



THE LONDON BOROUGH
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Orpington Town Centre Supplementary Planning Document

Regulation 12(a) Consultation Statement

December 2021

1	Introduction	1
2	Preliminary consultation responses	3
3	How have the issues raised in the preliminary consultation informed the draft SPD?	7
	Appendices	11
	Appendix 1: summary of Commonplace question responses, by theme 	11
	Appendix 2: summary of written responses, by theme	36
	Appendix 3: Summary of map responses received.....	44

1 Introduction

- 1.1 This Consultation Statement has been prepared in accordance with regulation 12(a) of the Town and Country Planning (Local Planning) (England) Regulations 2012. The statement accompanies the draft Orpington Town Centre Supplementary Planning Document (SPD). The statement sets out details of the preliminary consultation which has informed the draft SPD, detailing who has been consulted while preparing the SPD; a summary of the main issues raised; and how these issues have been addressed in the draft SPD.
- 1.2 From 15 July 2020 to 5 October 2020, the Council launched a consultation¹ using Commonplace, an online consultation portal. Commonplace allowed respondents to provide comments in response to specific themes and allowed comments to be submitted via a mapping tool (including the ability to pin comments to specific areas on the map).
- 1.3 Letters and emails notifying residents of the consultation were sent to all consultees that were registered on the Council's database.
- 1.4 The consultation sought views from a broad range of individuals and organisations on how the Council should guide the development of Orpington Town Centre. The link to the preliminary consultation can be found here.
- 1.5 187 representations were received; 172 were received online through the Commonplace portal, and 15 were received by email/post.
- 1.6 Public consultation is not a statutory requirement during the preliminary stages of drafting an SPD. However, public consultation at an early stage ensures key issues can be identified and reflected in the drafting of the SPD where appropriate.
- 1.7 The Commonplace consultation sought views on the following 10 themes, asking a range of specific questions on these themes:
 - The future of Orpington
 - Housing
 - Transport and infrastructure
 - Offices
 - Retail, culture and leisure
 - Public realm, permeability and connectivity
 - Historic environment
 - Green infrastructure
 - Environment and air quality

¹ Orpington Town Centre SPD, Commonplace webpage, available from: <https://orpingtontowncentre.commonplace.is/>; and <https://orpingtontowncentremap.commonplace.is/>

- Development opportunities

1.8 The Commonplace portal also provided the opportunity to make general comments (i.e. not in relation to a specific theme). The mapping portal allowed comments to be made in relation to specific points on a map of Orpington, and for others to agree with comments made. Whilst some use was made of the map and the 'agree' feature, the majority of respondents made their own comments under the various theme headings.

1.9 Several representations were also received in traditional letter/email format, chiefly from organisations and bodies.

1.10 Of the online responses (excluding the broad responses under 'General Comments' and 'The future of Orpington Town Centre') the 'Environment and Air Quality' theme received the most representations.

Table 1: Response rate to Commonplace consultation, by theme

Specific Topic	Responses	% of Responses
Environment and air quality	23	19
Transport and infrastructure	20	16
Green infrastructure	19	15
Housing	15	12
Retail, culture and leisure	13	11
Development opportunities	11	9
Historic environment	10	8
Public realm, permeability and connectivity	8	6
Offices	5	4
Total	124	100

2 Preliminary consultation responses

- 2.1 This section sets out the key headlines of the responses received as part of the preliminary consultation between July and October 2020, including details of common issues raised. More detailed summaries of the representations are provided in the appendices.

General comments

- 2.2 Responses sought guidance within the SPD to enable future developments to be flexible and adaptable. Comments highlighted that future developments should be resilient to changing circumstances but also able to respond to and support change, whilst character and local distinctiveness should be enhanced. There was a strong view that the SPD should support a reduction in carbon emissions, promote active travel and protect natural resources with the benefits of increased walkers, residents and cyclists within the town centre to the local economy and town centre viability recognised. Brownfield sites were noted as being opportunities for future development with the SPD providing clarity over the scale and nature of redevelopment.

The future of Orpington Town Centre

- 2.3 Numerous representations under this heading were also covered in more detail in the particular themes.
- 2.4 The importance of flexibility was highlighted to ensure that town centre uses can adapt and thrive, with mixed retail, culture and leisure/public realm flagged as core functions of the town centre. The importance of outdoor space was particularly highlighted in the comments, in particular functional and enjoyable civic spaces. Community spaces and activities should be prioritised. The town centre should be accessible and safe for all and various suggestions were made to improve social interaction and sense of community including a range of events and market activities
- 2.5 The complete or partial pedestrianisation of the High Street came through as a strong theme with increased opportunities for safer walking/cycling and better permeability.
- 2.6 Representations suggested that the area around the market square should be identified for tall buildings; however, comments also noted that development should be low rise and human scale and that new residential properties should be affordable and not just investments.
- 2.7 The contribution of the night-time economy and residential development to the vibrancy of the town centre during day and night was recognised and expansion suggested. Comments also noted the potential for shared workspaces.
- 2.8 The importance of green infrastructure was raised in several comments and this was seen as key to the town's reputation.

Housing

- 2.9 It was suggested that the SPD should increase housing density within town centre envelope with design guidance identifying potential sites for improvement or redevelopment. Responses

noted the opportunity to provide different housing typologies, contribute to the boroughs housing targets and reduce pressure on the Green Belt, whilst increasing footfall to the town centre, and supporting local businesses. The Walnuts redevelopment was specifically highlighted.

- 2.10 New homes should meet or exceed residential standards and create high quality accommodation. The greatest preference was for 2 bed units with a strong emphasis on affordability with buy to let discouraged.
- 2.11 The importance of supporting infrastructure for new homes was highlighted, notably transport and community infrastructure (e.g. health provision)

Transport and infrastructure

- 2.12 There was a general support and encouragement within the comments for a reduction in cars within the town centre, with considerable reference to pedestrianisation opportunities and alternative uses of current road space, whilst acknowledging the importance of addressing the needs of those with limited mobility.
- 2.13 The need for an increase in active travel and improvements in public transport was linked strongly with the view that a holistic transition to active travel and public transport would present both environmental, health, social and economic benefits. References were made to the adoption of Healthy Streets principles, creating space for safe active travel and high-quality public realm for walking and cycling.

Offices

- 2.14 Comments suggested building of new offices should be delayed, noting the changes in working patterns related to the pandemic.
- 2.15 There was a strong emphasis on the need for buildings to be multi-use/flexible to accommodate future ways of working.
- 2.16 Generally, the view was that the conversion of offices to residential use should be restricted.

Retail, culture and leisure

- 2.17 There was strong support for the Town Centre to diversify to respond to changes in the retail environment, as such there should be a strong focus on leisure and cultural facilities and existing facilities should be strengthened. Small and independent operators and meanwhile/temporary uses should also be supported. There was support for the town centre to become a recognised environmental leader.
- 2.18 Developments should deliver and support new spaces for socialising and have regard to Sport England's Active Design Guidance. Trees and hedging should be increased. There was also support for space to enable events, markets, play areas for children, dog free areas and spill out areas and a range of indoor event facilities were suggested – including possible integration with the library or redeveloped leisure centre.
- 2.19 Redevelopment potential, including mixed education and residential redevelopment of Orpington College, was suggested.
- 2.20 Complete or partial pedestrianisation of the High Street was again suggested with parking/drop off allowed for people with particular needs such as the disabled and elderly.

Public Realm, permeability and connectivity

- 2.21 Responses suggested that the SPD should acknowledge the importance of the public realm which adds economic value and distinctiveness, supports active travel and health, and support improved connectivity / permeability between the town centre and station.
- 2.22 Comments included suggestions for public realm improvement such as pedestrianisation, links to parks, walking and cycling routes to the town centre, an increase in outdoor sheltered spaces, more place to sit and meet, remove barriers and provide step free access.
- 2.23 There was strong support for the Market Square to be enhanced and promoted as a community hub, for community activity, congregation and engagement

Historic Environment

- 2.24 Respondents considered that the SPD should acknowledge the benefits of the historic environment, including the economic and cultural benefits of the Priory Conservation Area and the Listed Priory, and to ensure the effective management and protection of the historic environment.
- 2.25 Whilst there was some support for high density development, it was emphasised that this should be of high-quality design, informed by context, and that potential tall buildings should be managed in relation to heritage assets and their setting.

Green infrastructure

- 2.26 The importance of green infrastructure was highlighted throughout the responses and not just confined to responses to this theme. Emphasis was placed on the benefits of parks and green spaces for health, biodiversity and as an essential element of seeking to achieve net zero carbon.
- 2.27 There was a strong view that parks and green spaces should be protected and expanded with biodiversity in and around the town centre should be enhanced.
- 2.28 The importance of new development providing green infrastructure and strengthening and developing links with existing local green spaces was raised, along with the need to seek opportunities to retrofit existing buildings.
- 2.29 Responses felt that there should be a commitment to protect the Green Belt.

Environment and air pollution

- 2.30 Comments generally sought a reduction in traffic along the High Street and an improvement in air quality, which would have multiple suggested benefits. The pedestrianisation of the High Street was suggested, along with speed reductions, energy efficient buses, and new and improved pedestrian routes.
- 2.31 Concern was raised about air pollution at the War Memorial roundabout.
- 2.32 Representations suggested that new developments and/or major refurbishments should be carbon neutral as a minimum or ideally carbon negative., with sustainable technologies and greener construction methods utilised and sustainable urban drainage schemes promoted.

Development opportunities

- 2.33 Comments on this theme were consistent with some of the comments on the Housing theme.

- 2.34 The need for high quality design, in keeping with the surrounding area, was emphasised.
- 2.35 Comments acknowledged the location of Orpington within the Cray Valley renewal area, and the potential for delivery of a significant number of new homes through the Walnuts redevelopment along with new social infrastructure, jobs and improved public realm.
- 2.36 The opportunity to deliver new residential, education and commercial development on the Orpington College campus and adjoining car park was highlighted
- 2.37 It was suggested that a landmark tall building could identify Market Square which it was felt currently lacks visibility.

