

SECTION '2' – Applications meriting special consideration

Application No : 14/04452/FULL1

Ward:
Orpington

Address : 87 The Walnuts Orpington BR6 0TW

OS Grid Ref: E: 546300 N: 166255

Applicant :

Objections : NO

Description of Development:

Third storey extension, first and second floor rear extension together with change of use of part ground floor, first and second floors to provide a part one/part four storey 61 room Class C1 Hotel with elevational alterations and associated servicing and access

Key designations:

Areas of Archaeological Significance
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
Flood Zone 3
London City Airport Safeguarding
Primary Shopping Frontage
Secondary Shopping Frontage

Proposal

Full planning permission is sought for a third storey extension, with a two storey rear extension and first and second floor level which will form, together with the change of use of part of the ground , first and second floors to forma a part one/part four storey 61 room Class C1 hotel. Elevational alterations are also proposed as well as associated servicing and access

The development comprises:

- Creation of a part one, part three storey 61 bed Class C1 hotel
- Three of the seven existing Class A1 retail units would be replaced to create an entrance, reception, lobby and restaurant at ground floor level for the Class C1 hotel
- Change of use of the first and second floors from Class B1 offices to Class C1 hotel
- Third floor extension comprising 679sqm Class C1 hotel use

- A two storey rear extension at first and second floor to provide a plant room and one Class C1 hotel room
- Internal refuse store to rear of ground floor
- Cycle parking racks to front entrance
- Re-cladding of the exterior of the building in white render with panel inserts and projecting banner signs
- Retention of units 1-4 as existing: one Class A3 to the corner and three Class A1 retail units

The application is supported by the following documents and reports: Planning Statement; Design and Access Statement; Render Study (16th February 2015); energy Statement (revised 11th March 2015) Noise Impact Assessment; Statement of Community Involvement; Transport Statement; Travel Plan; Office Market Assessment; Archaeological Assessment; and a Flood Risk Assessment.

Location

The application site is located at The Walnuts, within the Orpington Major Town Centre and within the designated Primary Retail Frontage; the site has an area of 0.09 hectares. The site is currently occupied by Walnut House, a three storey building comprising retail units at ground floor level and offices above. There is one current Class A3 use and several vacant units at ground floor. The building is a post-war flat roofed building with later additions and the front elevation features vertical tiled pillars creating columns, between which are glazed and solid panels. A canopy is located over the ground floor units creating the effect of a walkway.

The immediate surrounding area is predominantly commercial in character, with some residential accommodation on the upper floors of buildings on High Street, Orpington, including at 165A High Street. The buildings to the high street are predominately two to three storeys with The Walnuts being between two to six storeys in places; the exception being the police station which is significantly taller.

To the rear (south) the site backs onto Juglans Road which acts as a service road for both the site, the adjoining Walnuts buildings, the commercial properties to the eastern edge of this part of the high street and in particular the Sainsbury's supermarket to the south. This road also provides the access to the Walnuts multi-storey car park.

The site is within Flood Zones 2 and 3, and is within an Area of Archaeological Significance.

Comments from Local Residents

A total of 206 nearby owners/occupiers were notified of the application and 1 comment was received which can be summarised as follows:

- As a local resident I fully support the application, as I see this as another key development in the regeneration of Orpington Town Centre. The hotel, while generating employment, will also bring vacant space back into use and greatly improve the look of the square. This will hopefully make it a

more attractive location for retailers, which is essential given the number of vacant units currently within the building. Given the excellent rail links into London from Orpington Station, I'm sure the hotel will prove to be successful

Comments from Consultees

Highways (summary)

No objection is raised subject to conditions. No parking is proposed for the hotel and servicing and deliveries would take place from Juglans Road to the rear of the site. The site is within a moderate (4) PTAL area.

The opening times of the Walnuts Car Park are going to be extended to accommodate visitors to the proposed cinema in The Walnuts. The TA indicates discussions have been taking place with the operator of the car park regarding 24 hour opening. This is essential to make the parking strategy outlined in the TA workable. It would also be desirable if the location of The Walnuts car park is given on the hotel's website or made available when people are booking rooms so customers are inclined towards using the car park rather than looking for on-street parking.

