

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 15/02452/FULL1

**Ward:
Bromley Town**

**Address : Bromley Court Hotel Coniston Road
Bromley BR1 4JD**

OS Grid Ref: E: 539300 N: 170534

Applicant : Bromley Court Hotel

Objections : YES

Description of Development:

Hybrid Planning Application comprising Full Planning Application for demolition of the existing plant rooms and refurbishment of the existing hotel including part one/three/four/five storey extensions and elevational alterations to provide function room, meeting rooms, beauty salon, kitchens, additional bedrooms, energy centre, staff accommodation and offices together with Outline Planning Application for the erection of a new leisure centre (including gym, activity room and swimming pool) (OUTLINE APPLICATION FOR APPROVAL OF LAYOUT AND SCALE) as well as alterations to the existing access and increased parking provision (total 92 spaces).

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Smoke Control SCA 3

Proposal

The application is Hybrid comprising an Outline and a Full application. Outline permission is sought for the erection of a new leisure centre to the rear at ground/below ground floor levels (including gym, activity room and swimming pool). At this stage approval is sought for scale and layout with access, appearance and landscaping reserved.

Full planning permission is sought for the partial demolition of the existing hotel, plant rooms and the detached ancillary house and refurbishment of the existing hotel including extensions and energy centre as follows:

Ground floor:

- North-western side extension for meeting rooms, kitchen and foyer (phase 1A)

First floor:

- South-eastern side/rear extension for function room, staff rooms, new kitchen, laundry room and recycling store (phase 2)
- Extensions to existing hotel bedrooms at front and rear of north-western 'wing' (phase 1)

Second floor:

- Side/rear extension (south-eastern side) to provide 7 new hotel bedrooms including 2 wheelchair accessible room and staff rooms and offices
- Small rear extension to 6 existing hotel bedrooms (phase 2)
- Extensions to existing hotel bedrooms at front and rear of north-western 'wing' (phase 1)

Third floor:

- South-eastern side/rear extension to provide 13 replacement bedrooms, plant room/energy centre and atrium (phase 2)
- Front and rear extension to north-western 'wing' to provide bedroom extensions (phase 1)

Fourth floor:

- Front and rear extensions to north-western 'wing' to provide 'Sky lounge' and plant room (phase 1), hotel accommodation within roof space and fourth storey extension for plant room/energy centre with roof lantern added to existing tower (phase 2)

- 7 additional guest bedrooms are proposed as well as 13 replacement bedrooms resulting in a net increase of 115 to 122 bedrooms; two of which are wheelchair accessible
- 92 car parking spaces are proposed including 5 disabled spaces, a net increase of 6 parking spaces
- 34 cycle parking spaces are proposed, as follows: 22 short-stay stands adjacent to the main entrance and 12 long-stay stands within the 'service courtyard' on the east side of the building
- It is proposed to open up an existing access which is currently gated onto Kirkstone Way, to the east of the site, to allow access for emergency vehicles
- The applicant has confirmed (in an email dated 17-09-15) that Combined Heat and Power (CHP) is the preferred option as a form of renewable energy with the CHP system located in the proposed energy centre and 3 flues positioned on the roof of the building measuring a maximum of 1.2 metres above roof height
- Extractor flues for the kitchens will be positioned on the roof of the single storey side extension and the three storey side/rear extension
- The existing tower will be fitted out internally as bedrooms with the 'Presidential Suite' occupying the top floors
- A glazed lantern is proposed on top of the tower which, internally, will house a Jacuzzi
- 5 canopies are proposed outside the 2 main entrances to the hotel to provide shelter for customers, however, no details of these have been provided

Revised plans were received on 17th September depicting an increase in the proposed cycle parking provision (as above) and showing an increase in wheelchair accessible bedrooms to 2 (previously 1 accessible bedroom was proposed).

Amended elevations and sections were received on 22nd September which shows the location and height of the flues which would be required to service the proposed CHP located in the energy centre.

Amended plans were received 1st October 2015 showing the locations and heights of kitchen extractor ducts.

A revised site plan and clarification of the proposed roof lantern to the tower was received 6th October 2015.

Location

- The application site consists of a four/five storey 19th century building used as a Hotel which has been extended on the north-western side by a modern three/four storey 'wing' section built in the 1970s
- a single storey detached building used for offices, laundry and storage extends along the western site boundary
- there are numerous outbuildings including an ancillary detached house
- the hotel benefits from a gym and spa pool as well as numerous bars and function rooms
- the hotel resides on a spacious site (approximately 1.11 hectares) around 1 mile north of Bromley town centre with attractive landscaped gardens to its rear
- while the building has much history attached to it, it is neither locally or statutory listed, nor is it within any conservation area
- The site is surrounded by residential development and the wider area is predominantly residential in character
- The A21 is situated to the east and is a Strategic route providing access to Lewisham to the north and the M25 motorway to the south
- The site is within an area with a public transport accessibility level (PTAL) rating of 1b equating to 'very poor' on a level of 1 to 6 where 6 is the most accessible.
- There are numerous trees within and located along the boundaries of the site the majority of which benefit from Tree Preservation Orders (TPOs)
- At the front, the site is paved and laid out for car parking for 86 cars, while the rear of the site is predominantly laid to lawn with well-maintained landscaping and paved areas
- the garden is terraced over two distinct levels and slopes upwards from north-west to south-east
- The site is within flood zone 1 and within a groundwater source protection outer zone (zone 2)

The application is accompanied by the following supporting documents, with their findings summarised as follows:

- Transport Statement (June 2015): the changes in traffic flow are expected to be imperceptible and it is unlikely they would lead to adverse capacity concerns in relation to the local highway; there is spare parking capacity at the hotel with the proposals fully operational; no severe or cumulative highways or transportation impacts as a result of the development proposed.

- Travel Plan (June 2015): proposes a number of measures for promoting more sustainable modes of transport than the car, for staff and visitors to make sustainable travel choices, including: incorporating on-site cycle parking into the development, appointing a Travel Plan coordinator, distributing travel packs to staff and encouraging car sharing.

- Sustainable Drainage Assessment Report (May 2015): the new proposal only increases the hard cover by about 7% and therefore the risk of affecting the local hydrology is very small; a study of the existing drains will need to be undertaken to understand how the system works; tests will need to be undertaken to calculate filtration rates and, if necessary, attenuation tanks will be provided to control runoff.