3 How have the issues raised in the preliminary consultation informed the draft SPD?

3.1 This section of the statement provides a summary of how the issues raised in the preliminary consultation have informed the draft SPD. Summary details are provided with reference to the structure and section headings of the draft SPD.

Vision

3.2 Bromley adopted its Local Plan in 2019 with a vision for the Borough. The representations received helped to develop an Orpington-specific vision for the SPD, in line with the Local Plan vision.

Context

3.3 A strong theme coming through the representations was the importance of understanding the Orpington context. Therefore, having first set out the policy framework within which the SPD would operate, the SPD also addresses the context of Orpington, considering its townscape and growth over time, the topography of the landscape, the land use, scale and character of development, and local heritage and the green networks.

3.4 This contextual work informed the identification of the SPD character areas and sub-areas which are set out in Section 5 of the draft SPD with detailed guidance on each provided in Sections 6-9.

Design Principles

3.5 It was very clear from the representations that the SPD should ensure the delivery good quality design. The SPD therefore identifies six overarching design principles addressing the key characteristics of successful well-designed places.

- Contextual (Character and Identity)
- Responsive (Architecture and Landscape)
- Connected (Movement and Connectivity)
- Inclusive (Access and Inclusion)
- Healthy (Health and Well-being)
- Sustainable (Sustainable Design, Adaptability and Resilience)

3.6 Further detail about the principles is set out in Section 4 of the draft SPD.

3.7 Guidance responding to the matters raised in the consultation is provided through the 'SPD guidance notes'; these guidance notes seek to address the matters raised in section 2 of this Consultation Statement and the detailed appendices (where appropriate). Noting that the SPD cannot itself set policy, the guidance notes provide further guidance on relevant adopted Development Plan and national planning policies related to the six design principles, as they relate to the Orpington Town Centre area.

Guidance Notes 1 to 8

- 3.8 Overarching Guidance Note 1 requires proposals to demonstrate how they have addressed the six design principles set out within this SPD and specific guidance relating to the character area within which they are located.
- 3.9 Guidance Notes 2 to 8 indicate in more depth how development proposals should respond to the individual Design Principles, addressing the general quality design issues raised in the consultation.
- 3.10 Guidance Note 2 relates to the Context Design Principle. Comments on the preliminary consultation raised the importance of protecting character and distinctiveness but balanced with allowing for change and building in resilience. Guidance note 2 sets out the importance of reinforcing local identity and a sense of place through strengthening existing physical, natural, social and cultural assets.
- 3.11 Guidance Note 3 relates to the Responsive Design Principle. This emphasises the importance of high-quality design developed through a detailed process of review and collaboration. The need for high-quality design was a common theme from the consultation responses, with particular emphasis on the proposed Walnuts redevelopment (which is covered by specific character area guidance elsewhere in the SPD).
- 3.12 Guidance Note 4 relates to the Connected Design Principle, which seeks to improve connectivity in the area and establish new routes that correspond with existing routes. The need for improved public realm and key routes, including strengthened links with the railway station, were raised in the consultation.
- 3.13 Guidance Note 5 relates to the Inclusive Design Principle, which pushes new development to achieve the highest standards of inclusive design, contributing to a built environment that is safe, accessible, and convenient for all. There were several comments relating to the need to design new development to be inclusive, as well as related comments.
- 3.14 Guidance Notes 6 and 7 relate to the Healthy Design Principle, which prioritise the importance of health and wellbeing as part of the assessment of planning applications. Health came up as part of a number of comments, linked to suggestions to increase green infrastructure and improve active travel.
- 3.15 Guidance Note 8 relates to the Sustainable Design Principle, referencing key sustainable design policies to emphasise the requirement to achieve high sustainability standards. Sustainability and net zero carbon were common issues raised by respondents. Comments raised a number of potential issues which the SPD could focus on, including promoting sustainable travel, providing new green spaces, improving air quality and encouraging retrofit over demolition.

Character areas

- 3.16 As noted above, the Orpington context has informed the SPD character area boundaries. Guidance Notes 9 to 17 relate to general guidance that applies consistently across all character areas. Guidance specific to each sub-area is provided in sections 6 to 9 of the SOPD (discussed below).
- 3.17 Guidance Note 9 relates to heritage and conservation issues, highlighting the importance of the historic environment in Orpington which adds significantly to the character and distinctiveness of the area. The Guidance Note expects development proposals to clearly address heritage impacts. A number of consultation comments related to the historic

environment; respondents suggested that the SPD should acknowledge the benefits of the area's heritage assets and should manage development (including tall buildings) in relation to their impacts on heritage assets.

- 3.18 Guidance Note 10 addresses density, referencing the London Plan design-led approach to ensure the most appropriate form and land use for the site. A number of consultation comments across several themes raised the issue of density; some comments were supportive of increasing density but noted the need to ensure high quality design and provision of other benefits such as improved public realm and green infrastructure.
- 3.19 Guidance Note 11 sets requirements for the consideration of proposals for tall buildings in Orpington, in line with policy D9 of the London Plan. The guidance note references the importance of local views. There was some support for taller buildings in the consultation comments, but respondents note the need for high quality design and for proposals to be contextual. Some respondents thought Market Square was a particularly suitable location for tall buildings.
- 3.20 Guidance Notes 12 and 13 relate to Transport and connectivity in Orpington. These Guidance Notes promote enhancements to existing pedestrian and cycling routes and the creation of new routes, noting that the route to the station is a priority. Improved permeability to enhance sites at the rear of the High Street is also promoted, with greening of new routes encouraged. These Guidance Notes relate to a number of comments made across different themes. The link to the station was raised by a number of respondents. Comments also referred to the need to diversify the High Street; the opening up of backland sites offers the potential for new/expanded uses to add to the town centre's diversity.
- 3.21 Guidance Note 14 addresses green infrastructure and biodiversity in Orpington. It promotes the enhancement of biodiversity as part of the network of green spaces linking with the wider Cray Valley. Biodiversity was an issue that was raised across a number of comments, which highlighted the importance of the issue and the need for development in Orpington to contribute to improved biodiversity.
- 3.22 Guidance Note 15 addresses sustainability concerns, reflecting adopted policy in the London Plan. Sustainability was a popular issue raised by respondents, particularly relating to achieving net zero carbon emissions. Retrofitting was also raised; the Guidance Note encourages retrofit and links with guidance for certain character areas with existing building typologies where a retrofit approach may be a practical proposition.
- 3.23 Guidance Note 16 reiterates the particular Renewal Area policy requirements relating to development in Orpington. These policy requirements overlap and address many of the consultation comments received.
- 3.24 Guidance Note 17 relates to the new Use Class E and associated PD rights. The introduction of Class E and the PD rights post-dates the start of the consultation. While Class E does allow for some flexibility with town centre uses, it could affect the vitality and viability of town centres. Consultation comments noted the need for diversity of uses with a mix of cafes, restaurants and entertainment uses amongst other uses. The Guidance Note will help to ensure that any adverse impacts of Class E and the PD rights are mitigated to protect the ongoing vitality and viability of the town centre.

Character areas and sub-areas

3.25 The SPD identifies the following character areas and sub-areas:

- **Orpington East character area**

- Market Square, Orpington College & the Walnuts Shopping and Leisure Centre sub-area
- Eastern Edge sub-area
- **Orpington North character area**
 - The Village sub-area
- **Orpington West character area**
 - Orpington High Street sub-area
 - Western Edge sub-area
 - Orpington Station & York Rise sub-area

3.26 Detailed guidance is provided for the sub-areas, with reference to specific development opportunities where relevant. The guidance in the sub-areas links with a number of comments made in response to the consultation, particular on issues like design, green infrastructure and land use.

Appendices

Appendix 1: summary of Commonplace question responses, by theme

Themes

1. General comments
2. The future of Orpington Town Centre
3. Housing
4. Transport infrastructure
5. Offices
6. Retail, culture and leisure
7. Public realm, permeability and connectivity
8. Historic environment
9. Green infrastructure
10. Environment and air pollution
11. Development opportunities

1 General comments

14 responses received in total

What should this guidance include?

General

- Needs a vision of what Orpington can be / look like before any detailed planning guidance
- Guidance must be in line with excellent air quality, a car-free future and to allow safe spacing for the current and future pandemic
- Individual events seem like a flash in the pan rather than a regular, well thought out strategy which complements the town centre.
- more culture, street life, range of shops ,farmers market, active travel,

Specific issues

- inclusive
 - places for youth to hang out
 - low cost to community groups, eg. baby classes, hobby groups to alleviate isolation.
 - Seating in the walnuts esp for those with restricted mobility
- Existing quality buildings should be respected and enhanced - eg GPO.
- concentrate on making the town centre more child friendly
 - indoor soft play centre
 - fountains/play equipment.
- Development
 - Any development is assessed to be carbon-neutral, using green energy and promoting active travel.
 - Stop the dense development of small flats
 - build affordable housing - social housing and / or key worker housing
- encouraging a more mixed use, environmentally friendly space.

- Encourage major stores, independent shops and reduce rents for local shops.
- Opening unused shops for community projects, art studios, galleries and drop in centres for elderly or disabled people
- market to attract a greater number of stalls including local craft stalls
- Update the swimming pool
- More police or security during the evening periods / Priory Gardens
- Transport and Parking
 - restrict High St parking – but avoiding chaos on surrounding roads - parking and buses
 - Incentivise car free visits to the town centre.
 - Measures to alleviate traffic between war memorial and Orpington station, particularly during rush hour/school run periods
 - Parking provision to ensure no shift to Bluewater (free parking)
 - Potential for park & ride?
- Access to the town centre with safe pedestrian and cycle (scooter etc.) access.
 - Safe cycle stands.
 - Wider pavements, especially eastern end,
 - Option for making some of High St buses only
- Improve / refurbish Bowling Alley
- Priory Gardens
 - a cafe & a public toilet
 - improve security

2 The Future of Orpington

34 responses received

What do you think makes a good Town Centre?