Further Responses

The Environment Agency: no objection to the proposed change of use. According to the Bromley Strategic Flood Risk Assessment (SFRA), the development is described as having a 'low' risk of flooding. Ground finished floor levels should be above the minimum of 300mm above the 1 in 200year breach level plus climate change, therefore minimising flood risk. Most of the site is situated within FZ1, which is considered to have a low probability of flooding but may be susceptible to flooding from other sources. Development may contribute to an increase in flood risk elsewhere if not carefully mitigated. We are pleased that there will be no increase in impermeable area; therefore it is unlikely that there will be an increase in surface water to adjoining properties. The site is also within a small area of FZ3, which is considered to be 'High Risk'. There will be a change of use from B1 office to Class C1 hotel. In flood risk vulnerability classification terms, the building has changed from "less vulnerable" to "more vulnerable"

English Heritage: the submitted archaeological desk-based assessment is approved and on balance it does not appear that the development would affect archaeology and no conditions are requested.

Secure by Design: no objection raised subject to a suitable condition requiring accreditation.

Environmental Health: no objection raised.

The Fire Brigade have commented that insufficient information is available for them to be able comment and that sprinkler systems are utilised.

Mayor of London

The application was referable to the Mayor of London under category 3E of the schedule to the Town and Country Planning (Mayor of London) Order 2008, as the development comprises the more than 2,500sqm of Class C1 (hotels) floorspace and is contrary to the adopted development plan. The Greater London Authority provided its Stage 1 response on 13th February. The following comments were made and areas of concern identified:

Use:

- Subject to local policy, the loss of 1,428sqm of office space would not raise any strategic issues
- Subject to local policy, the loss of 298sqm of retail space would not raise any strategic issues
- A hotel is an appropriate town centre use in accordance with London Plan Policy 4.5 with 10% of the rooms being wheelchair accessible

Sustainability:

- The drainage solution is acceptable
- Opportunities for green roofs should be explored
- The applicant should re-visit the estimated reduction in CO2 from the proposed PV array as this appear high
- Air source heat pumps are proposed and should be reconsidered with regard to district heating and a CHP unit
- The applicant should confirm that the new build element will reduce CO2 emissions below part L 2013 designs through energy efficiency measures alone
- Investigations should be made as to any existing or planned district heating networks and future possible connection should be incorporated into the design
- The use of VRF systems is not considered compatible with possible future connections to a district heating network. Further information should be provided on how heat space heating will be provided to rooms and communal areas and is compatible with domestic hot water systems
- The installation of CHP has been rejected due to space and cost, these are not acceptable reasons and a hotel is one of the most common applications for CHP. Further investigation of this technology is required

TfL:

- Enhanced bus services are not expected to be required however an assessment of local bus stops should be undertaken and s106 contributions should be secured if they do not comply with TfL design guidance
- The car free proposal is welcomed, however the disabled parking is not in accordance with London Plan standards and access arrangements to the building should be made easier for users of disabled parking
- One of the parking bays should be fitted with an electrical vehicle charging point

- Suitable arrangements for on street drop off/pick up by coach, by taxi and by private car should be secured by condition
- The London Plan has minimum requirements for hotel guest cycle parking that should be provided
- A delivery service plan (DSP) and a Travel Plan should be secured by condition

In response to the above the applicant has submitted a revised Energy Statement (11th March 2015) and has made the following comments which have been forwarded to the GLA and any responses will be reported to Members:

- Para. 37 suggests that an assessment of current bus stops should be undertaken. The applicant's transport consultants RGP have undertaken a review and in their view, the bus stops in that are located within close proximity to the site are already of a high quality. They feature an appropriately designed layout with seating, shelter, flag and timetable information etc. Therefore, a contribution is not considered necessary to facilitate the development. Photos from RGP's site observations show the general high quality of the bus stops on Orpington High Street/Walnuts. This demonstrates that no further improvements are required or necessary to facilitate the development.
- Para. 38 welcomes a car free proposal, but notes that provision for disabled parking should be considered further. London Plan paragraph 6A.3 encourages "spaces designated for use by disabled people should be located on firm level ground and as close as feasible to the accessible entrance to the building". The proposed application comprises the retention of the existing building on a town centre site. Therefore, it is not possible to provide parking on site. However, the development still aims to provide accessibility for disabled users by utilising the existing disabled parking provision within the rear service yard area and within the Walnuts Shopping Centre which are the closest locations to the existing building.
- Details to address the comments raised in Para. 39 are set out in full within the transport assessment. The offer provided by Premier Inn is unlikely to attract coaches in the way that other hotel operators may require. However, in the unlikely event that a coach is required to access the site then there is sufficient room to the rear of the site, within the loading area off Juglans Road, to allow a coach to turn and egress the area in a forward gear.
- We recognise the intended adoption of the FALP as identified in Para. 40 and its proposed cycle standards which require 1 space per 20 beds long stay and 1 space per 50 beds short stay. This equates to a total of 5 cycle parking spaces (3 long stay, 2 short stay). Proposed Ground and First Floor Plan Drawing (12002-D-007C) identifies 3 Sheffield style cycle stands at the ground floor close to the hotel entrance. This would provide parking for 6 cycles complying with the FALP standards. The cycle parking would also be covered by the canopy and in an area of good surveillance.
- Para. 41 notes the requirement for a delivery service plan and travel plan and these could be secured by condition.

Planning Considerations

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

- BE1 Design of New Development
- BE19 Shopfronts
- BE20 Security Shutters
- EMP3 Office Development
- EMP5 Development Outside of Business Areas
- ER9 Ventilation
- ER10 Light Pollution
- L10 Tourist Related Development (New Development)
- L11 Tourist Related Development (Changes of Use)
- S1 Primary Frontages
- S6 Retail and Leisure Development
- S9 Food and Drink Premises
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T17 Servicing of Premises
- T18 Road Safety
- IMP1 Planning Obligations

The London Plan:

- 2.6 Outer London: Vision and Strategy
- 2.7 Outer London: Economy
- 2.15 Town Centres
- 4.1 Developing London's Economy
- 4.2 Offices
- 4.5 London's Visitor Infrastructure
- 4.6 Support for and enhancement of Arts, Culture, Sport and Entertainment provision
- 4.7 Retail and Town Centre Development
- 4.8 Supporting a Successful and Diverse Retail Sector
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.5 Decentralised Energy Networks
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.12 Flood Risk Management
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime

- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.3 Designing out crime
- 7.8 Heritage Assets and archaeology
- 7.15 Reducing Noise and Enhancing Soundscapes
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

Town Centres: Supplementary Planning Guidance

The National Planning Policy Framework (NPPF), with which the above policies are considered to be in accordance and the National Planning Policy Guidance (NPPG)

Financial Contributions

The applicant's development is located at the gateway of an important route into the Walnuts area from the High Street. As such, it is considered appropriate that this developer makes a level of contribution of £24,500 towards the planned improvements to this area in particular. For the reasons stated above and taking into account the proposed scale, location and use of the development, the contribution sought from the applicant is deemed to be reasonable and necessary.

Planning History

The application site itself has no relevant planning history. The Walnuts as a whole has a lengthy planning history much of which is not considered relevant. The following planning history is considered relevant:

- 12/02027 Permission granted for the site to the north for the erection of a part 4/part 5 storey building to provide 3x A3 (Restaurant/Cafe) units, cinema lobby area and 4x A1 (retail) units of the ground floor and 7 screen (950 seat) cinema on the upper floors, together with plant, servicing and refuse area at the rear and creation of new square with associated landscaping. This permission has been implemented and is under construction.

- 14/01056 Permission granted as a revision of the development approved under ref. 12/02027 for the site to the north comprising the erection of a part 4/part 5 storey building to provide 3x A3 (Restaurant/Cafe) units, cinema lobby area and 3x A1 (retail) units of the ground floor, gym at mezzanine level and 7 screen (950 seat) cinema on the upper floors, together with plant, servicing and refuse area at the rear and creation of new square with associated landscaping.