- Phase 1 Contaminated Land Desk Study Report (December 2014): data relating to the current land use identifies on-site industrial activity and records of petrol and fuel sites within 1 - 50m; there is a source protection zone on-site and potential for groundwater vulnerability and soil leaching, however, the report does not appear to make any recommendations in this respect. Asbestos has been identified within the building and recommendations for its safe removal are made.

- Arboricultural Method Statement: the report concludes that the overall quality and longevity of the amenity contribution provided for by the trees and groups of trees within and adjacent to the site will not be adversely affected as a result of the development and any issues raised in the report or beyond the scope of it can be dealt with by planning conditions.

- Phase 1 Habitat Survey (November 2014): features are present within the buildings on the site suitable to support roosting bats therefore further investigation report is required before the building is demolished/renovated; there is low potential for Badger setts on the site however Badgers may venture onto the site occasionally to forage - recommend protective measures during construction; any works which affect trees and shrubs on site could have an impact on nesting birds - recommend tree work to take place outside the period March to August and other protective measures; negligible potential for other protected species was found.

- Construction Management Plan and Summary Construction Programme: provides an outline of construction activities, traffic management, site safety and security and the logistics of construction and timings of phasing of the development.

- Energy Statement and Zero Carbon Technology Assessment: the report sets out a range of options for sustainable energy systems including Biomass, Air source heat pumps, photovoltaic panels, solar thermal panels and combined heat and power but concludes that the long-term strategy for the site is that CHP be

adopted and the final adopted strategy for energy efficiency and low carbon technology will be developed by the design team. It should be noted that changes in the servicing strategy and other aspects of the design will probably change the required quantities of LZC energy from the figures given in this report.

- Statement of Community Involvement (March 2015): the applicant held a public drop-in event and notified local ward Councillors, the Chief Planner and other local groups and feedback received indicates overall support for the Hotel and upgrading, enhancement and extension of the hotel.

The application is also accompanied by a Planning Statement, Design and Access Statement (included within a Masterplan) and a Planning Vision statement, in which the applicant submits the following summary points in support of the application:

- The proposal comprises a phased enhancement of Bromley Court Hotel with the emphasis on upgrading the quality of the guest accommodation, but also provides for an increase in meeting and function rooms and leisure, treatment, swimming and changing facilities;
- Bromley Court Hotel is not statutory or locally listed and is not located within a conservation area
- the statement has considered the relevant development plan policies in accordance with the statutory tests and concludes that the proposals are policy compliant and can be promoted as sustainable development
- the phased approach of the master-plan ensures the business can continue to operate whilst work is being undertaken and has benefits for the business, staff and neighbours;
- the phasing priority addresses the most urgent matters of providing new satellite and main kitchens, additional treatment, meeting and conference facilities forming part of the detailed application, all other parts form the outline part of the submission;
- the proposed masterplan, by working with the changing levels and concealing the leisure and new function area mainly below ground level, provides further accommodation without losing the gardens and isolation from rearward neighbours is maintained.

Consultations

Comments from Local Residents:

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- concerns over more traffic and vehicles parking in Coniston Road while building works carried out
- do not want parking overflowing into Yewdale Close
- demolition will disturb rats
- dust and asbestos pollution
- noise issues from demolition and construction
- Amount of extension up to 5 storeys, underground leisure centre and 92 parking spaces could be dangerous if fire broke out

- Pressure from parking in Coniston Road from existing Beadles garage staff cars
- Roads labelled incorrectly on plans
- Potential overlooking into adjacent properties in Coniston Road and Yewdale Close from increased height in particular new skyline/pent house suites
- Any increased light and illumination pollution from interior and exterior lighting and signage
- Parking and congestion from delivery vehicles, waste materials collection, etc, if not properly controlled
- Residents in Yewdale Close weren't notified during the public consultation.

Comments from Consultees:

The Council's Highway Development Engineer: results of the parking survey demonstrate that there is currently capacity at the hotel car park and there are spare on-street parking spaces available on the roads adjacent to and opposite the Hotel; the proposed development will not generate significant travel nor lead to adverse capacity concerns in relation to the local highway. Recommend conditions, including a swept path analysis demonstrating that the access onto Kirkstone Way is wide enough for emergency vehicles.

The Council's Environmental Health Officer: acoustic assessment required detailing the present vs proposed plant noise emissions and air quality assessment required as site is within an Air Quality Management Area (AQMA). Electric Car charging points are also required. The contamination report finds moderately low risk and recommends further site investigation is unnecessary if a watching brief is employed. Conditions and informatives recommended.

The Council's Drainage Engineer: no objections in principle to proposed soakaways and permeable paving. An email was received 11/08/15 confirming the new areas of surfacing in front and to the south side of the building will be designed using permeable paving which is acceptable. Conditions recommended relating to surface water drainage and SUDS and preventing water from discharging to highways.

Transport for London (TfL): the development would be unlikely to have a significant impact on the local public transport and strategic highways network; cycle parking should be provided for all the existing and proposed land uses on the site in accordance with London Plan guidance.

Thames Water: no objections, recommend informatives.

Environment Agency: Comments to be reported verbally at the meeting.

The Metropolitan Designing out Crime Adviser: development is capable of being able to achieve Secured by Design accreditation with the guidance of Secured by Design Commercial Development 2015 and the South East Designing out Crime Office - recommend secure by design condition.

Historic England: given the archaeological potential of the area due to past military activity and due to the possible survival of historic designated landscape elements, recommend the submission of an archaeological Desk-Based Assessment and a Historic Building Assessment.

Bromley Fire Station: Comments to be reported verbally at the meeting.

Planning Considerations

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

BE1 Design of New Development
BE16 Ancient Monuments and Archaeology
ER7 Contaminated Land
ER10 Light Pollution
L9 Indoor Recreation and Leisure
NE3 Nature Conservation and Development
NE7 Development and Trees
T1 Transport Demand
T2 Assessment of Transport Effects
T3 Parking
T5 Access for people with restricted mobility
T7 Cyclists
T8 Other Road Users
T9 and T10 Public Transport
T15 Traffic Management
T18 Road safety

Supplementary Planning Guidance 1: General Design Principles

The Council recently began consulting on the next stage in the preparation of its Local Plan, focusing on draft site allocations, a limited number of revised draft policies and designations. The weight attached to the draft policies increases as the Local Plan process advances.