- Attractive, safe, diverse, clean, and inspiring.
- Clean, safe, comfortable, easy to walk around, places to meet, green spaces, space for community events, useful/ affordable/ relevant shops, offices, community services.
- Multi trip destination (town centre & local parks/greenspaces)
- Make it 'a destination' with character - retain the village character, trees and plants and pavement cafe culture
- Appealing to all age groups and cultures / everyone living around
- attractive & clean town centre – repair dilapidated units/buildings,
- Safe & friendly to visit to use and socialise. Attractions for all ages not necessarily at the same time of day (bars, restaurants, parks, library). – enhance security after school / evenings
- Prioritise pedestrians / pleasant outdoor seating spaces
- Interest points / activities ... an art trail / regular events
- Good maintenance of infrastructure and good litter collection

Uses

- Variety of uses - accessible for all, promoting environmental sustainability
 - Local produce shops, charity shops, green refill shops, restaurants and cafes, leisure centres, library, cinema support centres, range of shops which reflect local cultural groups, community hub - youth facilities, places of worship and necessary amenities for the elderly

- quality shops (big name stores & independents) restaurants – concern re proliferation of ‘nail bars and less vape shops’
- leisure attractions to appeal to all types of people
 - Young People - Somewhere to meet - safe and out of the weather (currently only MacDonald's.)
 - multi use places for families (play cafes, ceramic cafes etc) and local groups to meet.
- Reduce the empty shops - sensible unit re-use of consistently vacant units - pop up stores
- weekly (Sunday?) market in the High Street, pedestrianising the south section between 11.00 and 15.00. - improve social interaction / sense of community..
- more residential options

Environmental issues, green spaces, transport

- Reduce and eliminate pollution / carbon sources, ref Global warming
- prioritise the pedestrian (safe & welcoming)
 - limit private vehicles to the high street to make it feel more vibrant & safer
 - divert buses through Homefield Rise and Gravel Pit Way (eg to facilitate weekly market)
 - consider complete pedestrianisation
 - space for social distance (2m apart)
- cycle lanes, cycle storage
- more charging points / free or reduced rate parking to encourage the switch to electric cars
- Wide footpaths; wheelchair and buggy friendly.
- Good transport links
- reduce noise,

Public Realm

- Active and vibrant public function at the ground floor level, small architecture (benches, light etc) and green squares (lively public spaces)
- adding more green areas, open natural spaces, trees and seating areas
- Suggested enhancements
 - create a focal point eg. "meet me at the big clock".
 - a bandstand or stage area for local musicians
 - A water feature of some kind, like a spectacular fountain or waterfall wall, to provide focus and contemplation
 - pavement based water fountain for play space
 - Lots of benches and shaded areas for hotter summers

Economic Interventions

- variety of shops should be supported through rates relief and grants
- subsidise space for artists, designers, craft bakers, micro brewers
- fill empty units with community uses etc.

Specific Places

- Walnuts –
 - knock down the and move shops to the high street
 - add some features to the courtyard area
- Priory gardens - Invest to make more family friendly and safer

What would you like your area to look like in the future?

- Vibrant and busy with fewer empty shops & more variety (support start ups)
- Clean, greener, eco friendly, Less pollution and noise from cars and buses and more spaces to sit outside to eat, drink, socialise.
- reputation as being a specialist provider perhaps for hobbies / crafts, or antiques (linking with the historic Priory) – charity shops recast as ‘vintage’
- a good mix of living space, open space, parking, shops, cafes, bars etc
- cinema hotel and good restaurants are still here & more leisure facilities
- a more attractive shopping centre (and entrance)
- easy access to transport, better pedestrian and car free areas
- more al fresco cafe / dining options
- legibility
 - The different parts of the town are linked together
 - a central green space surrounded by places to eat/enjoy a coffee outside,
- Movement / Transport
 - A less congested environment- tailbacks from Tescos and the station often cause traffic queues in the high street with resulting air pollution.
 - Free flowing traffic to encourage footfall and visitors.
 - Pedestrianised High Street - Route the traffic down gravel pit way
 - Lots more space for pedestrians and cyclists
 - walking route which is under-cover
 - a cycle path.
 - Electric buses
- Parking
 - Only genuinely essential (disabled) parking in the High St (with EV infrastructure)
 - good local parking which helps to keep the High Street vehicle-free
- Development / Refurbishment
 - New housing blends in with the surrounding area.
 - refurbish dilapidated flats above High Street shops – for social housing
 - High Street is refreshed, but not too tall, or over-developed
 - more flats so that people can live locally to the centre of Orpington
- Economic suggestions.
 - free loans to charities, colleges, schools, organisations for exhibitions, pop up shops, etc.
 - place for locally run businesses to develop,
 - place which provides support for many groups in the community; youth, elderly, homeless, job seekers
 - shops appealing to the youth - bring the college students into the high street and increase footfall
- Features
 - Priory Gardens
 - A new cafe in the park
 - More events in the e.g. historic re-enactments (jousting?)
 - more equipment & split younger/older children sections.
 - Walnuts
 - more trees/grass, tables, shade
 - ugly leisure centre block to go
 - community use of the paved area outside the back of the Sports Centre eg baby swings, friendship benches and chess tables
 - free activity based outdoor leisure like a cycle path, boating lake etc.

- water refill stations
- water feature or clock or art- work
- permanent public notice board in the library window,
- a regular market on the high street rather than in the Walnuts with arts & crafts, art exhibitions
- New bowling alley

What could the town centre offer that it does not already?

- greater range of retail -specifically
 - chains
 - M&S
 - Aldi or Lidl
 - Primark
 - traditional (eg fishmonger, butcher, deli)
 - cycle shop
 - specialist shops
 - Shop selling local products
- greater range of community leisure & culture -specifically
 - up to date public leisure centre
 - Alternative uses for the empty shops such as youth and childcare services, for local kids or community projects
 - Regular specialist markets inc German / Farmers market
 - Art gallery or exhibition space - local history exhibition
 - Escape room (similar to Operation Escape in Bromley)
 - Increased use of library facilities by community groups eg evenings
 - More community toilets
 - Youth
 - Area to be safe and comfortable without being moved o
 - skate park
 - Water fountains to fill up bottles
 - Community hub inc CAB / space for social enterprises.
 - contact point for police
 - Bingo hall,
 - snooker hall,
 - casino
 - Public bins are separated into recyclables
- Late night shopping (Thurs)
- A feature
 - Town clock
 - eg an upside down house (as in Brighton) or similar exhibit
 -
- Pedestrianised high street
 - alfresco dining
 - Cycle lanes and area to safely lock bikes and scooters
- More family friendly focus, Cafe/play area, for parents/child minders
- Greater police presence at night - cars using the high street as a race track
- Green Environment
 - More plants and trees.
 - green area and seating locations along the High Street

- leave verges uncut to increase insect population especially bees.

Do you have any other comments in relation to planning for recovery post-COVID 19 and adapting to changes to the role of town centres?

- Bars - Retail is declining however Orpington is becoming a center for bars and restaurants
- some retail could be converted into office or nursery schools, as there is a shortage of both.
- Offer empty spaces to new/upcoming community events and organisations.
- Focus on small businesses, shopping local.
- local smaller shops (especially green focus, such as refill/zero waste)
- nicer places to socialise/spend money.
- spaces for home workers to take a break, if they have no private open space.
- Shared spaces/ hot-desking for hire for those not commuting, with office facilities
- Full pedestrianisation of the High Street will provide for generous social distancing.
- Lower rents to help struggling businesses - be flexible on Change of uses
- Green space
 - all local green spaces should be invested in to improve attractiveness & safety - Priory gardens should be a big focus
 - Protect existing parks and green spaces and expand their number and size
 - encourage strong links in new developments to local green spaces (for mental and physical wellbeing, for cleaner air and carbon capture, for nature and wildlife).
 - Increase areas managed for biodiversity and allow some areas to develop naturally.
 - Replacement trees with equal canopy size.
 - Safe active travel needs to be first and foremost

3 Housing

15 responses in total

How we can best accommodate residential development within the town centre to complement the commercial role of the centre?

Locations

- Convert empty shops / space above shops
- use empty commercial space
- near the station (attractive to commuters)
- shortening the high street
- brownfield land

Requirements

- High quality, well-maintained & secure housing.
- requirement for additional schools, childcare, doctors, public transport pedestrian and cycling-friendly paths, roads, parking etc to accompany additional housing.
- need for outdoor space to accompany residential development.
- build sustainability and low environmental impact as standard, and with an eye to future climate adaptation (monitor water availability)
- low rise and plenty of green space
- family housing needs space

What type of housing should be the priority?

15 responders in total – many have ticked more than one type of housing as a priority in their response;

- Affordable home to rent - 9 responses
- Affordable housing to buy – 11 responses
- General market housing to rent – 3 responses
- General market housing to buy – 5 responses
- Houses of Multiple Occupation (HMOs) – no responses
- Student accommodation – no responses
- Supported housing for vulnerable people – 6 responses
- Other – 2 responses suggest Key worker, one suggests flats priced for first time buyers.

Is there a particular housing size that should be prioritised? (as above 15 replies, have ticked more than one size unit as a priority).

- One-bed homes – 3 responses
- Two bed homes – 11 responses
- Three bed homes – 5 responses
- Four + bed homes – 0 responses

Do you have any other comments in relation to housing in Orpington Town Centre?

- Need for high quality affordable housing for young people as well as key workers and their families
- Ensure the necessary associated infrastructure is also provided including public amenity and green spaces (including roof gardens)
- Homes within walking distance / good public transport / cycling options will help avoid an increase in car use in Orpington
- Development should not limit retail (building on delivery space / car parks)

Design

- be good quality to be fit for the long term
- Tall buildings need to blend in with their surroundings, not block light and feel oppressive and over-developed (examples of increased height in redevelopment -Tesco, Orchard Grove, police station redevelopment)
- incorporate communal work from home - eg atrium space
- Energy efficiency / environmental impact
 - retrofit existing dwellings / PV panels
 - new buildings should meet higher standards of energy efficiency and shared ground source heating should be used.
 - resist energy inefficient building.
 - Non-permeable materials used on driveways
- Insulation, ventilation, refuse issues addressed (overheating, soundproofing)
- Restriction on buy-to-let to build community
- Using brown sites for housing is better than chipping away at Green Belt.