- 14/0331 Decision pending (committee 24th March 2015) for the proposed development at the adjacent Orpington Police Station comprising the demolition of the existing buildings and the erection of a part 4 rising to part 9 storey building for use as a health and wellbeing centre on

the ground and first floors plus a retail (Class A1/A3) unit on the ground floor together with 34 x 1 bedroom flats and 49 x 2 bedroom flats (total 83 flats) on the upper floors with ramp to basement and 46 basement car parking spaces (including 4 disabled spaces) together with refuse and recycling facilities, cycle storage and landscaping proposals.

Conclusions

Analysis

Change of Use

Policy EMP3 seeks to protect existing office space and the conversion or redevelopment of such uses will be permitted only where it can be demonstrated that there is no shortage of local office space and evidence of long term vacancy despite marketing, together with confirmation that there be will no likely loss of employment resulting from the proposal. The NPPF advises against the long term protection of employment use sites where there is no reasonable prospect of a site being used for that purpose and applications for alternative uses should be assessed on their merits with regard to market signals and the relative need for different land uses to support sustainable local communities.

Hotel provision is supported under London Plan Policy 4.5 which seeks to achieve an additional 40,000 hotel bedrooms by 2036. Beyond the Central Activities Zone (CAZ) these should be located in town centres with good transport access. Policy L10 and L11 of the UDP also support such provision. Policy L10 requires that hotels are located within, or on the edge of Bromley, or Orpington Town Centres, district, or local centres and that the hotel is well separated from neighbouring residential properties and does not give rise to unacceptable levels of noise and disturbance. Policy L11 requires that such proposals consisting of a change of use are compatible with the area and avoid unacceptable levels of noise and disturbance and that the existing floor space exceeds 170sqm.

Policy S1 concerns Primary Frontages and states that permission will only be given for a change of use from Class A1 retail to other uses where there would be no harm to the character of the area; generate significant pedestrian trips during shopping hours; complement the function of the town centre; not create a concentration of similar uses; and have no adverse impact upon residential amenity.

The changes in floorspace by use class can be represented as follows:

Use	Existing (sqm)	Proposed (sqm)	Change
A1	470	172	-298
A1/A3	91	91	0
A3	145	145	0
B1	1,428	0	-1,428
C1	0	2,510	+2,510

Loss of Class B1 office use:

The upper floors are in use as Class B1 offices and the proposal would see the loss of this office space to be replaced by a hotel. Units 1-4 at ground floor level are unaffected by the proposal and would remain in their existing uses. At ground floor level units 5 and 6 (both Class A1 retail) would be replaced by the proposed lobby entrance and ancillary restaurant, office, refuse store, linen room, kitchen and office areas. The upper floors have been vacant since Bromley College vacated in August 2011 and no expressions of interest have been received. The submitted Office market Assessment states that current vacancy rates stand at 29% with static uptake, refurbishment is considered unviable in light of the rental income the building can attract.

The building is considered to be dated, with a large degree of refurbishment required to meet current regulations and market expectations. The site is also in a relatively poor location with regard to other office provision within the centre with The Walnuts as a whole undergoing a wide-ranging re-development with alternative residential and leisure offers replacing previous office and administrative accommodation. The proposed hotel use would also offer an employment opportunity and as such the employment use of the site, although within a different use class, would not be entirely lost.

It is therefore considered that the loss of the existing Class B1 use would be acceptable as the proposal would meet the objectives of Policy EMP3 and the NPPF by providing an alternative employment generating use that would not be harmful to the overall provision of office space within the centre.

Provision of a Class C1 hotel:

The provision of a hotel within a town centre outside of the CAZ is supported at both London Plan and UDP level. There is an identified need for hotel bedrooms across London and the proposal would contribute toward that requirement in an appropriate location with good public transport links.