The most relevant draft Local Plan policies include:

7.1 Parking
8.1 General Design of Development
8.6 Protected Species
8.7 Development and Trees
11.1 Delivery and implementation of the Local Plan

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

3.19 Sports Facilities
4.5 London's Visitor Infrastructure
5.2 Minimising carbon dioxide emissions

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

Mayor's SPG: "Accessible London: Achieving an Inclusive Environment" (2014) - Section 4 deals specifically with sporting facilities whilst Appendix 9 sets out guidance for hotels.

On 11 May 2015 the Mayor of London published for six weeks public consultation two sets of Minor Alterations to the London Plan - on Housing Standards and on Parking Standards. Where London Plan policies are quoted the changes in the MALP are shown in italics. The most relevant changes to policies include:

- 5.3 Sustainable Design and Construction
- 6.13 Parking

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

- 14: achieving sustainable development
- 17: principles of planning
- 56 to 66: design of development
- 128: conserving and enhancing the historic environment

Planning History

The application site has been the subject of various planning applications, consents and approvals for extensions, telecommunications equipment, air condition condensers and adverts. More recently, permission was granted for the construction of a concave feature wall with planting and floodlights and replacement boundary wall at the front, as well as removing one car park access/exit and the installation of lighting in the car park (ref.12/01445). However, the permission does not appear to have been implemented.

Conclusions

As this is a Hybrid planning application, it will be assessed in separate parts, as follows:

- 1) Outline Planning application;
- 2) Full Planning application;
- 3) Technical matters relating to both applications:
 - Parking and Cycling provision and Highways impacts
 - Impact on trees and ecology
 - Sustainability & Site wide Energy Requirements
 - Heritage Assets and Archaeology

1) Outline Application

The main issues to be considered in respect of the Outline proposal for the leisure centre are as follows:

- o Acceptability in principle of the Leisure Centre (comprising gym, activity room and swimming pool)
- o Acceptability in terms of layout and scale
- o Acceptability of the proposed indicative access
- o Impact on neighbouring amenity in terms of outlook, daylight, sunlight and privacy and noise

Acceptability in principle of Leisure Centre (gym, activity room and swimming pool)

The London Borough of Bromley Unitary Development Plan (UDP), at policy L9, states that a proposal for an indoor sport, recreation or leisure facility will be permitted provided it is located within Bromley or Orpington town centre or is allocated in the Schedule of Proposal sites for such a use. Outside of these locations a need for the development should be demonstrated with the applicant showing that a sequential approach to site selection has been applied. Furthermore, development should not adversely impact on the character, vitality or viability of the town, or other centres, nor harm the amenities of occupiers of nearby residential buildings. Leisure developments should also be appropriate to the scale and character of the area within which they are located, not lead to undue traffic congestion or be detrimental to the safety of other road users, be easily accessible on foot, by bicycle, be well served by public transport and designed to

be easily accessible for people with disabilities. At the same time, the London Plan, at policy 3.19, supports proposals which increase or enhance the provision of sports facilities.

The application site is situated on the outskirts of Bromley town centre and the leisure centre element of the scheme would be attached to the existing hotel as part of a proposed program of hotel upgrades. The leisure centre facilities will not be exclusive to hotel guests but will also be opened up to the wider community. Although a town centre location is normally preferred for such facilities, given that the leisure centre facility is an extension to the existing hotel and not a stand-alone leisure proposal, it is not considered appropriate to apply the sequential test in this instance.

While the location is not within a highly accessible area for public transport, the applicant has submitted a Travel Plan illustrating how they intend to promote more sustainable transport modes to the hotel, including walking and cycling and have proposed bicycle parking at the level required by the London Plan for all existing and proposed uses at the site.

Subject to the development being appropriate to the scale and character of the area and the highways and traffic impacts of the development (matters which will be addressed later in this report) the proposed leisure centre extension is, in principle, considered acceptable in this location. The impact the proposal will have on the occupiers of nearby residential properties is also a material consideration which will be addressed later in this report.

Layout and Scale

The National Planning Policy Framework (NPPF) states that new development should reflect the identity of local surroundings and add to the overall quality of an area, whilst not discouraging appropriate innovation. The NPPF also encourages the effective use of land and states developments should optimise the potential of the site to accommodate development.

Consistent with this, policies BE1 and L9 of the London Borough of the UDP require new developments to complement the scale, form, layout and materials of adjacent buildings. Development should not detract from the existing street scene and the space about buildings should provide opportunities to create attractive settings.

The proposed ground floor swimming pool building would project around 17 metres beyond the rear of the existing north-west 'wing' partially infilling an existing void between the wing and the main hotel building and set into a ditch. The roof of the swimming pool building would be at first floor, taking into account the levels at the rear of the site, forming a green roof terrace with a rooflight. Adjacent to the south-east the underground plant room would extend a further 10 metres (approx.) beyond the ground floor swimming pool with the plant room, gym and activity rooms all set below ground within the steeply sloping garden. Externally a rooflight would protrude above ground level. Adjacent to the south-east is the external terrace serving the first floor restaurant and forming part of the garden.

The proposed leisure centre, while substantial in rearward projection, would be low-lying and would comprise a flat green roof helping it to blend into the landscaped garden and much of it would be subterranean. Substantial separation would be retained to boundaries and the space maintained around the building would ensure a high quality landscaping scheme, sympathetic to existing site levels and maintaining the majority of existing shrubs and trees, could be secured. The proposal, while contemporary in appearance, would therefore appear as a sympathetic addition to the existing hotel building and would not appear unduly prominent from surrounding residential dwellings.

If this development is considered acceptable in all other respects it is appropriate to attach a landscaping condition to any planning permission.

Access (indicative)

The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. Policy 7.2 of the London Plan states that all new development must create safe and accessible environments, achieving the highest standards of accessible and inclusive design to ensure that it can be used safely, easily and with dignity by all. Paragraph 3.114 of the London Plan reinforces the importance of all development proposals for sports facilities to ensure that inclusive access issues are addressed from the outset to enable disabled and older person's ability to participate in sport and physical activity.

