

Application No : 17/05343/RECON

Ward:
Biggin Hill

Address : Biggin Hill Airport Ltd Churchill Way
Biggin Hill TN16 3BN

Objections: Yes

OS Grid Ref: E: 541744 N: 160173

Applicant : Biggin Hill Airport

Description of Development:

Variation of Condition 2: Approved Documents and Condition 21: Lighting Scheme of permission 17/05343/FULL (as amended by 17/05343/AMD) for hotel with 56 bedrooms, a restaurant (and associated kitchen/servicing areas), lounge, gymnasium and associated access road together with service area and car parking and a sub-station to realign the vehicle entrance, adjustments to the car parking layout and coach parking area, alterations to the landscaping treatment to the west of the hotel, removal of the approved substation, amendment to approved light fixings and alterations to the drainage strategy.

Key designations:

Biggin Hill Noise Contours
Biggin Hill Noise Contours
Biggin Hill Safeguarding Area
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 24
South Camp

Proposal

In 2017, planning permission was granted for a 56 bed hotel and associated facilities including a new access road from Churchill Way under ref 17/05343/FULL. The site extends south from the south east corner of the Bombardier building and the Lookout Cafe towards Main Road and Churchill Way and its western boundary runs along the edge of the existing access road, known as Maitland View. The site is currently an area of hardstanding and open space and accommodates a car park.

An application for a non-material amendment (ref 17/05343/AMD) was granted on 11.5.2018 to allow changes to the wording of the approved conditions.

The current application seeks to make minor material amendments to conditions 2: plans and documents and 21: external lighting scheme relating to the existing permission to facilitate the reduction in land needed for the hotel scheme. This will make land available for the provision of the Biggin Hill London Aerospace Technology College (LATC) that is the subject of a separate application (ref 19/01012) which appears elsewhere on this agenda.

The amendments to the approved hotel scheme are as follows:

- Reduction of the built area (but not the red line) for the hotel development to allow the release of land along the western side of the approved car parking area on the western side of the hotel.
- The approved vehicle access to Churchill Way will remain but the internal access point to the hotel car park will be closer to Churchill Way than at present. This will result in changes to the layout of the hotel car park.
- The 2017 permission includes an area for coach parking/turning adjacent to the approved hotel car park. Coach parking/turning for the hotel will no longer be provided within the hotel application site but on land within the site of the proposed LATC. In addition, submitted plans demonstrate that there is sufficient space at the rear of the east car parking area (behind the hotel) for a coach to enter the site and turn within the hotel service area.
- This shared coach parking/turning area is shown on plan number PL003 Rev A which forms part of application 19/01012.
- Removal of the approved landscape area to the west of the hotel. A reduced area for landscaping is shown on the submitted plans.
- Relocation of an approved sub-station. This is now shown in the service courtyard of the new LATC and will have capacity to serve the LATC and the hotel.
- Amendments to the approved drainage strategy which involves the relocation of a dry detention basin from the west side of the hotel car park to an airside area that is currently used for the parking planes.

No changes to the appearance of the hotel, number of bedrooms, bulk, massing, height or siting of the approved building are proposed as part of this application. The location of the new vehicle access points will remain and the number of car parking spaces proposed will remain at 42 including 5 disabled parking bays.

The following documents have been submitted by the applicant to support the application:

Technical Note: Amendment to Biggin Hill Planning Application by rps group

This Highways Technical Note considers whether the proposed alterations to the approved hotel development will have an adverse impact on the approved highway network and operation of the site.

The Note concludes that there are no relevant transport or safety implications arising from the proposed changes.

External Lighting Assessment by Furness Green Partnership

The report assesses the impact of proposed changes to the external lighting strategy previously approved and advises that the proposed changes accord with relevant standards and take account of the need to create a safe environment for college staff and students.

Summary of Amendments to Planning Permission 17/05343/FULL (as amended by 17/05343/AMD)

This document provides drawings to show the changes between the consented and proposed plans.