4 Transport and Infrastructure

20 responses in total

How important is walking, cycling and public transport for the success of town centres?

17 responses all very supportive

- Important, Massively, extremely very, paramount, increasingly, vital
- walking is most important, then cycling.

- often the only transport options of the young.

Air quality & Town Centre experience

- reduced motorised traffic
- improves air quality
- makes visiting the town centre a more pleasurable experience.
- vital for the footfall for local businesses and facilities
 - tap into active travel potential of local catchment
 - attractive, more pleasurable / leisure experience, healthy, sustainable and vibrant town centre
- Accessible / fuss free
- motorized traffic makes the High Street noisy and polluted & doesn't encourage families with young children to feel relaxed and safe.

Walking

- Wide pavements
- Pedestrianisation
 - would encourage people to stay longer and browse more.
 - traffic can be diverted - & is when there are events each year, attracting hundreds of people.
 - It would be great to be able to sit outside at the restaurants and cafes in a safe, clean and quiet space.

Cycle

- More cycle infrastructure
 - safe cycle routes esp for young people
 - Secure cycle parking

Bus travel

- Need good bus access
- Greener bus travel

What opportunities are there for new or enhanced walking and cycling routes in the town centre?

Cycling

- safe cycling routes / segregated cycle lanes (9 supportive responses)
 - through the high street.
 - wide enough for children to use safely.
- Cycle infrastructure
 - Bike racks

Car traffic

- sections of the high street car free or one-way only for cars.
- close off the traffic / Pedestrianise the town centre x6
- busses kept to drop offs at either end (plus middle, accessed from behind the Walnuts)
- diversion routes which are used during events which should become permanent

Parking

- remove on street car parking on the high street
- Sainsbury's multi storey car park is half full

Public Realm

- Orpington is becoming a hub for cafes and restaurants - people love sitting outside these facilities...but it could be so much more popular with removal of the traffic from High Street. (eg New Road in Brighton!)
- Better connection from station to high street.
- Healthy Streets guidelines – prioritise for health & wellbeing of people of all ages and mobilities <https://healthystreets.com/>
- create/improve active travel routes to/from and within the Town Centre to embrace the Prime Minister's Gear Change vision - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf
- enhancing and improving existing routes along paths and streets so they are safe and attractive for 8 to 80 year olds

Buses

- Must be frequent and affordable.

Road / Highway

- The roundabout by Lloyds is not safe and does not prioritise pedestrians.
- raised areas of road should be made into legitimate crossings (cause confusion as pedestrians believe them to be crossing areas)
- Cycle dangers
 - Carlton Parade, approaching from Sidcup, turning into Orpington High Street is dangerous and intimidating. There should be a shared cycle/foot path all the way from Nugent Retail Park to the High Street instead of the cycle lane transferring to the road halfway there.
 - drivers dangerously overtaking cyclists ON THE ROUNDABOUT. To solve this, a dutch style roundabout (one is already in place in Cambridge) would immediately solve this issue and severely reduce the risk of an accident
 - Tackling severance at both ends of the high street is key to making the town centre an attractive destination to cycle to.
 - War Memorial roundabout is hostile to vulnerable road users,
 - one way system near Priory Gardens is designed for traffic flow rather than active travel."

Does car parking have a role in future? Should development in Orpington Town Centre be car-free?

- 5 responses wanted car free dev or car free High Street
- 8 sought much reduced numbers of cars but acknowledged some needs (mobility / delivery etc) and a number highlighted EVC where parking provided
- Several noted the existing provision in 2 multi stories & how they could be accessed One noting need to compete with Nugent
- One felt there would be continued demand

Parking

Restrict Car Parking

- responsibility to the environment and to our children.
- Would ease bus movement
- Supported by more frequent / reliable buses.
- Reduces congestion & makes Town Centre more appealing

Allow Car parking

- needed for people
 - with mobility /health issues / elderly;
 - parents with small children;
 - people with heavy shopping.
- will be in demand for years to come
- only in existing car parks not on the High St
- existing car parks needed (access to Walnuts via Gravel Pit Way) to prevent drain to Nugent

EV Charging

- If parking has to be provided, should have EV charging facilities.
- More charging points should be installed for electric cars.
 - in car parks and on Lych Gate Rd

Ped / part ped High St x8 responses

- previous attempt at Pedestrianisation unsuccessful - the reasons for this should be re-visited.
- difficult to cross the street with children because of all the terrible driving
- parking only in walnuts & Tesco
- other routes around it including to the two multi storey (Walnuts and Tesco's) car parks and the disabled parking area
- get rid of through traffic.
- Pedestrianize between the Walnuts roundabout and War Memorial roundabout
 - Buses and Bikes and ESSENTIAL deliveries only - other traffic travelling via Gravel Pit Way
 - Buses vis Gravel Pit way too
- Active travel, Bicycle paths / secure cycle parking and pavements should take priority.
 - safe cycle lanes continuing along Sevenoaks Road to Green Street Green High Street

Car Free Development (future)

- Two specific refs - both yes

Are there any improvements to public transport that you would like to see? How can access to Orpington Station from the High Street be enhanced?

High St

- reducing traffic on the high street, perhaps by making all / part car free
- buses make slow progress through the high street
- Divert buses off High St / Bus hubs at periphery of high street, x2
- Electric buses only in High St
- Widen pavements

Route to Station A232 (TfL)

- walking route between the station and Tesco is poor / clogged
 - raised tables / crossings on side roads along A232
 - widen pavements
- better wayfinding and lighting via the back of the station to town centre including via Knoll Rise
- buses only on Station Rd cars only on Tower road (too narrow for buses)
- more greenery

- air quality monitor
- optimisations to the traffic lights to improve the flow up towards the station ?
- cycle and scooter lane (with storage).
 - Electric scooter hire (if legal)

Buses

- buses make slow progress up to the station.
- dedicated shuttle bus -
 - station to war memorial
 - Orp Station - SMC station– (via High St - Carlton Parade, Cray Avenue / Nugent)
 - Orpington station to Biggin Hill, (via airport, & planned hotel and College).
- More frequent buses from outlying suburbs/villages – including new dev at Fort Halsted
- an X51 service (51 overcrowded in the peaks)

Train routes

- direct services to London from Chelsfield station - recent alterations mean changes at Orpington - draws commuters to drive to Orp Stn at Orpington

What do you think are the priority infrastructure requirements for Orpington Town Centre?

- Prioritising cycling and walking then public transport
- Create cycle / pedestrian network spine (cycle routes / safer pedestrian crossings) and Mayfield Avenue / Knoll Rise towards High Street and Priory Gardens
- Progress Orpington to Green Street Green Walking and Cycling Route improvements 2017 - <https://cde.bromley.gov.uk/documents/s50051764/Proposals%20for%20improvements%20to%20the%20Orpington%20cycling%20and%20walking%20network.pdf>
- Complete shared walking/cycling route from Crittalls Corner to Orpington Town Centre - currently stops short of Carlton Parade
- cycle routes & infrastructure (racks) x7
 - High Street
 - along Sevenoaks Road to Green Street Green High Street.
 - into local neighbourhoods
- municipal bike scheme

Walking

- improve/upgrade existing walking routes and footpaths
- better signage for healthy routes in/around Town Centre
- pedestrianisation

Station

- easy linkage to high street without creating more traffic on that stretch of road.
- National Rail / Southeastern improvements to platform underpass and links to emerging Crofton Road upgrade (to).

Drainage

- Valley location – inc risk of flooding as weather changes / global warming
- Good time to address during major redevelopment / changes

Do you have any other comments in relation to transport and infrastructure in Orpington Town Centre?

- Full / partial / occasional pedestrianisation
- Encourage walking and cycling (cycle lanes on the residential streets, along with pedestrian crossings, traffic calming, for a more healthy population).
- Act (eg cycle lanes) not just talk in platitudes about intentions regarding these features.
- Electric buses
- There needs to be more done in terms of traffic calming and enforcement
- Liaise with local people , residents associations and relevant organisations / stakeholders, e.g. Bromley Cyclists, Bromley Living Streets, Bromley Ramblers, EnBro.
- Concern about Rat Running (The Greenway – north of Orpington)

5 Offices

5 responses in total.

How can the employment role of the town centre be maintained and improved?

- Local jobs website regularly updated
- Offer flexible workspace
 - incl. cafes that allow workspace
 - meeting venues
 - co-working space,
 - ideally low-cost to support start ups and small businesses.
- target
 - the digital sector
 - young professionals
- showcase Orpington based businesses,

What type of office space do you think will be necessary to ensure that the town centre can adapt to changes in the way people work?

- FLEXIBLE workspace -a key comment.
- Rentable, flexible, co-working, low cost, hot desking,
- Good quality to attract young professionals and different sized businesses.

Do you have any other comments in relation to offices in Orpington Town Centre?

- Attract businesses and workers to the town centre (but don't waste money)
- convert empty unviable office to housing.

6 Retail leisure and Culture

13 responses in total

Does Orpington Town Centre's retail offer need to change to adapt to changing circumstances? If so, what changes do you think could be put in place to facilitate this?

Retail

- Too many food establishments inc restaurants, takeaways, cafes,
- Too many charity shops and empty units
- Reduce rental / find tenants
 - more independent retailers

- shops that embrace the growing community feel as a refill shop for dried food, cleaning and toiletry liquids, as well as a repair shop/cafe and a lending library (for DIY tools, electricals, partywear and garden tools).
- accessible, 'trendy' and child friendly restaurants/bars/cafes
- Pop up markets / indoor market in larger vacant unit
- focus on personal services that are best served locally, so leisure, restaurants, bars, dentists and hairdressers

Leisure & Culture

- Walnuts Sports and Leisure Centre - retain and update (note - phase as no other local swimming pool)
 - Gathering / sitting area to encourage street life eg musicians
 - Ice skating rink/roller skating rink
 - Skateboard area,
 - The High Street
 - pedestrians only with relevant affordable parking locally
 - consolidate the shops in a smaller area (one end of the High Street) and release the space to other uses such as housing, recreation.
 - is too narrow for public transport to use it safely.
 - Crossings should be linked so that traffic flows freely.
 - pavements re-laid to reduce puddles
- more homes and offices in the town centre

Do you see the town centre as somewhere you can socialise?