Pedestrian access to the leisure centre will be via the existing main entrance on the right hand-side of the front façade within the extended part of the hotel. The original Manor House entrance will be reinstated as the main hotel entrance. In their Design and Access statement accompanying the application the applicant states that "all entrance doors will provide level access, suitable for disabled users". Furthermore "the existing access and exit points from Coniston Road and Kirkstone Way have been kept as existing, the main entrance being the one directly opposite to Yewdale Close".

The proposed pedestrian access to the development is considered acceptable in principle. No details have been provided at this stage to demonstrate that the development is capable of providing disabled access to the leisure centre or disabled changing facilities and such information would therefore need to be provided at the detailed application stage.

The existing site plan accompanying the application shows the Kirkstone Way access as currently being gated and the applicant proposes that it be used for emergency vehicles. This is a private road so the use of it will need to be agreed between hotel and the residents. Highways conditions are recommended to ensure the access is large enough for emergency vehicles to pass through.

Notwithstanding the above, given there are no substantial changes to the existing vehicular access, the access proposed in respect of the leisure centre proposal is considered acceptable in principle. This is subject to transport and highways safety considerations which are addressed below.

Impact on Neighbouring Amenity

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

Concerns have been raised from local residents regarding overlooking, light pollution and increased parking in adjoining roads. The proposed leisure centre extension would be well separated from adjacent dwellings and, given its height with much of the building set below ground level, it is unlikely to give rise to any significant overlooking into neighbouring sites nor would it have a significant visual impact on adjacent occupiers. At the rear, the site is well screened around the site boundaries by mature tree and shrub planting and, given its orientation, low-levels and separation from adjacent dwellings, it is unlikely to result in significant overshadowing or loss of light, harmful to the amenities of local residents.

The anticipated level of traffic generated by the development is unlikely to have a significant impact on parking or road safety in the local area and, on balance, the proposed leisure centre development is unlikely to result in increased levels of activity at the site to such an extent that it would unduly harm neighbouring amenities.

No external lighting installations have been proposed at this stage; however, any subsequent proposals may be subject to planning control if lamp columns are proposed. A condition is therefore recommended requiring the applicant to submit details of any proposed scheme of lighting to ensure the character of the area and neighbouring amenities are not unduly harmed.

Local residents have also raised concerns over fire risk associated with a 5 storey/part underground development as well as noise and pollution as a result of demolition and construction of the development. Bromley Fire Station has been consulted and their comments will be reported verbally at the meeting and the development would also be subject to Building Regulations.

While noise from construction should be managed through the Construction Management Plan (required by condition), the development also involves substantial changes to plant and an acoustic assessment should therefore be submitted as part of a planning condition, should permission be granted. With regard to contamination, subject to the implementation of the recommendations made within the contamination report, the proposal is unlikely to result in undue levels of contamination harmful to the health of nearby residents.

Overall, the proposed leisure centre development is therefore considered acceptable in terms of overlooking/loss of privacy, visual impact, effect on daylight and sunlight and traffic and parking implications for neighbouring residents of the development. Furthermore, noise impact from construction and internal plant can be controlled by way of condition.

Summary

The assessment above considers the acceptability of the proposed outline application for the leisure centre extension in principle having regard to layout and scale.

Overall it is considered that the location, scale and layout of the proposed development is acceptable and, subject to a palette of high quality materials and a comprehensive landscaping scheme being provided, would complement the scale and layout of the surrounding area. The impact on nearby residential occupiers has also been considered and, in this instance, the proposed leisure centre development would not lead to a significant loss of amenity for local residents. Furthermore, the proposal would not generate significant levels of traffic detrimental to residential amenity or harmful to road safety conditions in the vicinity.

Details of access, appearance and landscaping (the reserved matters) are required and conditions are recommended accordingly. As set out above, conditions will also be required in respect of noise, construction management and lighting.

2) Full Application

The main issues to be considered in respect of the Full proposal for the extensions to the Hotel are as follows:

- o Acceptability in terms of appearance, layout and scale
- o Acceptability of the proposed access
- o Impact on neighbouring amenity in terms of outlook, daylight, sunlight and privacy and noise

Appearance, Layout and Scale

Visitors play an important part in London's economy. The Mayor's Tourism Vision (2006 - 2016) sets out key objectives to develop the quality of accommodation; and enhance visitor perceptions of value for money and improve the inclusivity and accessibility of the visitor experience. The London Plan sets a target of 40,000 net additional hotel rooms by 2036 (London Plan para. 4.26). Improving the availability of hotel accommodation that is genuinely accessible to all is a particular priority and at least 10% of new provision should be wheelchair accessible (London Plan para 4.27).

A large two/three/four storey extension is proposed to the south-eastern side/rear of the building incorporating at first floor: a new kitchen, staff canteen and function

room; at second floor: new staff accommodation and bedrooms; at third floor: hotel bedrooms; and at fourth floor an energy centre set over two floors. The extension would replace an existing part one/two storey element housing the kitchen and staff canteen and on the second floor 7 new hotel bedrooms are proposed with the third floor rear extension providing 13 new bedrooms. Two of the new bedrooms are wheelchair accessible in accordance with policy 4.5 of the London Plan.

While the proposed extension would be substantial in height compared to the existing low-lying development on the south-eastern side of the building, the three storey extensions would be flat roofed, set no higher than the roof of the main building, set back from the front building line with the new energy centre on the fourth floor set back, and, at the rear the extensions would be similar in rearward projection to the existing second floor.

Good separation would be maintained to site boundaries (around 11.5m at the front and 5.5m at the rear) and at ground/first floors, the new function room would be built into the sloping hill of the garden at the rear of the site, incorporating a low-sloping roof. While the separation to the rear site boundary would be somewhat diminished as a result of the proposal, there would be opportunities to provide a high quality scheme of landscaping with the proposal taking into account the existing levels at the site.

On the opposite side of the building, the detached single storey outbuilding on the western boundary will be removed to be replaced with a single storey extension to provide meeting and function rooms and a satellite kitchen. The single storey extension which would abut the side boundary of the site, would incorporate a flat roof measuring around 3.2m in height. The existing first floor would be set in from the proposed ground floor by around 10m, as such, the proposal would not appear cramped and would have minimal visual impact on the surrounding area. The front and rear extensions to the western 'wing' would be relatively small-scale and are unlikely to impact upon the character and appearance of the area to a significant degree.