Drainage Strategy Addendum Report to Flood Risk Assessment and Drainage Strategy Report by Price and Myers

A report entitled Flood Risk Assessment and Drainage Strategy Report by Price and Myers has been submitted as part of the LATC application (ref 19/01012) for consideration. It is proposed that the LATC and hotel will share drainage infrastructure.

A Drainage Strategy Addendum Report (including the principal FRA as an Appendix) has been submitted with the current application to set out changes to the hotel site that are needed to accommodate the LATC.

The proposal is to provide a dry detention basin on land within the red line of the LATC but outside the red line for the approved hotel scheme. This replaces the approved detention areas to the front of the hotel. In addition permeable paving systems are proposed. These measures are designed to deal with extreme rainfall events. However in very extreme events the strategy allows for the flooding of low lying areas including the main car park on the college site only.

For foul sewerage, the existing foul sewer, to which the hotel would be connected under the existing permission, must be diverted to accommodate the proposed LATC building so a new route has been allowed through the LATC site which includes a connector within the LATC site to allow the hotel to connect to the new sewer in due course.

Location and Key Constraints

The application site is located within the south western corner of the London Biggin Hill Airport within the designated 'South Camp' area which forms part of the Biggin Hill Strategic Outer London Development Centre (SOLDC). The site lies within Flood Zone 1 and within Groundwater Source Protection Zone 3 (SPZ).

A Site of Interest for Nature Conservation (SINC) is located to the north west of the site on the opposite side of Main Road.

There are no other constraints affecting the site.

Existing vehicle access to the site is via Churchill Way and Maitland View from the roundabout with Main Road, which is a London Distributor Road (A233). The Public Transport Accessibility Levels (PTAL) rating for the site is between 1b and 2 (where 6a is the highest and 1 is the lowest)

The site currently comprises hardstanding areas and open grassed areas. There is one tree on the southern boundary of the site which fronts Churchill Way. To the east of the application site is a hangar for Bombardier which was constructed in 2009. To the north of the application site is the Lookout Cafe and a car park.

To the south east of the site are buildings that form part of the Biggin Hill Business Park and there are residential buildings on the opposite side of Main Road to the west of the site.

Consultations

Comments from Local Residents

Nearby properties were notified and 1 representation objecting to the proposal has been received at the time of writing this report. The comments received are summarised below:

- Proposed car parking for hotel and proposed LATC is inadequate.
- Potential damage from hotel related parking in the unmade Sunningvale Avenue.
- Multiple water leaks, sinkholes over last 12 months associated with the site and Main Road should be resolved.

Comments from Consultees

- LBB Highways

The hotel was permitted in March 2018. An application has been submitted for a Technical College on the adjacent site which would mean that revisions are required to the hotel layout.

A Transport Technical Note (TN) was submitted with the application. The access to the main parking area is being amended, which I would have no issue with, and the number of parking spaces is remaining the same.

A coach turning area was provided with previous application which is now part of the college site. The TN says the college and hotel will share the coach turn around area, will this need to be conditioned? Also coaches can park to the north of the hotel staff parking area indicated on the plan in App B of the TN.

One of the issues that arose during the consideration of the planning application for the hotel was the parking provision.

The application indicated that the hotel was to be primarily aimed at pilots and crew who have flown into the airport, private aircraft travellers seeking accommodation

before an onward trip to London or customers doing business with companies located on the airport. This was then used to justify the lower level of car parking proposed. However, if it became a more commercial concern with a wider clientele more parking may be required. A condition was applied (no. 16) that a survey should be carried out 18 months after first occupation to ensure there was sufficient parking and if there was not further parking should be provided. The reduction in size of the hotel site reduces the options for additional parking.

I do not think a construction management plan has yet been submitted for the hotel but it will need to take account of the possibility of the hotel and college being built at the same time.

I assume that the same conditions will apply as with the previously consented scheme and I would have no objection to the application.

- LBB Drainage

I note the amendments include:

- Realignment of the entrance into the hotel main car park.
- Removal of landscaping to the west of the hotel due to the college location.
- Relocation of the new substation.
- Changes to the drainage strategy. The strategy relates to a detention basin for the hotel and the proposed college.