Attractors

- its nearby ! less inclined to go to London
- Walnuts Sports and Leisure Centre,
- Restaurants
 - choices limited but recent restaurant openings (GPO, Pato Lounge and The Orpington) have attracted some back
 - a 'walk to' dinner destination
 - not too different to the offer at Locks Bottom and Petts Wood.
 - Suggest more outdoor seating for restaurants and bars
- Cinema

Detractors

- Concern about safety
- Traffic noise & air pollution
- crowded pavements / pinchpoints

What type of space is necessary to facilitate or improve the cultural and social role of Orpington Town Centre?

- Large art / events space - Walnuts shopping precinct inadequate - split into two relatively small areas which can become overcrowded
- Use inner square for community events,
- pop ups, better quality market stalls
- Supported spaces for social enterprises / community events/learning - with long term sustainable funding.
- a 'little theatre' used culturally throughout the day with evening shows,

- Car free areas so restaurants can spill out
- More open space

What leisure activities/facilities would you like to see in the town centre?

- Retain & enhance the Walnuts (with provision throughout refurb)
- More activities and places for children, families and young people.
e.g. Places to play and learn music, art, dance, drama, roller skating rink, winter ice skating rink, gymnastics, mini golf, social darts, ping pong, skate boarding, swings, exercise circuits, benches, café, soft play, no alcohol 'games den'
- Improve the existing bowling
- Integrate existing facilities (cinema & bowling) better with the town centre.
- Theatre, art spaces, community spaces, all with long term sustainable funding.

Do you have any other comments in relation to retail, culture and leisure in Orpington Town Centre?

- Should be more people focussed rather than commercial and car focussed
- Events
 - eg the big screen (previously outside the old police station), Lighting Up Festival, Orpington Rocks Festival
 - locations - use the High Street more, War Memorial
- More diversity of business

7 Public Realm, Connectivity & Permeability

8 responses received in total

How inviting is the town centre public realm currently? What elements of the public realm do you think are good and bad?

Good Public Realm

- flowers / Flower towers
- in front of the cinema, with extra outside seating
- Green walls in front of empty shops
- Speed tables (pavement to road)
- paving
- the cinema and the buildings nearby
- bike racks encouraging cyclists (although under utilised at present)
- Good / Improved general
 - Cinema
 - Independent restaurants
 - supermarkets, banks and opticians
 - Village Halls

Bad Public Realm

- pavements are crowded and cars dominate the town centre – can feel noisy & polluted
- too much heavy traffic (inc buses) on the high street (dangerous place with small children)
- limited opportunity to widen pavements or include cycle provision.
- Entrance to the Walnuts between the leisure centre and the college, including the bridge, are dated and unwelcoming not very inviting

- Too much concrete on some buildings
- Some buildings look tired and uncared for
- The market is generally poor
- Bad general
 - Too many empty shops
 - No big retailer
 - Nugent offers better shopping
 - Weekend crowd are off-putting

What could be done to make the town centre a place where people will want to dwell?

Transport & Highways

- Pedestrianise / less traffic on the high street,
- Provision of storage/parking for bikes, e-scooters, motor-bikes & other vehicles

Visitor experience

- Unique character that sets in apart from other town centres “celebration of local achievements: Dina Asher-Smith (athlete) , Reggie Perrin (character created by David Nobbs); the 1920’s Orpington car; the Romans etc. etc.
- more interesting shops, i.e.
 - a bookshop, fashion, eco-shops
 - fewer or rebadged charity shops as ‘vintage shop’
 - local community hub for info / lost property /police contact point
- Fill vacant units - retail or leisure activities
- Enhanced greening / more planters
- Safe, clean, well-lit spaces and benches to rest.
- Light & airy so you can see the sky
- Well maintained commercial and residential buildings.
- Refresh / enhance leisure centre offer
- shared spaces for people to get a break from working at home.
- Enhance public realm in front of the Walnuts leisure centre e.g. planting; or maze or hopscotch painted on the ground for children

Homes

- Well-proportioned, energy- efficient housing, with good insulation, ventilation, and access to green space
- Homes that are not generic square blocks
- Play area for children close to new flats

How easy is it to navigate through and within the town centre?

Active travel

- The town centre is easily navigated on foot once you are in the High Street. However
 - Side streets that junction on to high street can be difficult to cross
 - Leisure centre entrance should be better integrated with the town centre
- Requiring improvement (eg maintenance & lighting) and / or signposting
 - access the leisure centre from the high street (steps not obvious)
 - River Cray path (north from Priory Gardens to the Nugent)
 - Path between the Walnuts and Priory Gardens.
 - The footpath over the bridge

- Walking and cycling route from Orpington Station (to Hillview Road and from Elm Grove to Knoll Rise).
- street furniture (bus stops, bins, signs, seats, etc) can create pinch points (around McDonalds, outside the old Post Office/Boots and by Edinburgh Woollen Mills)

Cars

- should not to navigate through the town centre, as there are alternate routes available.
- Pedestrianize with clear cycle lanes and room for invalid vehicles.

8 Historic Environment

10 responses received in total

How important is the historic environment to the character of the town centre?

- Very - a critical part of its unique local cultural identity & character, distinguishing Orpington from other places incorporating
 - Roman settlement
 - the Priory,
 - Railway generated development like the Knoll area

Benefits

- Prosperity - High Streets with unique features prosper - many high streets / shopping centres have been sanitised and look the same – *'the Walnuts is a just a walk through to get out of the rain'*.
- shared interest for residents, and can bring generations together.

Enhancement

- local history should be better identified and enhanced
- highlight unnoticed historic characteristics - facades above High Street.shops

What elements of the historic environment do you consider most important?

- Priory and Priory Gardens Conservation Area - but concern about the Priory
 - hidden / obscured
 - contents of the former museum
 - lack of public use
- Roman remains
- Early mock Tudor buildings
- Heritage buildings related to past commerce & industries
- Gabled shops along the linear High Street (new buildings should be required to blend in.)
- Natural environment – historic trees and green spaces

How can development be accommodated without causing harm to the historic environment?

New buildings to locate on 'brown' land, seek comment and confirmation from the community, and should be

- in context and in keeping with the existing development - sympathetic aesthetic to the existing buildings – don't juxtapose modern with historical
- similar height, - slightly higher if replacing blocks in the Walnuts but not directly adjacent to existing residential properties or towering on their skyline.

- similar materials - flint walls would mirror the Priory walls

Potential to preserve & enhance the historic environment

- showcasing history eg the new Orpington GPO, - template for future developments
- preserve facades and imitating existing facades
- no new development to obscure historic buildings

New development to enhance & celebrate the historic environment

- footpath link between the Priory & Priory Gardens, and the Walnuts / High Street (Dryden Way/ Lychgate Road to Bark Hart Road). – suggested like improvements to the Nugent Centre path through trees and past the stream, with a water feature.
- Reflect how historic towns like Canterbury, Richmond and even parts of London like Chancery Lane and St Paul's blend the ancient and modern in aesthetically pleasing ways.
- Involve experts in historic preservation and sustainability. "
- Careful selection of developers (for Council schemes)

Do you have any other comments in relation to the historic environment in Orpington Town Centre?

Enhance / develop local displays (currently at the Bromley town centre library), Crofton Roman Villa, the Priory buildings, Biggin Hill, connections with David Bowie as well as nearby National Trust, English Heritage and other historic sites.

Public Realm enhancements

- Improve heritage related signage
- local history walking trail with links to websites
- use or reflect former museum artworks in the new public realm – seek sponsorship e.g. the 18th century fire engine (not as big as it sounds) could be sponsored by an alarm company?

Priory building should be

- occupied by artists- new commercial activity could be linked to V22's planned artists occupation
- open to the public (at least occasionally), and school visits should be resumed

Art / Crafts area (note increased hobby activity during covid)

- retail area/ inside market space for arts crafts & hobbies - with retail & gallery space
- baking & cooking/ Painting / Drawing / Pottery / Ceramics / Crafts / Cameras & photography / Sewing / knitting / Crochet / haberdashery / musical instruments "
- community sharing of oral histories, photos and artistic representations of Orpington through the ages as well as a vision for the future.

9 Green Infrastructure

19 responses in total

Do you think provision of green infrastructure in town centre locations is important? What advantages and disadvantages does green infrastructure bring?

Only advantages –

- Contribute to sustainability, biodiversity
 - Enhance wildlife / offset biodiversity loss
 - pollinator corridors,

- improved water management/drainage
- mitigate climate change
- improving air quality through pollution /CO2 reduction
- connects people with nature in urban settings.
 - Esp those without gardens
- aid economic recovery by increasing footfall
 - people attracted to a more environmentally friendly town centre environment, character / friendly & inviting
- contribute to health / mental and wellbeing
 - Savings to the NHS with a healthier population
 - Encourages exercise
- Community / place quality
 - sense of community, meeting opportunity (inc young people), seating, belonging,
 - events potential
 - respite from workplaces
 - responsibility to take care of the area that you live in,
 - teaches children the advantages and normalises sustainable living
- Combine Green Infrastructure with
 - cycle routes and safe bike storage to encourage people to leave their car at home
 - safe crossings and more solar powered lights for pedestrians to feel more comfortable walking

What type of green infrastructure do you think is most suitable for Orpington Town Centre?