At fourth floor the north-western 'wing' section will be extended at the front and rear to provide a glazed 'Sky Lounge' and a plant room. The lounge would be set in by approximately 2m from the western side of the building. The original tower will be altered internally to provide a penthouse hotel suite with the redundant water tank on the roof being replaced with a large glazed lantern. Internally a Jacuzzi is proposed on the roof of the tower, as clarified in a revised plan received on 6/10/15.

There are concerns that the fourth storey additions, particularly the western facing windows in the 'Sky lounge' and the glazed roof lantern on the tower, would give rise to overlooking into surrounding residential sites, detrimental to the amenities of those occupiers. Conditions are therefore recommended requiring details of a suitable level of obscurity for the glass roof lantern and the western facing windows in the sky lounge. A condition precluding access to the external roof area of the tower would also be expedient.

The new car parking layout would require the removal of 1 tree and a landscaped 'verge' at the front of the site. Along the eastern edge of the site a planted retaining wall adjoining the site boundary with No.84 Coniston Road will be retained with parking provision increased and in closer proximity to the rear of the boundary with No.84. However, compared to the existing parking arrangements with spaces already in close proximity to the boundary with 84, the proposed layout is unlikely to give rise to significant levels of noise and disturbance at adjacent properties.

Provided the retained trees are preserved in accordance with the arboricultural method statement, the proposed parking layout would be considered acceptable in that it would not significantly detract from the visual amenities of the street scene or result in an undue loss of amenity at nearby residential sites.

No details of materials have been provided at this stage and a high quality palette of materials will also need to be secured by condition to ensure that the development, overall, will have a high quality and robust appearance and will complement the existing building.

Subject to the imposition of the afore-mentioned conditions, the proposal, overall, is considered acceptable in terms of layout, scale and design.

Access

As discussed above the NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. Policy 7.2 of the London Plan states that all new development must create safe and accessible environments, achieving the highest standards of accessible and inclusive design to ensure that it can be used safely, easily and with dignity by all.

The original Manor House entrance will be reinstated as the main hotel entrance and in their Design and Access statement the applicant states that "all entrance doors will provide level access, suitable for disabled users". The proposed pedestrian access to the development is therefore considered acceptable.

The proposed vehicular access and exit points from Coniston Road are the same as existing. However, the applicant will need to agree with local residents and the local fire Brigade over using the Kirkstone Way access for emergency vehicles as this is a private road.

Given there are no substantial changes to the existing vehicular access, the access proposed is considered acceptable in that it would not result in a significant increase in noise and disturbance at adjacent properties. Additional transport and highways considerations are addressed below.

Impact on Neighbouring Amenity

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

Concerns have been raised from local residents regarding overlooking, light pollution and increased parking in adjoining roads. As set out above, there are concerns regarding overlooking from the fourth storey 'Sky lounge' and the glazed roof lantern on the tower. In order to minimise any impact, the western facing windows in the sky lounge and the glass lantern should be obscure glazed and access to the external roof area of the tower should also be prohibited.

The south-eastern side/rear extension would be set behind and well separated from the rear of No's 84 and 86 Coniston Road by approximately 26 metres. As such, the proposal is unlikely to have a significant visual impact from these buildings and given the substantial separation distance, is unlikely to result in undue overlooking or loss of privacy as a result of the second floor windows proposed at the front of the building. These windows would serve staff offices and WC's.

Chestnut Bungalow and Treetops (a two storey dwelling) are located to the south-east corner of the application site. The first/second/third floor extension would bring the hotel building considerably closer to Chestnut Bungalow leaving a separation of around 12.5m between the two buildings. The first floor extension for the function room would project further back to the rear than the second and third floors, however, due to the site levels, it is low-lying and would be unlikely to have a significant visual impact from either of the adjacent residential sites.

Views of the hotel from the front of Chestnut Bungalow would be more noticeable as a result of the three storey extension, however, it is not anticipated that it would result in any significant loss of light or overshadowing at this dwelling, nor have a significantly detrimental visual impact. No windows serving bedrooms, function rooms or offices would be located in the south-eastern elevation of the extension above first floor level and it is therefore unlikely to lead to a significant loss of privacy for occupiers of adjacent sites.

To avoid overlooking from the new bedrooms into neighbouring properties to the south-east, the external walls of the rooms will be angled away from neighbouring sites with the windows all facing to the north-westerly direction. As such minimal loss of privacy at adjacent sites is expected.

The single storey extension to the western side of the building would be subservient in height and is unlikely to have a significant visual impact from neighbouring 76 Coniston Road. The extensions to the western 'wing' are indicated as being glazed on all sides and there are concerns that this would result in a loss of privacy at the adjacent property. The western facing windows should

therefore be obscure glazed to minimise overlooking and a condition is recommended to that effect.

The anticipated level of traffic generated by the development is unlikely to have a significant impact on parking or road safety in the local area or result in increased levels of activity at the site to such an extent that it would unduly harm neighbouring amenities.

No external lighting installations have been proposed at this stage and a condition is recommended requiring details of any proposed scheme of lighting be submitted in the interest of the character and amenities of the local area.

As with the outline application, while noise from construction should be managed through the Construction Management Plan (required by condition), the development also involves substantial changes to plant and an acoustic assessment should therefore be submitted as part of a planning condition, should permission be granted. With regard to contamination, subject to the implementation of the recommendations made within the contamination report, the proposal is unlikely to result in undue levels of contamination harmful to the health of nearby residents.

Subject to the recommended conditions requiring obscure glazing, an acoustic assessment, construction management and details of any lighting scheme, the proposed extensions and alterations to the parking layout are considered acceptable in terms of overlooking/loss of privacy, visual impact, effect on daylight and sunlight, noise and traffic and parking implications for neighbouring residents of the development.

Summary

The assessment above considers the acceptability of the full planning proposals in relation to scale, layout, appearance, access and landscaping. Overall, the layout proposed provides adequate separation to site boundaries, allowing opportunities for a high quality landscaping scheme and, on balance, the development would accord with the character and scale of existing buildings and the existing spatial characteristics of the area.