It is not considered that any undue noise, or disturbance would arise from the use and no objections are raised by Environmental Health in this regard. The rear of the site is already in use as a service area and access for a supermarket, high street shops and the multi-storey car park and any impacts resulting from the development are considered to be minimal. Neighbouring residents are some distance from the proposal and a hotel use is considered a compatible use in term of adjoining residential uses in this context. The restaurant is relatively small in the context of other nearby town centre Class A3 offers and in itself would not give rise to a harmful level of noise, or disturbance.

The use would complement the function of the town centre whilst having economic benefits by way of job creation and in supporting local trade and businesses together with providing accommodation for visitors to both London and the local area. It is considered that the proposal would comply with the requirements of London Plan Policy 4.5 and Policies L10 and L11 of the UDP.

Loss of Class A1 retail uses:

Two Class A1 retail units would be amalgamated together with the existing office lobby entrance to form the hotel entrance, restaurant, offices, refuse store and kitchen. One of these is currently vacant, however whilst a consideration this is not a requirement of Policy S1. The loss of these offices is not considered to harm the overall retail function of the primary retail frontage and is likely to give rise to a high volume of pedestrian visits during shopping hours with guests travelling to and from public transport locations and nearby retail, leisure, and food offers. There would be other hotel in the vicinity, no adverse impact upon residential amenity and the use, encouraged in this location by the policies cited previously, would complement the function of the town centre. It is therefore considered that the proposal would accord with the requirements of Policy S1.

Amount of development, height, siting and design of the building and its impact on the character of the area

The NPPF emphasises good design as both a key aspect of sustainable development and being indivisible from good planning. Furthermore, paragraph 64 is clear that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Policy BE1 requires that new development is of a high standard of design and layout. It should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas and should respect the amenity of the occupiers of neighbouring buildings. London Plan Policy 7.1 requires developments to be designed so that the layout, tenure and mix of uses interface with the surrounding land and improve people's access to social and community infrastructure, local shops, employment and training opportunities, commercial services and public transport. The design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood. Policy 7.6 states that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape and should incorporate the highest quality materials and design appropriate to its context.

Policy 7.2 requires that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. Policy 7.4 requires that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

Design, scale and mass:

The height of the development is commensurate with the surrounding pattern of development and the additional storey and two storey element to the rear would not appear out of keeping with the prevailing scale and mass of The Walnuts or surrounding development. The proposal is not easily visible from the high street and as such there would be little visual impact upon the character of the wider high street environment. As such the proposal is considered to be reflective of the mass and scale of this location and in accordance with Policies BE1 of the UDP and Policy 7.4 of the London Plan.

The accompanying Planning Statement confirms that 10% of the rooms will be wheelchair accessible as required by London Plan Policy 4.5 and that the building is designed to meet the needs of people with restricted mobility in accordance with Policy T5 of the UDP.

Refuse storage and servicing is located to the rear and accessed by way of Juglans Road. This is an acceptable design solution and utilises the constraints of the site to mitigate harm to neighbouring properties and residents that may arise by reason of vehicle movements, odours and so on. Ventilation is also located to the rear for the hotel rooms which removes the impact of such vents upon the main fascia of the building to the principle public realm, while the extraction ducts are also cited as being located to the area and can be approved by condition. No objection in principle has been raised by Environmental Health.

Appearance:

The current site is of 1960's build and is in need of updating. The current proposal would upgrade the Primary Frontage enhancing the retail character considerably and generating significant pedestrian visitors during shopping hours. As a result the new site would benefit the wider improvements being realised within The Walnuts with the development opposite currently implementing a cinema and gym scheme with ground floor retail and restaurant uses of a similar palette and design. It is considered the two schemes would complement each other without replicating precisely the materials to be used, creating a sense of place whilst maintaining visual interest.