Value of Green Infrastructure

Existing

- promoting the green spaces which already exist,
- existing mature trees on the High Street and around the war memorial – a delight

New

- network of green spaces, connected by urban hedgerows, flowerbeds,
- Parklets,
- planters, (including hanging baskets) / supported by shops - Orpington in bloom competition etc..
- trees,
- green walls, -visually appealing, whilst reducing air pollution and increasing biodiversity – on all new dev (eg Walnuts)
- green roofs – also ‘growing space’
- wildlife areas / meadow corridors - to encourage insects and birds
- borders, - shrubs & bedding / along cycle routes and pedestrian paths
- water spaces new and existing better maintained
- Sustainable Urban Drainage Systems (SUDS)

Also

- Semi-permanent planting / perennials and bushes – removing annuals (esp when flowering) is wasteful – instead reflect French roundabouts
- Native plants
- Would support al fresco dining spaces / pedestrianisation

- Information on the environmental and health benefits of each element of Green Infrastructure - may inspire others to recreate smaller versions outside their homes as well as increase the respect and appreciation for our town centre
- Ongoing maintenance of green infrastructure
- Solar panels

Do you think there are any opportunities/locations where new green infrastructure could be provided in Orpington Town Centre?

Various locations

- Replace parking with parklets
- Green roofs eg Singapore's on high rises and nature ways
- bus stops - where children queue on polluted roads – planting / Bee-friendly (eg Netherlands)
- Verges - Stop mowing (and spraying) and let wildflowers thrive
- roofs on the high street planting / solar panels
- Town center, rain gardens and green roofs
- Pavements
- Empty units

Specific locations

- Along the High St – green corridor / pedestrianise & dig planting spaces
- Priory gardens - wildlife garden/space with a beehive and educational information
- Tesco is crying out for a green wall.
- Tesco roof converted into a growing space for fruit and vegetables
- The north end of the High Street would benefit from more greenery.
- Library / cinema - space outside - more planting and some kind of water feature.
- Walnuts square & link to High St, more planting, trees (noted area 'ripped up' for cinema)
- The Walnuts leisure centre - green walls
- War memorial – more attention
- Orpington station - trees and green walls
- Sevenoaks Road / Crofton Road / Charterhouse Road - Wildflower meadow verges
- car parks - parts which are under used could be planted as wild flower gardens

Which, if any, open spaces in and around the town centre do you currently use, and why?

Priory gardens

- it's calming and makes me feel closer to nature despite the urban setting.
- beautiful and inspiring
- not very accessible from High st
- easy to access from R3 bus - stops outside
- children's play park is well equipped - in need of some TLC,
- duck pond is fun
- to walk dog
- Could do more wilding & native species / less formal planting to encourage insects and birds etc
- better use could be made of the wide open space - more events
- more buggy/scooter friendly paths required.
- Used More when the library was there

Public Realm Open Spaces

- when there are market stalls
- recent art works done by local children – more of this please
- high street for shopping and eating out
- Roads to and from Green st Green to Orpington. Charterhouse Road, Sevenoaks Road, Court Road.

Goddington Park - for leisure, relaxation and exercise.

Poverest/Covert Wood. -Wood is good to escape heat and see some wildlife

Jubilee Park,

High Elms

None

- I spend as little time as possible in the town centre.
- Motorised traffic has priority and pedestrians are second class citizens.
- current arrangements don't really encourage you to want to linger
- the high street is too noisy and dirty with the traffic. I used to spend more time at the priory gardens when the library was there. It was a lovely place to spend some time. I probably only spend time in the open spaces now. They were a great idea - more of that sort of thing please.

Are there any open spaces in and around the town centre you do not currently use, but would like to? What changes would make you more likely to use this open space?

- Market Square (between the Library , Sainsburys and Orpington College)
 - more green
 - incorporate water in some way.
- walnuts entrance
 - planters
 - area of wild flower
 - natural play area for young children?
- Priory gardens
 - improve access from High St
 - 'sort out' the geese – small child petrified / goose poop
 - lake water quality - full of rubbish and smelling of wee
 - hang out for street drinkers and weed smokers
 - priory building
 - revert to community amenity - was ideal for families to make a day of visiting the library / museum and provided public toilets
 - falling into ruin?
- cycle lane 'corridor' to link up green spaces
- bridge and foot path from Walnuts - not pram or wheelchair friendly - a mess and doesn't feel very safe.
- Southern end of high st foot paths
 - Improve – they are narrow and polluted

Do you have any other comments in relation to green infrastructure in Orpington Town Centre?

LBB should 'walk the walk'

- Opportunity for change
 - embrace this seriously, not just pay lip service to it.
 - Involve local school children
 - set up local community groups run by volunteers to save money who will take care of the green spaces.
 - Add a cafe at priory gardens - even if it's a pop up.
- Trees
 - established trees being lost
 - Saplings planted but with poor success rates.
 - Enlist public in tree planting / health monitoring

10 Environment and Air Quality

23 responses in total

What actions do you think could be taken in order to reduce carbon emissions?

Raise ambition - Bromley target of zero net Scope 1 emissions (i.e. the Council's own emissions) by 2029 admirable but represents only 1% of the Borough's total emissions. Bromley should, like other Boroughs, reset its target to include 100% of the Borough's carbon emissions.

Increasing Active Travel (Cycling & Walking)

- Improve facilities for people to walk, cycle
- more cycling routes to improve safety,
- more secure cycle storage next to shops, leisure centre and station;
- Hire bikes at the Station and in the High Street
- Need a bike shop
- more pedestrianised areas, safer crossings and wider pavements
- more outdoor public seating for people to rest

Cars & Buses

- Pedestrianisation of Orpington High Street except for disabled and elderly drop off and parking
- Remove on-street parking and prioritise bus-only access. (Car parks accessible from Gravel Pit Way)
- Better / free public transport
- address the phasing out of fossil fuel transport
 - Provide more EV charging points (including in all car parks)
 - Support electric car hire firm to establish off the High Street (eg Gravel Pit Way)
 - Electric buses
- Encourage car clubs (zip car) to area.
- Restrict delivery times for shops
- 20mph zone around town centre
- Enforce engine idling pavement parking & speeding laws (note Carlton Parade concerns)

Public Realm & facilities

- Plant more native trees, hedges and green walls for carbon capture and air quality (note - grass is less useful than planting / trees) as well as for mental wellbeing, natural shade & attractiveness

- Water bottle re-fill points
- more recycling bins and encouragement of streaming waste into the correct bins
- information
 - Measure particulates as well as CO2 and NOX.
 - good information about emissions & recycling
- independent shops
 - refill shops for dried food, home cleaning products & laundry liquids
 - repair shop/cafe
- lending library of things (for DIY & garden tools, partywear, electricals, musical instruments, kitchen gadgets).

New developments (inc Walnuts)

- to be carbon neutral
- Improve energy efficiency, renewable energy / sustainable heating methods (eg heat pumps / solar panels), green energy tariffs
- Generate energy for local business to buy

Retrofit Existing Development

- LBB should set up a pilot scheme to retrofit a housing development with improved energy efficiency measures, to roll out similar projects across the whole authority housing stock
 - to keep warm/cool, reduce energy use and carbon emissions (LBB to fund)
 - to allow Britain to meet the legal requirement of zero net carbon emissions by 2050.
- LBB to fund or secure grant funding

What actions do you think could be taken in order to deliver air quality improvements?

Increasing Active Travel (Cycling & Walking)

- Improve facilities for people to walk, cycle
- more cycling routes to improve safety,
- more secure cycle storage next to shops, leisure centre and station;
- Hire bikes at the Station and in the High Street
- Need a bike shop
- more pedestrianised areas, safer crossings and wider pavements
- more outdoor public seating for people to rest

Cars & Buses

- Pedestrianisation of Orpington High Street except for disabled and elderly drop off and parking
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Public Realm & facilities

- Plant more native trees, hedges and green walls for carbon capture and air quality (note - grass is less useful than planting / trees) as well as for mental wellbeing, natural shade & attractiveness

Reduce particulates

- Extend the London ULEZ
- More car free areas in Bromley, Safe Streets initiatives (esp around schools)
- car free days in town centre - maybe one day a week and on special occasions
- Reduce speed limits to lower emissions.
- Ban diesel cars
- Limited permit access during set hours for fossil fuel vehicles to school roads / high streets during set times (school drop-off / pick-up, rush hour,..).
- Higher parking fees for fossil fuel vehicles (or reduced fees for electric vehicles)
- Dedicating more parking places to electric vehicles, adding charging points. Making parking free while charging.
- Actively respond to live peaks in air pollution (restricting access of older vehicles / diesel vehicles & making public transport free in the Borough for that day...). – requires real-time air pollution monitors (see below)
- Ban / enforce ban re wood burning stoves and bonfires

Design

- Roof gardens on new housing developments
- Green walls on Tesco, the leisure centre (entrance & side facing the Walnuts), JTL, other concrete buildings
- More tree preservation orders & compensate loss of trees

Education and Information

- installation of a network, including Orpington High Street, of real-time, on-line accessible air quality monitors (including PM2.5)
- Education campaign re walking and cycling for personal health and carbon footprint;
- provide cycle training & fixing courses;
- Raise public awareness re harm wood burning stoves and bonfires to local lungs (esp during the pandemic).

Do you have any other comments in relation to the environment and air quality in and around Orpington Town Centre?

Transport & Highways

- Be brave and face up to the car lobby which is killing Orpington residents.
- active travel infrastructure, especially cycle lanes, joined up across the Borough as part of a network
- Discourage through traffic.
- Congestion between the Tesco entrance and the war memorial needs to be addressed.
- bring in speed control on all Orpington roads.

Air quality reporting

- Report compliance with WHO air quality guidelines to ensure a thriving future - attractive to potential residents

Planning

- Attach significant / great weight to projects which eliminate air pollution and carbon emissions.
- Approve only low and zero emissions replacement buildings

Public Realm

- shops and businesses encouraged to participate in planting and greening of premises
- landscape planting for pollinators, wildlife corners - e.g. rewilding some grass verges
- New developments on should be encouraged to plant trees along the boundary with the narrow pavement. Station Road
- Court Road and High Street - Emission absorbing trees or technology.
- measures to discourage the chewing gum on pavements

11 Development Opportunities

5 responses in total

What is special/unique about Orpington Town Centre?