The submitted "Drainage Strategy Addendum Report" carried out by Price & Myers Consulting with Job No. 27166 Version 2 Dated April 2019 to incorporate detention basin situated north-west of the site, permeable paving and deep borehole soakaways to attenuate for surface water run-off are acceptable.

The Drainage Officer further advises that the report does not include detailed design information which should be secured by a pre-commencement conditions.

- LBB Environmental Health

I have considered the information submitted and have no objections to the variation (relating to external lighting).

- LBB Trees

The variations do not change the position on tree constraints. The landscaping is yet to be satisfactory. More advanced tree planting is required.

The area to the west of the proposed developed section of the site offers itself to soft landscaping. Low level trees should be selected to make best use of the space from an amenity viewpoint. I totally understand the avoidance of large tree selection here. This is a concept I have agreed with on the neighbouring site that is much closer to the airport runway/taxiways. The airport building height is a good point of comparison. The selection of species that do not exceed 10m is achievable.

I would expect to see a degree of small tree/shrub selection in this part of the site to meet the Council policy on landscaping.

I would recommend the following conditions are applied to achieve landscaping to a satisfactory standard:

- details of tree protection during construction
- the submission of a detailed landscaping scheme are recommended
- no storage of construction related materials and equipment under the tree canopy.

Environment Agency (EA)

We have reviewed the submitted information in support of this application and have no objection to the variation of condition 2 and condition 21 respectively.

Thames Water (TW)

Thames Water confirms the foul water condition referenced, can be discharged based on the information submitted. The application was only relating to drainage, therefore there are no water comments to make.

Planning Context

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

In determining planning applications, the starting point is the development plan and any other material considerations that are relevant. The adopted development plan in for this proposal includes the Bromley Local Plan (2019) and the London Plan (March 2015). Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) as well as other guidance and relevant legislation, must also be taken into account.

Policy Context

The list below is not an exhaustive list of policies; it contains some of the most relevant policies to the application:

1. Local Plan

Current Policies relevant to this application include

30: Parking

31: Relieving Congestion

34: Highway Infrastructure Provision

37: General Design of Development

53: Land Adjoining Green Belt or Metropolitan Open Land

88: Hotels
103: Biggin Hill Strategic Outer London Development Centre (SOLDC)
106: South Camp
110: Noise Sensitive Development in Biggin Hill
113: Waste Management
115: Reducing Flood Risk
116: Sustainable Urban Drainage Systems
1119: Noise Pollution
120: Air Quality
121: Ventilation and Odour Control
122: Light Pollution
123: Sustainable Design and Pollution
124: Carbon Dioxide Reduction, Decentralised Energy Networks and Renewable Energy.

2. In strategic terms the most relevant London Plan 2015 policies include:

2.6: Outer London: Vision and Strategy;
2.8: Outer London: Transport;
2.16: Strategic Outer London Development Centres;
4.5: London's Visitor Infrastructure;
5.1: Climate Change Mitigation;
5.2: Minimising Carbon Dioxide Emissions;
5.3: Sustainable Design and Construction;
5.6: Decentralised Energy in Development Proposals;
5.7: Renewable Energy;
5.13: Sustainable Drainage;
6.3: Assessing Effects of Development on Transport Capacity;
6.9: Cycling;
6.10: Walking;
6.12: Road Network Capacity;
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;
7.14: Improving Air Quality;
7.15: Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes; and
8.3: Community Infrastructure Levy.

Please note that the Draft London Plan has been issued for consultation and the policies have been subject to examination. The weight attached to the draft policies increases as the Local Plan process advances as set out in the NPPF

3. National Policy

The National Planning Policy Framework 2019 (NPPF) and the NPPG are also relevant.