Render is proposed to be used and it is considered that an appropriate condition requiring details of the type of render to be used, manufacturer, and method of application is reasonable given the historic issues poorly applied render can have upon a building and its setting. It is considered that subject to the acceptability of the details submitted the application of render is acceptable. Coloured panels adjoining the windows are also proposed and these would replicate the cinema complex opposite on a smaller scale giving a unifying affect to this part of The Walnuts and creating a sense of legibility. The proposed external treatment is considered to result in a significant improvement over the existing building and will have a positive impact upon the locality. The proposal is therefore in accordance with Policy BE1 of the UDP and Policies 7.1, 7.4 and 7.6 of the London Plan.

Transport and Parking

A Transport Assessment (TA) was supplied with the application. The current planning use of the upper floors of the building is Class B1 office. The site is vacant and an assessment was made of the potential trip rates against trip rates based on 6 Premier Inn sites. This showed that there would be the potential for a reduction in overall vehicle trips to/from the site.

In terms of parking demand, offices and hotels are likely to have different patterns with offices having demand during the day and the peak for hotels is likely to be evening/overnight. The information in the TA is that the peak demand for the hotel is likely to be around 30 vehicles and the intention is that the adjoining multi-storey car park is utilised for this purpose if required although the applicant anticipates that customers with cars will be lower than this figure.

The London Plan indicates that in terms of locations with a PTAL of 4 -6 parking provision should be limited to operational needs, disabled parking and that required for taxis, coaches and servicing. The information with the application indicates that the proposed operators do not encourage coach parties using their premises. There is the possibility that the operator could change, there is room in the service area for coaches to drop off/pick up passengers although it could not remain there.

A more recent TA for another site provided detailed information about the occupancy of The Walnuts including an assessment of the permitted and proposed developments. This showed that there was spare capacity within the car park and this would more than accommodate the level of demand from the proposed hotel as given in the TA. The applicant has stated that the arrangement between Premier Inn and the Walnuts car park is that the car park will remain open until 1am as per the agreed requirement for the adjacent Cinema. Hours contact will be provided to the hotel. The proposal is for a car free scheme with the adjacent Walnuts car park being utilised for overnight parking, two disabled spaces to the service yard are to be utilised and an appropriate condition is suggested requiring details of these and the provision of electrical charging points.

Cycle provision is to the front of the site and allows for six bikes to be stored in compliance with Policy 6.9 of the London Plan. Details of a Travel Plan and Delivery and Service Plan are proposed as conditions. The high street has relatively recently undergone an investment programme and the bus stops are considered regular and up-to-date and as such further contributions in this regard are not considered necessary. Pedestrian routes around the site are in the process of being upgraded and this is discussed within the Planning Contributions section below.

Impact on amenities of adjacent properties

With regard to the impact of the proposed development on the impact of neighbouring residential properties which are located on the High Street, the building is considered to be positioned a sufficient distance so as to not result in an undue impact in terms of overshadowing, and in view of the scale of neighbouring buildings it is not considered that the prospect, or outlook from these properties would be unduly compromised. As such the proposal is considered to accord with the requirements of Policy BE1.

Planning Contributions

The quality of the public realm in the Walnuts area has been assessed to be inadequate, with a need for significant improvements to the main square and all routes into the Walnuts and surrounding areas.

The public realm is an important aspect of any development and ensures that the development is integrated into and enhances the existing character and use of the area. In line with Policies BE1 and BE4 of the UDP and 7.4 and 7.5 of the London Plan, all residential and commercial development is required by policy to contribute towards good design which includes a consideration of the public realm.

The applicant's development is located at the gateway of an important route into the Walnuts area from the High Street. As such, it is considered appropriate that this developer makes a level of contribution of £24,500 towards the planned improvements to this area in particular. For the reasons stated above and taking into account the proposed scale, location and use of the development, the contribution sought from the applicant is deemed to be reasonable and necessary.