Good public transport links & local catchment (within walking distance of many homes) and pedestrian friendly environments

High Street

- The War Memorial at one end, The Priory, and the Priory gardens at the other end
- mix of cafes, restaurants, entertainment, leisure and retail. older shop facades are original and could be restored more to character.
- Uniform height
- Period and mock Tudor buildings

The Walnuts

- not very inviting despite past refurb
- potential for vibrant al fresco space attractive to the college students and to families

Environment

- The Priory, and the Priory gardens – ‘lovely and special’
- The River Cray - underutilised as a feature

What aspects of the town centre do you think are integral to the character of the area?

- The Priory and the Priory gardens
- Leisure centre with swimming etc, library and other community spaces.
- Period buildings.
- Flowers in the High Street

Are there particular areas within the town centre that have a specific character that particularly warrants further guidance?

- The uniformity of height of buildings in the High Street should be preserved.

Further guidance on

- Broomhill Road environs,
- The Priory and area around the Parish Church.

Do you have any other comments in relation to development opportunities in Orpington Town Centre?

- Mixed-use developments could address vacancy as High Street is impacted online shopping and working from home.
- Reduce traffic, increase pedestrian areas / improve safety of cyclists and pedestrians,
- Additional trees and green spaces to enhance attractiveness and air quality
- Residential development to be affordable/ social / key worker, not expensive commuter flats
- Retain community facilities (concern at loss of police facilities)
- Restoration rather than replacement of older properties

Appendix 2: summary of written responses, by theme

Themes

1. General comments
2. The future of Orpington Town Centre
3. Housing
4. Transport infrastructure
5. Offices
6. Retail, culture and leisure
7. Public realm, permeability and connectivity
8. Historic environment
9. Green infrastructure
10. Environment and air pollution
11. Development opportunities

1 General comments

- SPD should
 - provide guidance for future developments for flexible and adaptable spaces that are resilient to changing circumstances.
 - respond to and support change from predominantly retail to residential and cultural (including larger scale developments)
 - masterplan to reduce carbon emissions with significant sustainable infrastructure & sustainable buildings
 - be based on a clear vision to ensure a prosperous and thriving future for our town centres.
 - step change in the nature of people movement infrastructure (re pandemic and climate change)
 - Promote active travel - move to walking and cycling including
 - repurposing of civic and highway spaces
 - & additional pedestrian routes to reduce traffic
 - Recognise the local spend / benefit to town centre of
 - increased residents
 - walkers / cyclists
 - involve sensible and practical use of brownfield sites.
 - give clarity over the scale and nature of redevelopment
 - have understanding of deliverability and viability considerations
 - Be an opportunity to enhance the character and local distinctiveness;
 - Involve landscape characterisation and townscape assessments.
 - Protect natural resources, including air quality, ground and surface water and soils and use natural resources more sustainably;
- Take note of
 - the London Plan,
 - the Local Plan
 - the Local Implementation Plan for transport (LIP3)
 - the AQAP
 - Carbon Management Strategy,
 - Habitats Regulations

- recent DFT Guidance of May 9th 2020, manifesto 'Gear Change';
- maintain consultation as SPD develops
- Concern that proposed changes to planning amount to a "developer's charter"

2 The future of Orpington Town Centre

- Flexibility
 - more mixed-use retail, cultural and leisure areas to be the core function of town centres to ensure that they can adapt and thrive
 - Likely shift to internet shopping at expense of town centres
 - key to creating functional and enjoyable civic spaces
 - potential desire for shared work space - benefits of both wfh and serviced offices without the London commute
- variety / vibrancy
 - a range of commercial uses at typically, but not limited to, ground floor with residential accommodation above and including new community uses and public realm improvements
 - residential development - vibrancy (day and night) & footfall.
- Placemaking
 - 20 minute neighbourhood model for places - broad mixture of land uses for existing catchment
 - Prioritise community spaces and activities (inc in empty units)
 - importance of outdoor settings – for health & socialising
 - public realm enhancements - green infrastructure, key to town's reputation - outdoor dining, market stalls
 - green infrastructure – protect, increase, enhance access for multiple benefits
 - equality, accessibility, safety for all (ref elderly and disabled) to buildings, parks, public realm
 - high-quality living - quality buildings and public spaces
 - renewal of other parts (not walnuts) of the town centre develop quarters or zones visually along the high street- with diversity of retail, commercial and community spaces.
 - Identify for Tall buildings round Market Square.
 - higher density of development,
 - low rise and of human scale - avoid high rise wind tunnels without character
- Movement
 - enhance and increase pedestrianisation (full High St)
 - Safe walking / Cycling - increase opportunities.
 - improvements made to public transport.
 - Better permeability / quality access points for active travellers across major highway barriers

3 Housing

- Local Plan indicates limited housing development
 - Bruce Grove (Site 9) within the Town Centre
 - Homefield Rise (Site 11) to the south.
- SPD should increase housing density within town centre envelope with design guidance identifying potential sites for improvement or redevelopment
- Walnuts redevelopment providing residential

- opportunity for different housing typologies one and two bedroom units - attractive to young people - need indicated by Carter Jonas, (for LSEC)
- potential to significantly contribute to the Borough's housing targets,
- reducing pressure on Green Belt and Metropolitan Open Land
- assist in promoting sustainable transport and reduce the reliance on private vehicles,
- increase footfall supporting local businesses.
- Require / exceed space standards to create high quality accommodation.
- New homes should be affordable, and a place to live, not an investment.
- Buy to let should be disincentivised

4 Transport and infrastructure

- holistic transition to active travel and public transport– for multiple health environment economic benefits
 - Adopt Healthy Streets principles.
 - hierarchy of modes of people movement to prioritise most vulnerable users first.
 - Create space for safe active travel - high-quality public realm for walking and cycling – notably routes to the Station
 - improve and increase pedestrian crossings (encouraging walking) - Increased pedestrianised areas, but with some parking and drop off points for disabled and elderly
 - Complete (or partial) pedestrianisation (with some essential drop off points and disabled parking)
 - Support strategic cycle routes to serve the area - including priority measures on approach roads
 - Secure, accessible and CCTV-monitored bike storage space throughout town centre
 - E-bike hire scheme (docks in High St & station).
 - Local Deliveries by eCargo Bike
 - prepare for increased numbers of electric scooters
 - Council-led active travel promotion to support Bromley's Green recovery
 - expansion in bus infrastructure
 - for disabled travellers
 - esp to station
 - shuttle-style services
 - divert buses through Homefield Rise and Gravel Pit Way.
 - Orp station susceptible to railheading
 - Urban centres to be car free / Restrict to EV
 - London Plan (ItPLP) standards for car and cycle parking
 - New residential development to be car free
 - strategy for consolidating car parking over time to reallocate space away from cars
 - Restrict car parking / differential parking charges (EV spaces with charging)
 - Consolidation of deliveries and servicing to town centre - to avoid peak traffic times (BID). (co-ordinated through the BID)
 - 20mph zones in all town centre
 - Anti-idling controls
- sustainable drainage for new highway / footpaths / public realm
- Lobby for ULEZ expansion - ideally the whole borough
- repurpose existing parking for open space, public realm, residential
- green public transport expensive - set infrastructure priorities and allocation of CIL.

- Highways England no comment at this time (highlight advice notes ‘ Streets for All’ 2018)

5 Offices

- Delay the building of new offices until the long-term impact of the Covid-19 crisis on office use is fully understood
- new offices should be multi-use / flexible
- No more office block to residential rabbit hutches

6 Retail, culture and leisure

- Diversification to respond to the changes in the retail environment / complimentary range of uses
 - stronger focus on cultural and leisure facilities strengthen existing
 - support further small and independent operators,
 - meanwhile (temporary uses important during re development) uses
 - markets.
 - Support expansion of night time economy
 - Flexible space to enable community groups and organisations to hire at a low cost
- Developments should deliver / support new spaces for socialising
- Walnuts / Orpington College & Public Realm
 - Increasing the number of residents within Orpington will provide the demand for additional and a wider variety of eateries.
 - strengthen existing cultural and leisure facilities through redevelopment of the Walnuts - a higher quality shopping space / leisure complex
 - expand activities targeted at young adults.
 - civic / community hub with indoor event facilities integrated with library or redeveloped leisure centre.
 - Shopping centre to encompass green initiatives - using renewable energy / shops reducing plastic etc.
 - Awnings over shops - simple devices improved the experience for shoppers in town centres (important re COVID).
 - Identify Orpington College for redevelopment (education and residential)
 - Enable events, markets, mothers with prams, play areas for children, dog free areas, spill out areas
- Regular market, improving social interaction and sense of community
- Complete or partial pedestrianisation of the High Street with parking/drop off allowed for people with particular needs such as the disabled and elderly.
- Increase trees and hedging (shade, mental health, carbon capture and air cleaning)
- Support walk/cycle to increase footfall & local spend
- Increase activity - Sport England's Active Design Guidance includes 10 Active Design Principles <http://sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design>

7 Public Realm, Permeability and Connectivity

- SPD should acknowledge the importance of the public realm which
 - adds significant value and distinctiveness - particularly following changes to the retail environment.
 - plays a vital role in keeping us active - Good design should create environments that make the active choice the easy choice for people and communities.