Planning History

The relevant planning history relating to the application site is summarised as follows

09/01194/FULL1 - Hotel comprising 76 bedrooms with restaurant, viewing terrace, meeting/ training rooms, administration area, gym/ sauna, function room, pilots lounge and associated facilities together with car parking and service area, and new access road. Approved 14.8.2018

11/02816/EXTEND - Extension of time limit for implementation of permission ref. 09/01194 granted for hotel comprising 76 bedrooms with restaurant, viewing terrace, meeting/ training rooms, administration area, gym/ sauna, function room, pilots lounge and associated facilities together with car parking and service area, and new access road. Approved 18.1.2012

17/05343/FULL1 - Hotel with 56 bedrooms, a restaurant (and associated kitchen/servicing areas), lounge, gymnasium and associated access road together with service area and car parking and a sub-station. Approved 13.3.2018

17/05343/AMD - Amendment to application 17/05343/FULL1: Hotel with 56 bedrooms, a restaurant (and associated kitchen/servicing areas), lounge, gymnasium and associated access road together with service area and car parking and sub-station to allow for changes to the approved conditions. Approved 11.5.2018.

On the adjoining site the following application is awaiting determination and appears elsewhere on this agenda:

19/01012/FULL - Erection of a new College facility (Class D1), creation of a new access and car and cycle parking, 3 substations, servicing, new public realm, hard and soft landscaping and other works.

Planning Considerations

It is considered that the main planning issues relating to the proposed scheme are as follows:

- Principle of Development
- Highways and Traffic Matters
- Drainage and Sustainable Urban Drainage Systems
- External Lighting
- Landscaping

Principle of Development

The NPPF Paragraph 11 identifies the presumption in favour of sustainable development and that planning permission should be granted if it is in accordance with the development plan. Paragraph 38 of the NPPF states that decision makers should seek to approve applications for sustainable development where possible.

As previously mentioned the purpose of this application is to amend the extent of built development for a proposed hotel on the application site. The applicant advises that the changes are required to facilitate the development of the Biggin Hill LATC which will be sited on land that forms part of the approved scheme for the hotel.

The acceptability of the principle of development of the site for a hotel was established as part of the consideration of the planning application ref 17/05343/FULL which was approved in November 2017. The principle as to whether a hotel is acceptable on this site is not changed by the minor material amendment application and, as such, remains acceptable.

The current matter for consideration is whether the provision of a hotel on a reduced site area is acceptable. The proposed changes that are set out in the Proposals Section above will be considered in more detail in the following sections of the report.

Highways and Traffic Matters

In policy terms, the relevant BLP policies include 31 (relieving congestion) and 32 (road safety). BLP Policy 30 sets out car parking standards for residential development and all other development is required to be provided at levels set out in London Plan Tables 6.2 and 6.3. One in 5 spaces should have provision (both active and passive) for electric vehicle charging points.

A Highways Technical Note has been submitted with this application which considers the impact of the changes proposed as follows:

- Proposals for vehicle access to the site via 2 new access points (west and east of the hotel) from Churchill Way and the closure of the existing access remain unchanged.
- The west entrance will provide access to the hotel but also to the proposed LATC.
- On entry to the site, via the west access, the proposed plans show a new internal layout whereby entry to the principal hotel car park will be immediately after leaving Churchill Way. The Highways Officer advises that the position of this access point to Churchill Way is acceptable.
- To facilitate this repositioned entry point, the internal car parking layout has been amended but the number of parking spaces has not been altered. The Highways Officer advises that the new car parking layout is acceptable.

- During the consideration of the 2017 application, concerns were raised regarding the proposed level of car parking to be provided for the hotel. To address this concern a condition was added to the permission which requires a traffic survey of the vehicle entrances to be undertaken 18 months after the first occupation of the hotel to ascertain the parking accumulation of the hotels car park. If the number of vehicles exceeds the parking capacity by more than 5% on more than 3 days during the survey period, the developer shall provide details showing the provision of additional parking on the site to the LPA. This condition will be repeated.
- Should the need for space for additional car parking arise as a result of the parking survey above, there is capacity within the smaller site to provide additional spaces.
- On the approved drawings the proposed hotel coach parking/turning area was in front of the hotel but the land previously allocated for this function is to be removed to accommodate the proposed LATC. The RPS Technical Note and covering letter submitted with the application advises that the coach parking/turning area for the hotel will now be provided on land to the north of the drop-off area for the hotel which is outside the site boundary of the hotel permission but currently within the ownership London Biggin Hill Airport.