It is clear that there will be an impact on adjacent properties as a result of this proposal and due consideration has been given to the comments made by residents during the consultation process. However, based on the above and through the imposition of carefully worded planning conditions, it is considered that the development in the manner proposed is acceptable in that it would not have an unduly harmful impact on the outlook, privacy or amenities of local residents, nor would the proposal result in undue noise and disturbance at neighbouring residential sites.

It is also necessary to consider the wider impacts of the development on highways, trees, ecology, the contribution the development makes towards the mitigation of climate change and the impact of development on Heritage Assets and Archaeology. These matters are considered below.

3) Technical Matters (relating to both the Outline and Full application)

Parking and Cycling provision and Highways impacts

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Parking should be in accordance with London Plan policy 6.13 and the maximum standards set out in Table 6.2. Where no standard is provided the level of parking should be determined by the transport assessment undertaken for the proposal. In low PTAL areas parking provision for hotels should be consistent with congestion and traffic levels and to avoid undermining walking, cycling or public transport. One coach parking space should be provided per 50 hotel bedrooms. Adequate parking spaces for disabled people must also be provided as well as 20 per cent of all spaces being able to accommodate electric vehicles.

92 car parking spaces are proposed including 5 disabled bays, an increase in 6 spaces from the existing arrangement. The proposed layout also indicates 2 coach parking spaces located to the front of the site. The transport assessment undertaken demonstrates that the trip generation as a result of the combined leisure centre and full planning proposals would not be significant. Indeed, results of the parking beat survey undertaken by the applicant demonstrate that there is currently spare capacity at the Hotel car park as well as on-street parking spaces available in the immediate vicinity. As such it is not anticipated that the proposal would lead to a significant impact on parking or road safety conditions in the local highways network.

A Construction Management Plan has been prepared however additional information is required regarding a contact for dealing with complaints from local resident and businesses as well details regarding the size of construction vehicles and delivery lorries. A Construction Management Plan condition is therefore recommended should the application be permitted.

The applicant has submitted revised plans showing an increase in cycle parking provision to

34 spaces:22 short-stay stands adjacent to the main entrance and 12 long-stay stands within the 'service courtyard' on the east side of the building. The level of cycle parking proposed is in accordance with London Plan standards, located in a convenient position adjacent to the main entrance of the Hotel encouraging cycling to and from the site and is therefore considered acceptable.

Trees and Ecology

It is proposed to remove 4 trees from the site, including a Horse Chestnut in close proximity to the highway boundary with Coniston Road. According to the tree survey submitted eight retained trees at the front and to the eastern side of the site, "have the potential to be affected by the new car parking layout" (p.17). The majority of trees towards the rear of the site are to be retained and, from a visual perspective, it is desirable that the proposed alterations to the front parking layout do not undermine the future health of the trees adjacent of the highway frontage. Tree conditions, including the submission of a more detailed method statement and details of the method and materials used for construction of the car parking surfacing are therefore recommended.

The Phase 1 habitat surveys found that there are features present within the existing buildings to support roosting bats, therefore further investigation is required before the building is demolished/renovated. There is low potential for Badger setts on the site however Badgers may venture onto the site occasionally to forage, therefore protective measures during construction are recommended. Any tree work should take place outside of the nesting season to avoid harm to nesting birds. Subject to the implementation of the recommendations made within the report, the proposal is unlikely to have a significant adverse effect on local ecology and protected species.

It is appropriate to attach tree, landscape and ecology conditions to any planning permission.

Sustainability & Site wide Energy Requirements

London Plan Policies 5.1 - 5.7 refer to energy requirements to achieve climate change mitigation including reduction in carbon emissions and renewable energy. The applicant submitted an Energy Statement setting out a range of options for low carbon technologies. They have subsequently confirmed that CHP is the preferred long-term strategy for the site, however, this will be subject to noise levels, efficiency, longevity and revenue implications of the CHP. It is therefore appropriate to attach a condition requiring an acoustic assessment to any planning permission.

The development should meet London Plan energy requirements of a 35% reduction in carbon emissions above that of the 2013 Building Regulations. A condition is recommended to ensure this reduction is achieved.

With regard to visual impact, the flues required for the CHP system located on the roof of the main hotel building would appear reasonably unobtrusive and would not

have a significant impact on views from neighbouring dwellings nor would they appear unduly harmful to the character and appearance of the existing building.

The application is within an Air Quality Management Area for NOx. Whilst the proposed changes in room are unlikely to have a significant effect on local air quality there are potential impacts from the energy strategy. If this development is considered acceptable in all other respects it is therefore appropriate to attach a condition requiring an assessment of air quality to any planning permission.

Policy 5.13 of the London Plan requires development to utilise Sustainable Urban Drainage System (SUDS), unless there are practical reasons for not doing so though supporting text to the policy also recognises the contribution 'green' roofs can make to SUDS. The hierarchy within that policy is for a preference for developments to store water for later use.

This site appears to be suitable for an assessment to be made of its potential for a SUDS to be developed for the disposal of surface water and a condition is recommended accordingly. The applicant has indicated that the new areas of paving in front and to the south side of the hotel will be constructed using permeable paving. The exact material will need to be agreed as part of a condition.

The London Plan at Policy 5.11 also requires major development proposals to be designed to include roof, wall and site planting, especially green roofs and walls where feasible, which, among other things, supports sustainable urban drainage. The plans submitted indicate a green roof located over the leisure centre development which is considered acceptable. Further details of the living roof can be secured by condition.

It is proposed to attach energy, drainage and living roof conditions to any planning permission.

Heritage Assets and Archaeology

The NPPF emphasises that the conservation of archaeological interest is a material consideration in the planning process and applicants should be required to submit appropriate desk-based assessments to see how a development would affect heritage assets. The interest in the previous use of the building to house Canadian soldiers during the first world war and also the size of the development (which could affect any remaining landscape features in the immediate vicinity of the structure) would require the submission of a historic building report and the desk-based assessment to explore the potential of any important surviving landscape features mitigate any potential harm to any surviving features of the historic building.

It is appropriate to attach an archaeological condition to any planning permission.

Overall Conclusion

Taking into account parts 1, 2 and 3 of the report as set out above, it is considered that the application should be permitted, subject to the recommended conditions.