Sustainability

Investigations have been made as to any existing or planned district heating networks and although there is a district heating network it is not considered compatible. In response the applicant has reconsidered the provision of a CHP and this is now part of the proposed energy strategy for the site. Heat pumps are also proposed using a high efficiency VRF system. The total CO2 savings under these measures are estimated to be 27.7% with a further 21% saved under the new building element, creating a total CO2 saving of 48.7%. It is considered that the proposal is therefore compliant with Policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan

Summary

The proposal is considered to be an acceptable use within a town centre location that would replace a vacant employment use with a hotel that would provide employment and meet an identified strategic need. The use is considered to complement the function of the town centre and the loss of two Class A1 retail units is not considered to be harmful to the retail function of the frontage. The overall design, scale, mass and appearance is considered acceptable and complies with the intentions and requirements of relevant policy in this regard. Residential amenities would not be harmed by way of noise and disturbance and the character of the area is likely to be improved by the updating of the existing building and the introduction of a hotel to the area. The overall affects in relation to highways concerns is considered acceptable and a range of measures can be suitably addressed by way of appropriate conditions. The building utilises a range of CO2 mitigation measures including CHP and the resulting savings are acceptable and in accordance with relevant policy.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/04452 set out in the Planning History section above, excluding exempt information.

as amended by documents received on 16.02.2015 11.03.2015

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT

Subject to the following conditions:

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

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

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the following plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority:

12002-D-001A (location plan); 12002-D-002A (existing site plan); 12002-D-003C (proposed site plan); 12002-D-004A (existing floor plans ground and first floors); 12002-D-005A (existing floor plans second floor and roof plan); 12002-D-006 (existing elevations); 12002-D-007C (proposed floor plans ground and first floor plans); 12002-D-008B (proposed floor plans second, third and roof plans); 12002-D-009C (proposed elevations); 12002-D-010B (proposed outline sections);

- 3 Details and samples of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any above ground works are commenced. A schedule for applying the approved render shall be submitted including the type of render and manufacturer and the procedure for application. The development shall be carried out in accordance with the approved details.

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

- 4 Before any work is commenced details of disabled parking spaces and sufficient turning space shall be submitted to and approved in writing by the Local Planning Authority and such provision shall be completed before the commencement of the use of the land or building hereby permitted and shall thereafter be kept available for such use. No development whether permitted by the Town and Country Planning (General Permitted Development Order) 1995 (or any Order amending, revoking and re-enacting this Order) or not, shall be carried out on the land indicated or in such a position as to preclude vehicular access to the said land.

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

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

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

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

Reason: In the interest of security and crime prevention and to accord with Policy BE1 of the Unitary Development Plan and Policy 7.3 of the London Plan.

7 Details of the number and location of electric vehicle charging points to be provided and a programme for their installation and maintenance shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted. The electric vehicle charging points shall be installed in accordance with the approved details prior to first occupation of the development and shall be permanently maintained as such.

Reason: To comply with Policy 7.14 of the London Plan.

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

Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan.

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

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

10 Prior to the commencement of the use hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include measures to promote and encourage the use of alternative modes of transport to the car. It shall also include a timetable for the implementation of the proposed measures and details of the mechanisms for implementation and for annual monitoring and updating. The Travel Plan shall be implemented in accordance with the agreed timescale and details.

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

11 Prior to the commencement of the use hereby permitted, a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should include details of the expected number and time of delivery and servicing trips to the site for all commercial uses, with the aim of reducing the impact of servicing activity. The approved Delivery and Servicing Plan shall be implemented in full accordance with the approved details from the first occupation of the development and shall be adhered to in perpetuity.

Reason: In order to ensure appropriate management of transport implications of the development and to accord with Policies T2 and T17 of the Unitary Development Plan.

12 The measures outlined in the submitted energy statement, including the provision of combined heat and power (CHP) to supply thermal and electrical energy to the site, shall be incorporated into the final design of the buildings prior to first occupation.

Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan.

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

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

14 The ground floor of the development hereby approved must only operate in conjunction with the hotel use and not form a separate entity/unit.

Reason: To ensure that hotel is provided with sufficient ancillary space of the necessary quality to support its function.

INFORMATIVE(S)

1 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of

the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010).