The submitted plans show that coaches for the hotel will access the site via the new west access and will follow the internal access road to the parking/turning area on the LATC site. Appendix B of the Technical Note provides plans showing the swept path of a 12m coach and the Highways Officer advises that there is sufficient space for coach parking and turning in this area.

To avoid clashes in demand for the use of this space, the availability of this space for the use by the hotel is considered in the Technical Note. The Note advises that the college is likely to use the space for shuttle buses which will operate to a specific timetable to bring students to and from the site. This will be made clear to the hotel. In the event of a clash the hotel will be able to use space within its own site at the northern end of the east car park for parking and turning coaches. The swept path plans show that a 12m coach can be accommodated in this area.

A condition is recommended which restricts the occupation of the hotel until details for the provision of coach parking in accordance with the submitted RPS Technical Note and Lichfields covering letter have been approved. This will ensure that the hotel development cannot operate until there is an acceptable provision for coach parking for the hotel use.

It should be noted that highway related conditions from 17/05343/AMD will be repeated with the addition of a condition requiring the provision of electric vehicle charging points .

In order for the proposed hotel development to secure access to coach parking that will be provided on the LATC site, a condition has been recommended for the

LATC application ref 19/01012 requiring that the development of the site is implemented in accordance with full approved details and the proposed coach parking is made available for the land to be occupied by the hotel in perpetuity prior to the first occupation of the LATC.

In conclusion, it is considered that the changes above in relation to coach parking and the potential need for additional car parking on the site in the future will not have a significantly adverse impact on the operation of the proposed hotel or the amenity of nearby residents subject to the compliance with the recommended conditions.

Drainage and Sustainable Urban Drainage Systems

In terms of policy context, the relevant Local Plan policies relating to drainage include Policy 115 Flood Risk, Policy 116 Sustainable Urban Drainage Systems (SUDS) and Policy 117 Water and Wastewater Infrastructure Capacity.

Under the previous permission for the hotel, a drainage strategy by Hoare Lea was submitted and assessed for the hotel site only. The strategy was approved subject to a condition requiring the submission of full details of the surface water drainage scheme. To date, this condition has not been discharged.

A Flood Risk Assessment and Drainage Strategy Report by Price Myers has been submitted for the LATC application which advises that the foul and surface water drainage for the LATC and hotel sites are to be provided as part of a joint strategy for the 2 sites. For the current hotel application an Addendum to the FRA, with the FRA attached as an Appendix, has been submitted to assess the changes in the drainage for the hotel site in particular.

The principal change is the relocation of the dry detention basin from the front of the hotel to land to the north of the proposed college car park, land which is currently used for airside purposes. This land is included in the red line for the LATC 19/01012 application but not within the red line for the hotel application. The basin will be part of a strategy which includes permeable parking to parking bays, convenience swales and 2 deep bore soakaways which will enable water to be discharged to the chalk stratum underlying the site. Flows from extreme rainfall events will be attenuated through this system. However during very extreme events (less than 3% annual probability) some of the low lying areas including the main car park for the college site will be allowed to flood. It is not anticipated that there will be any flooding of the hotel car park.

In terms of foul water drainage, the existing sewer that the hotel would have connected to will be diverted to accommodate the LATC. This diversion will be undertaken on the LATC site and the hotel will need to connect to this sewer. The final route of the sewer is not confirmed and will need to be agreed with Thames Water.

In order for the proposed hotel development to secure access to the joint drainage scheme, that will be principally implemented on the LATC site, a condition has been recommended for the LATC application ref 19/01012 requiring that the

development of the site is implemented in accordance with full approved details and the proposed connections made available for the land to be occupied by the hotel in perpetuity prior to the first occupation of the LATC development.