Background papers referred to during production of this report comprise all correspondence on the file refs 12/01445 and 15/02452 set out in the Planning History section above, excluding exempt information.

as amended by documents received on 25.06.2015 08.07.2015 24.07.2015
17.09.2015 22.09.2015 01.10.2015 06.10.2015

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 (i) Details relating to the**
 - (a) access (which shall include full details of a scheme to provide means of access to the development for persons with disabilities, including disabled changing facilities) ;**
 - (b) appearance; and**
 - (c) landscaping**

shall be submitted to and approved by the Local Planning Authority before the leisure centre development is commenced.

(ii) Application for approval of the details referred to in paragraph (i) above must be made not later than the expiration of three years beginning with the date of this decision notice.

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

REASON: No such details have been submitted and to comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

- 2 The development hereby granted full permission must be begun not later than the expiration of three years, beginning with the date of this decision notice.**

REASON: Section 91 of the Town and Country Planning Act 1990

- 3 The development hereby permitted and all Reserved Matters applications subsequently submitted for approval shall be in complete accordance with the following plans and documents hereby approved:**

Site wide plans/elevations/floor plans: 998 Rev 117; 100 Rev 113; 101 Rev 117; 102 Rev 116; 103 Rev 113; 104 Rev 113; 110 Rev 117; 120 Rev 117; 105 Rev 113; 140 Rev 117

Drainage: SUDS drawing; Sustainable Drainage Assessment Report DAI/9188 (12/05/15)

Arboricultural Method Statement by Arbtech dated 21/11/2014

Trees: Arbtech AIA 01

Energy Statement and Low and Zero Carbon Technology Assessment (29/04/2015 and 1/6/2015)

Phase 1 Contaminated Land Desk Study Report (Dec 2014)

Transport Statement: EJS/14817/TS/3

Travel Plan: SRE/14817/TP/2

Sustainable Drainage Assessment Report: DAI/9188

Phase I Habitat survey by Arbtech carried out 14/11/2014

Construction Management Plan: MP/SP/009 Rev4

REASON: In order to comply with Policies BE1, L9, NE3, NE7, T3, T7 and T18 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area

- 4 In respect of the full planning permission hereby approved, a scheme for landscaping, which shall include details of all proposed hard surfacing, means of enclosure, lighting columns, bollards and any other street furniture, and of planting (to include a schedule of the sizes and species of plants) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings, or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced within the next planting season with others of similar size and species to those originally planted.

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

- 5 In respect of the full planning permission hereby approved, details of the materials to be used for the external surfaces of the building including details of the proposed external entrance canopies (including their appearance, materials, height, scale and exact locations) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works 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

- 6 In respect of the entire development hereby approved (Outline and Full), details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority for each element of the proposal before work commences on either element and the development shall be completed strictly in accordance with the approved levels.

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

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

The statement shall include details of:

- o Type and siting of protective fencing, and maintenance of protective fencing for the duration of project;
- o Type and siting of scaffolding (if required);
- o Details of the method and timing of demolition, site clearance and building works
- o Depth, extent and means of excavation of foundations and details of method of construction of new foundations
- o Location of site facilities (if required), and location of storage areas for materials, structures, machinery, equipment or spoil, and mixing of cement or concrete;
- o Location of bonfire site (if required);
- o Details of the location of underground services avoiding locating them within the protected zone
- o Details of the method to be used for the removal of existing hard surfacing within the protected zone
- o Details of the nature and installation of any new surfacing within the protected zone
- o Methods proposed for the watering of the trees during the course of the project

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

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

- 8** In respect of the entire development hereby approved before the development is commenced, details of the materials, depth, extent and means of excavation required for the construction of the access/car parking shall be submitted to and approved in writing by the Local Planning Authority, and the excavations and the access/car parking shall be carried out in accordance with the approved details.

REASON: In order to comply with Policy NE7 of the Unitary Development Plan to ensure works are carried out according to good arboricultural practice, and in the interest of the health and visual amenity value of trees to be retained.

- 9** There shall be no excavation works beneath the canopy of any trees shown to be retained on the submitted plan. The drive and car parking spaces shall be constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to comply with Policy NE7 of the Unitary Development Plan to ensure works are carried out using a "no-dig" method of work and according to good arboricultural practice, and in the interest of the health and visual amenity value of trees to be retained.

- 10** The applicant shall at his own expense instruct an arboricultural consultant, approved by the Council in writing to liaise with the developer and/or his architect or engineer to approve details of construction methods, oversee the works and report to the Council throughout the period of the works in so far as the works may affect trees within the site. Works shall not commence on site until a consultant has been appointed. After commencement of the project, all persons employed or engaged on the project shall immediately comply with any reasonable instruction, advice or request given or made by the arboricultural consultant in respect of works in so far as they relate or affect trees within the site, including an instruction to cease work if the arboricultural consultant considers that works have deviated from the agreed working methods and in these circumstances works shall not recommence until or unless written authority has been given by the Council or the arboricultural consultant that such works may recommence.

REASON: To ensure that works are carried out according to good arboricultural practice and in the interests of the health and amenity of the trees to be retained around the perimeter of the site and to comply with Policy NE7 of the Unitary Development Plan.

11 In respect of the entire development hereby approved, no demolition, site clearance or building works shall be undertaken, and no equipment, plant, machinery or materials for the purposes of development shall be taken onto the site until a desk-based assessment and historic building assessment is undertaken. The nature and scope of assessment and evaluation should be agreed with the Greater London Archaeological Advisory Service (GLAAS) and carried out by a developer-appointed archaeological practice. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. If archaeological safeguards prove necessary, design measures to preserve remains in situ or details of archaeological investigation prior to development commencing will need to be submitted to an approved by the Local Planning Authority prior to works commencing.

REASON: The site is of archaeological interest and detailed investigations should be undertaken to enable consideration to be given to preservation in situ and/or recording of items of interest in compliance with Policy BE16 of the Unitary Development Plan.