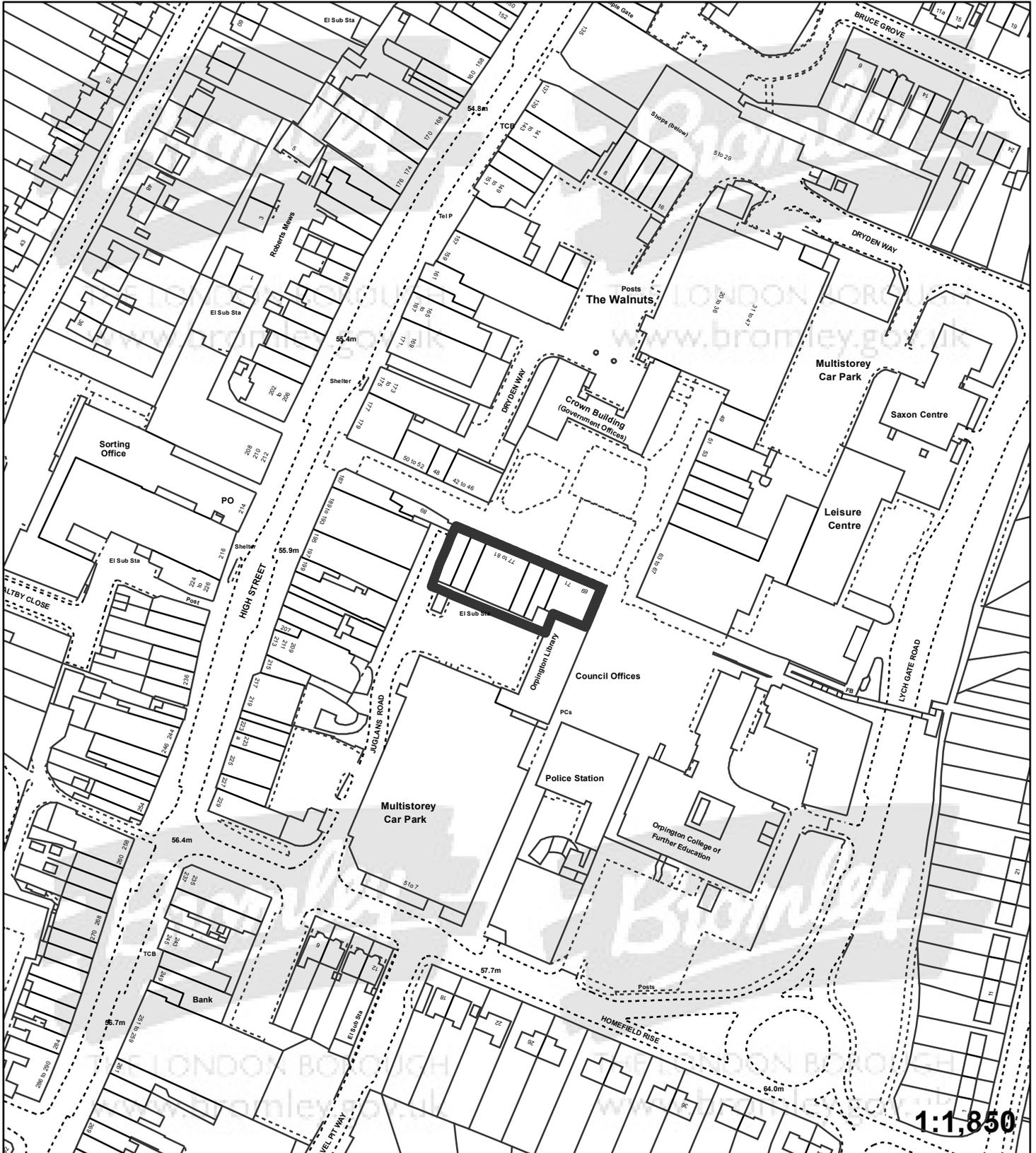
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

Application:14/04452/FULL1

Address: 87 The Walnuts Orpington BR6 0TW

Proposal: Third storey extension, first and second floor rear extension together with change of use of part ground floor, first and second floors to provide a part one/part four storey 61 room Class C1 Hotel with elevational alterations and associated servicing and access



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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