- Public realm should be
 - inclusively designed
 - improve permeability across the town centre.
 - a strengthened link between Orpington Town Centre and the railway station - important for visitors from beyond the local area.
 - support sustainable transport modes
 - Support health through promoting activity
 - attractive, interconnecting public spaces - including for young people
 - support improved connectivity / permeability
 - location to socialise outside
- Public Realm Improvements
 - Create more space to sit and meet.
 - include trees a species capable of growth to exceed building height and managed so to do
 - remove barriers eg steps and steep inclines
 - Security - clean and well lit (renewable energy street lighting) routes to the town centre prioritising pedestrians and cyclists.
 - more outdoor sheltered spaces to allow for more comfortable outdoor activity during autumn and winter
 - Sufficient space (internal/external) in lobbies, corridors, lifts, forecourts, gardens to facilitate social distancing
 - Reduce unnecessary street clutter.
 - Ensure step free access to ALL premises in the town centre (temp ramps where required)
 - Install water bottle re-fill points and more recycling stations.
 - Secure storage for bikes near the shops, stations, leisure centre.
 - Increase electric car charging points.
- Specific Location / Route Improvements
 - Hight St Pedestrianisation
 - increased pedestrianised within the town centre.
 - modal shift - make cycling, waling, public transport preferable to drive
 - Orpington by-pass provides a suitable alternative route for cars, Divert through traffic away from High Street onto Spur Road; restricting traffic entering High Street by War Memorial to buses and cycles, and route cars to car park via Gravel Pit Way
 - OR Equidistant crossings on High Street. Pedestrian priority at side road junctions
 - Review crossings around War Memorial and integrate parallel crossings to connect cycle network
 - Market Square
 - promote role as community hub, public space, for community activity, congregation and engagement
 - surrounding developments should support / enhance its role
 - Routes
 - Cray Valley - connect along valley floor through the town centre core, extending the Cray Riverway and historic Priory Gardens with linear open spaces and pocket parks to link with planned Green Street Greenway to High Elms Country Park.
 - Priory Gardens to new development
 - Green / public spaces to neighbouring estates

- Ped route High Street to station via Knoll Rise (avoiding traffic dominated Station Road).
- New developments should
 - improve links to existing parks and green spaces.
 - create a more walking and cycling friendly environment.
 - promote Market Sq if neighbouring

8 Historic Environment

- SPD should
 - acknowledge benefits, including economic and cultural of the historic environment inc The Priory Conservation Area & Listed Priory
 - Recognise Archaeological Priority Areas / consider archaeological assessment and review
 - Reflect the timeline and rediscover a sense of place - past, present and future - legacy of market gardening, hop growing, plant nurseries
 - protect the historic environment and identify how new development can be accommodated without causing undue significant harm.
- Historic Environment should inform the context of development.
- High density development, of high quality design, is
 - appropriate within the town centre which is sustainably located
 - key to meeting housing targets through greater density opportunities.
- Need to manage potential tall buildings in relation to heritage assets and their setting
- history of the town should be reflected in developments of historical assets but not inhibit development of sites not affecting the historic environment. (eg Walnuts / College)
- Refurbishing of 60s and 70s development would make the high street more attractive
- Attention drawn to HE documents
 - re Tall buildings - Advice Note No 4: Tall Buildings <https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4> currently being revised - <https://historicengland.org.uk/whats-new/news/tall-buildings-advice-consultation/>
 - re managing new development and securing good growth for the historic environment - The Setting of Heritage Assets (Good Practice in Planning Advice Note 3) <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>
 - re public realm improvements - Streets for All; Advice for Highway and Public Realm Works in Historic Places (2018) <https://historicengland.org.uk/images-books/publications/streets-for-all/heag149-sfa-national/>

9 Green Infrastructure

- Commitment to the protection of the Green Belt
 - areas of green belt must not be arbitrarily redesignated
 - development must focus on brownfield sites.
- Green spaces support
 - mental health,
 - physical fitness
 - general well being
 - public health
 - coherent and resilient ecological networks, for nature and wildlife, (even small areas allowing species to move).

- manage environmental risks eg flooding and heat waves
- cleaner air
- carbon capture
- Protect & increase existing parks and green spaces
- Increase areas managed for biodiversity and allow some areas to develop naturally
- Encourage strong links in new developments to local green spaces
- Green areas must not be lost
- Green infrastructure
 - Reputationally important to Orpington TC .
 - Vital to ensure that the UK meets its Net-Zero targets by 2050.
 - increasingly popular among young adults (that new res dev may attract).
 - Visually attractive supporting local pride and town centre vitality
 - Is both cost and benefit – funding opportunities (Mayor’s Greener City Fund eg Incredible Edible and Edible Bustop)
- Require provision for Green Infrastructure (GI) within all new development and seek opportunities to retrofit green infrastructure / enhance biodiversity in and around town centre.
 - green roof systems / roof gardens;
 - green walls to provide insulation or shading and cooling;
 - pocket parks
 - new tree / hedge planting to support birds and pollinators, air quality, urban cooling, shade and carbon capture.
 - Replacement trees to provide equal or greater canopy size.
 - management of land to benefit local biodiversity
 - perennial wildflowers and native plants in preference to formal seasonal bed planting /disposal
 - rewilding (with clear signage)
 - natural verges
 - incorporating features for wildlife eg bat roost / bird box / swift bricks
 - Install timer triggered irrigation for planting to reduce plant, tree and water wastage
 - Install water bottle filling sites

10 Environment and Air Pollution

- Reduce traffic
 - Reduce car parking on Orpington High Street
 - High St pedestrianisation & more pedestrian routes to reduce travel within the town centre.
- War Memorial roundabout too polluted and dangerous (note school students, cross there every day)
- New developments / major refurbishments
 - be carbon neutral as a minimum or better still carbon negative
 - utilise sustainable technologies and greener construction methods / building materials
 - high energy efficient standards and renewable energy / heating systems / solar panels
 - ground source heat pumps for central community-wide infrastructure and CHP (Combined heat and power)
 - electric vehicle charging points and cycle storage
- invest in more energy efficient busses.
- Consider adopting sustainable and air quality measures as in other UK towns / cities and towns have taken.

- Promote / require sustainable urban drainage schemes.
- Shopping centres and other businesses to be energy efficient and use green energy tariffs.
- Air quality monitoring stations with publicly visible electronic displays in visible key transport activity locations providing live data to the public
- Restrict
 - hours for bonfires to after 8pm in the winter & after 9pm in the summer.
 - limit or ban the use of polluting rotary mowers as blowers recirculate particulate matter (diesel exhaust, tyre and road wear, brake wear, bonfires, log burners etc) raising ambient pollution levels.

11 Development Opportunities


- Walnuts redevelopment
 - acknowledges location within the Cray Valley renewal area
 - potential for delivery of significant amount of new homes, new jobs, new social infrastructure and improved public realm.
 - Need for high quality design, in keeping with the surrounding character
 - Consider good place making at the heart of successful town centre.
 - Support consultation with the local community.
- Orpington College Campus and adjoining car park
 - opportunity to deliver new residential, education & commercial development
 - landmark tall building to identify Market Square - currently lacks visibility.
 - Space within the Town Centre should be flexible and adaptable

Appendix 3: Summary of map responses received

22 responses received (👍 symbol denotes the number of people who agreed with the comments)

The Priory & Priory Gardens	👍
Priory could become a real hub for the community. There is space for Artisans and Eco friendly shopping; a community cafe; displays/information on environmental; sustainable and ethically friendly living; courses/classes ie health, yoga, recycling, upcycling, gardening etc	11
Priory Gardens need a café to make it attractive & Orpington needs places to do courses, yoga, adult education, concerts etc.	2
High Street, Walnuts Shopping Centre	👍
Pedestrianise the High Street to make shopping more pleasant and enable restaurants to grow. Re route buses to the rear	1
One way system in the High Street / pedestrianise (weekends only) - environmentally friendly & allow for better social distancing to support return to high street shopping.	2
Pedestrianise & facilitate outdoor dining without car fumes. Orpington by-pass on Court Road already in place & existing bus stops on Homefield Rise cater for those travelling into Orpington Town Centre. There is ample parking accessible via Gravel Pit Way This will rejuvenate the town centre, improve air quality, reduce pollution, and create a town fit for the 21st century	11
Restrict non bus traffic between certain hours & make it more cycle friendly	1
Pedestrianise the High Street, or restrict to buses, taxis and cyclists. No car parking along the High Street to increase pedestrian safety - drivers to park elsewhere eg Tesco or Sainsbury car parks, which should have EV chargers. Concern about High Street & roads behind / fringe area (flytipping, littering and antisocial behaviour)	2
Pedestrianisation to support those with mobility problems & cyclists. Investment (as in Bromley Town Centre) Note successes elsewhere – markets (Farmers, Flowers, Craft, Eco), Pop -ups etc , - Engaging business & residents to create a sustainable and environmentally aware / friendly centre & 'community' feel for their environment	4
Measures for vehicles introduced a few years ago, don't work – on approach to the War Memorial roundabout traffic is slowed by narrowed High Street leading to dangerous crossing between cars – suggest widen road or encourage vehicles to use Gravel Pit Way / a mini roundabout on A232/ Gravel Pit Way	4
Currently unconnected- two ends to the High Street with the Walnuts in the middle. Suggest free shuttle bus connecting one end to the other / more / better distributed free car and bike parking Restaurants and cinema are great but needs more retail variety	2
Bring back a few limited time free parking places	0

The Walnuts is a very dated - very little to encourage 'mooching' - soulless with bland shops –. Removing cars and buses is key to opening the space up - enabling something like Brixton market, Brixton pop or Croydon/Shoreditch boxpark - more local / independents needed - good coffee shops, children's play, family friendly exercise space / space for events/displays.	8
Orpington is a nice place, but it needs more offering to create a better living for the community - current retail / market stall offer is of very low quality. A a food quarter like Boxpark in Croydon would be a 'phenomenal attraction' .	1
Update the High Street - create festivals, fetes carnivals & fun days bringing people together - old and young	1
More public art - murals, sculptures etc. Better (sheltered) seating. More events like the food festival, Christmas market etc – affordable things to see and do in town	4
Need to re define the High Street. Learn from others eg Hackney Shoreditch -very cheap rents / support for start ups, artists etc to develop the cultural buzz	4
convert cheap temporary shops into housing, & pedestrianise the high street. Events - markets & festivals / eco shops – attractions people will make the effort to travel to	2
Attract some quality retailers back – 'Bring back our High Street!'	0
Lack of shopping facilities all fast food and cafes and charity shops	4
Lack of toilet and/or café facilities in the vicinity of Priory Gardens (and in the park itself) and lack of seating. Over-provision of take-aways. Lack of daytime uses	6

The Walnuts Leisure Centre	
The entrance to the Walnuts leisure centre is not inclusive or prominent. Car & bike via Lych Gate Road / pedestrian access from the shopping precinct involves step access to the side of the building	3