the Bromley Local Plan

- 17 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 details as set out in this planning permission 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 30 of the Bromley Local 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.

- 18 **A Service and Delivery Plan shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of any part of the development, and the Plan shall be implemented in accordance with the approved details before any part of the development hereby permitted is first occupied and permanently retained thereafter.**

**Reason: In order to comply with Policies 31, 37 and 119 of the Bromley Local Plan and in the interest of the amenities of the future occupants of the development and the adjacent properties**

- 19 **An electric vehicle 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 10% of spaces prior to the first occupation of the development.**

**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.**

- 20 **(a) External lighting for the development shall be implemented in complete accordance with the External Lighting Proposals Issue 1 (SB Partnership 19th October 2018) before the development hereby permitted is first occupied.**

**(b) The approved scheme shall be implemented in accordance with the approved drawings, including the measures to prevent light spillage and glare, and shall be permanently maintained in an efficient working manner.**

**(c) No further lighting shall be installed on the site without the prior approval in writing by the Local Planning Authority.**

**Reason: In the interest of amenity and public safety and to ensure the protection of the ecological value of the site and its surroundings, in accordance with Policies 37 and 79 of the Bromley Local Plan.**

- 21 **The surface water drainage scheme hereby permitted shall be implemented in full accordance with the approved details as set out in the Flood Risk Assessment (FRA) dated 11th February 2019 (ref.18-074R\_001) by Bradbrook Consulting; Drainage Strategy Plan DRW No 18-074/300-01 Rev P2 Dated October 2018; and MicroDrainage Calculations, unless otherwise agreed in writing by the Local Planning Authority.**

**Reason: In order to comply with Policy 116 of the Bromley Local Plan and Policy 5.13 of the London Plan and to reduce the impact of flooding both to and from the proposed development and third parties.**

- 22 **Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant**

unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approved details.

Reason: To prevent harm to human health and pollution of the environment and comply with Policy 118 of the Bromley Local Plan

- 23 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority. Where it has been demonstrated that there is no unacceptable risk to groundwater, a piling impact method (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) shall be submitted to and approved in writing by the Local Planning Authority prior to any impact piling taking place. Any piling must be undertaken in accordance with the team of the approved piling statement.

Reason: To prevent harm to human health and pollution of the environment and comply with Policy 118 of the Bromley Local Plan

- 24 No trade counter shall be installed in any of the units hereby approved without the prior written approval from the Local Planning Authority. Proposals to install a counter shall include details of its extent and scale, and demonstrate to the satisfaction of the Council that the counter is ancillary to the primary use of the unit.

Reason: To prevent the erosion of the permitted use of the site and ensure consistence with the NPPF, Policy 2.17 and 4.4 of the London Plan, and Bromley Local plan Policies 80 and 81.

- 25 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order amending, revoking and re-enacting this Order) the buildings hereby permitted shall only be used for purposes within Classes B1(b), B1(c), B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 and for no other purpose.

Reason: In the interest of the amenities of the area and to safeguard the supply of industrial land in the Borough, in compliance with Policies 80 and 81 of the Bromley Local Plan and Policy 2.17 of the London Plan.

- 26 No additional floorspace shall be provided within the buildings hereby permitted without the prior written approval of the Local Planning Authority.

Reason: In order to comply with Policies 81, 30 and 32 of the Bromley Local Plan, to accord with the terms of the application and prevent overdevelopment of the site or inadequate levels of parking on site.

You are further informed that :

- 1 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community

**Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010). If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt. Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)**

- 2 Before demolition commences, the Applicant is advised to have a full pre-demolition survey carried out to identify any asbestos containing products which may be in the building, and then contact the Health & Safety Executive to ensure compliance with all relevant legislation. The Applicant should ensure compliance with the Control of Asbestos Regulations 2012 and the Health and Safety at Work Act 1974 in relation to the safe removal of any asbestos on site prior to demolition.**
- 3 Before the use commences, the applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990.**
- 4 Please be aware that the River Cray is a designated 'main river' and under the Environmental Permitting Regulations (England and Wales) 2016, any activity in, over, under or within 8 metres of the river would require a flood risk activity permit (<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>). To apply for a flood risk activity permit we recommend you contact one of our Flood and Coastal Risk Management Officers at the following email address: [PSO.SELondon&NKent@environemnt-agency.gov.uk](mailto:PSO.SELondon&NKent@environemnt-agency.gov.uk).**
- 5 Written schemes of investigation will need to be prepared and implemented by a suitably qualified, professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.**
- 6 You should consult Street Naming and Numbering/Address Management at the Civic Centre on 020 8313 4742, email [address.management@bromley.gov.uk](mailto:address.management@bromley.gov.uk) regarding Street Naming and numbering.**
- 7 Please be aware that permission/approval/consent may be required for any other proposals associated with this application (e.g. Listed Building Consent, Conservation Areas Consent etc;) If you have any queries regarding this please telephone 020 8313 4956 or e-mail: [planning@bromley.gov.uk](mailto:planning@bromley.gov.uk)**



**N.B. This informative can draw attention to the need for permission etc. for a shopfront, advertisements or other proposals associated with or likely to be proposed in connection with the application.**