12 In respect of the entire development hereby approved, before any works on site are commenced, a site-wide energy assessment and strategy for reducing carbon emissions together with an assessment of air quality impact of the strategy shall be submitted to and approved by the Local Planning Authority. The results of this strategy shall be incorporated into the final design of the buildings as approved. The strategy shall include measures to allow the development to achieve a reduction in carbon emissions of 35% above that required by the 2013 building regulations. The development should also achieve a reduction in carbon emissions of at least 20% from on-site renewable energy generation. The final designs, including the energy generation shall be retained thereafter in operational working order, and shall include details of schemes to provide noise insulation and silencing for and filtration and purification to control odour, fumes and soot emissions of any equipment as appropriate.

REASON: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to minimise the effect of the development on local air quality within an Air Quality Management Area to comply with Policies 5.2, 5.7 and 7.14 of the London Plan and paragraph 124 of the NPPF

13 In respect of the entire development hereby approved details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be

completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

REASON: To ensure satisfactory means of surface water drainage and to accord with Policies 5.12 and 5.13 of the London Plan

14 In respect of the entire development hereby approved no development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SUDS) is to be implemented, the submitted details shall:

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

ii) specify the responsibilities of each party for the implementation of the SUDS scheme, together with a timetable for that implementation;

iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime; and

iv) provide details of the type of material to be used for the surfacing of the car parking area (no loose materials shall be used)

The scheme shall be implemented, maintained and managed in accordance with the approved details

REASON: To ensure satisfactory means of surface water drainage and to accord with Policies 5.12 and 5.13 of the London Plan

15 Details of construction method, layout, species and a maintenance regime relating to the green roofs shall be submitted to and approved in writing by the Local Planning Authority before works are commenced on the development hereby permitted. The approved details shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter. Details should include:

- Fully detailed plans (to scale showing and stating the area of the roof. This should include any contoured information depicting the extensive substrate build up and details of how the roof has been designed to accommodate any plant, management arrangements, and any proposed photovoltaic panels and fixings.

- A scaled section through the actual roof (i.e. not a generic section of a living roof) showing the details of the extensive substrate base and living roof components.

- Details of the proposed plug planting and seed composition and planting methodology

- A statement outlining a management strategy detailing how the living roof would be maintained and monitored for a period of at least 5 years post installation

REASON: To support sustainable urban drainage, enhance biodiversity, improve appearance of the development and to accord with policy 5.11 of the London Plan

16 In respect of the entire development hereby approved, before commencement of the use of the land or buildings hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development Order 1995 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

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

17 In respect of the entire development hereby approved before commencement of the development hereby permitted details of (a) turning area(s) within the site shall be submitted to and approved in writing by the Local Planning Authority. The turning area(s) shall be provided before any part of the development is first occupied and shall be permanently retained thereafter.

REASON: In order to comply with Policies T3 and T18 of the Unitary Development Plan and to enable vehicles to enter and leave the site in a forward direction, in the interest of pedestrian and vehicular safety

18 In respect of the entire development hereby approved, details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where

necessary) shall be submitted to and approved in writing by the Local Planning Authority for each element of the proposal hereby permitted is commenced and the approved arrangements shall be completed before any relevant part of the development hereby permitted is first occupied, and permanently retained thereafter.

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

19 In respect of the entire development hereby approved, details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.

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

20 In respect of the entire development hereby approved, 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 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties

21 In respect of the entire development hereby approved (Outline and Full), prior to commencement of each element of the development an acoustic assessment for that element shall be submitted to the Local Planning Authority to detail the impact of changes to fixed plant on the local ambient noise environment. The results of the assessment together with any necessary mitigations to achieve a plant rating noise level of 5dB below typical existing background LA90 shall be submitted to the Local Planning Authority for approval. Once approved the plant and mitigations shall be installed fully in accordance with the approved scheme and permanently maintained thereafter.

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

- 22** In respect of the entire development hereby approved, 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 seek to achieve the "Secured by Design" accreditation 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

- 23** In respect of the full planning permission hereby approved detailed plans of the appearance of and the equipment comprising a ventilation system for the kitchens 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 before commencement of the development; 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 Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area

- 24** Before the 'Tower Suite' is first occupied the proposed glazing in the roof lantern shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and details of any openings shall be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained in accordance with the approved details. In the interests of the privacy of adjoining properties any openings should be at high level

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

- 25** Before the fourth floor 'Sky Lounge' and the western 'wing' extensions are first occupied, the western facing windows in both shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and details of any openings shall be submitted to and approved in

writing by the Local Planning Authority and shall subsequently be permanently retained in accordance with the approved details. In the interests of the privacy of adjoining properties any openings should be at high level

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

26 In respect of the entire development hereby approved, 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, Appendix II.7 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport

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

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

28 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

REASON: In order to comply with Policy ER7 of the Unitary Development Plan and to prevent harm to human health and pollution of the environment.

29 The landscaping details, which shall include the materials of paved areas and other hard surfaces, submitted in accordance with condition 1 and subsequently approved in writing by the Local Planning Authority shall be implemented in the first planting season following the occupation of the buildings or the substantial completion of the development whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or

diseased shall be replaced in the next planting season with others of a similar size and species to those originally planted.

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

30 In respect of the entire development hereby approved, the development hereby permitted shall be carried out in complete accordance with the survey, mitigation and biodiversity enhancement recommendations outlined in the Phase I Habitat survey accompanying the application. Any deviation from these recommendations shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing.

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

31 In respect of the entire development hereby approved, before any part of the development hereby permitted is first occupied electric car charging points shall be provided to a minimum of 20% of car parking spaces with passive provision of electric charging capacity provided to an additional 20% of spaces.

REASON: To minimise the effect of the development on local air quality within an Air Quality Management Area in line with NPPF p124 and Policies 6.13 and 7.14 of the London Plan

32 In respect of the entire development hereby approved, prior to the commencement of the use hereby permitted, the measures set out in the approved Travel Plan to promote and encourage the use of shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented in accordance with the agreed timescale and monitored regularly in accordance with the details submitted.

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

33 The leisure centre use shall not operate before 08:00 and after 22:00 on any day.

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

34 The external roof area of the Tower shall not be used as a balcony or sitting out area and there shall be no access to the roof area.

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

INFORMATIVES

You are further informed that :

- 1** With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- 2** A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.
- 3** Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
- 4** Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 5** You are advised that this application is considered to 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). The Levy will appear as a Land Charge on the relevant land with immediate effect.

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.