In terms of the acceptability of the Addendum Report the Council's Drainage Officer advises that the proposed strategy is acceptable. He has also commented that the proposed Drainage Strategy report submitted with the LATC application is acceptable in principle, For both applications further submission of the design details of the strategy is required prior to the commencement of development.

In conclusion, it is considered that the drainage strategy for the hotel site is acceptable subject to the submission of further design details and compliance with recommended conditions in terms of connectivity between the hotel and LATC sites.

External Lighting

The Local Plan Policy 122 relates to light pollution and requires that lighting should, not have an adverse impact on residential amenity, road safety, landscape and nature conservation not be visible from a wider area.

Under permission 17/05343/AMD, condition 21 required the submitted lighting scheme to be implemented in accordance with the approved details prior to first occupation for the development.

The update report for this application advises that the proposed changes relate to the relocation of the car park entrance road off the internal access road. The lighting to the visitor car park and the hotel entrance will be unchanged. Lighting to the rest of the internal access road and the coach turning area has been omitted in this application as this aspect of lighting will be delivered as part of the application for the LATC.

The Council's Environmental Health Officer has reviewed the submitted documents and advises that there are no objections to the submitted proposals. As such condition 21 of the AMD will be amended to refer to the current amendment report

Landscaping

As a result of the proposed amendments, the area that will be available for landscaping directly relating to the hotel will be significantly reduced.

Submitted indicative landscape plans show that there will be opportunities to provide hard and soft landscaping on the site which would result in an attractive, landscaped setting for the hotel. The Council's Tree Officer advises that the proposed landscaping scheme is acceptable in principle and further detail of the scheme and planting are required for approval. A condition to this effect is proposed.

Conclusion

The principle of the development of this site for a hotel has been established under reference 17/05343/FULL in 2018. The reason for the proposed changes in this application is the opportunity to provide an aerospace and technology college which will be placed between the approved location of the hotel building and Main Road. This proposal is the subject of a separate planning application which appears elsewhere on the agenda under ref 19/01012.

It should be noted that the new college building will provide an interesting contemporary building that will complement the local character of the area and bring aviation related employment opportunities and training and education opportunities to the Biggin Hill Strategic Outer London Development Centre (SOLDC) as set out in Local Plan policy for the area.

There are two principal changes to the operational activity on the hotel site resulting from this application, namely alterations to the drainage scheme previously submitted and access to coach parking facilities.

There is significant reliance on the joint working between the LATC and the existing and future owners of the application site in respect of drainage and coach parking to ensure that an approved scheme for the hotel can be delivered. The submitted documents confirm this desire. However it is necessary to recommend conditions for both sites to ensure implementation of the details of works on the LATC site and then ensure their availability at the point of implementation of the hotel development in the future. The conditions relating to the provision of the drainage and coach parking and measures to ensure their delivery prior to the occupation of the LATC are recommended on application 19/01012 which appears elsewhere on this agenda. Conditions requiring the delivery of the drainage and coach parking on this site prior to the occupation of a future hotel development are recommended in this application.

In addition, it is considered that the amendments will not have an adverse impact on the character of the area, the appearance of the street scene and amenity of local residents.

On this basis the proposed application to amend the approved scheme for a hotel on this site is acceptable.

Background papers referred to during the production of this report comprise all correspondence on file ref: 17/05343/RECON, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than 13.3.2021.**

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

- 2 The development hereby permitted shall only be carried out in complete accordance with the details shown on the submitted plans and documents as follows:**

Plans and drawings

- o 1903_001 Rev P5 - Site Location Plan**
- o 101A 002 Rev B - Proposed Site Block Plan**
- o 101A 005 Rev B - Site Plan As Proposed**
- o 101A 010 Rev A - Ground Floor Layout As Proposed**
- o 1903_011 Rev P15 - First Floor Layout As Proposed**
- o 1903_012 Rev P14 - Second Floor Layout As Proposed**
- o 1903_013 Rev P2 - Roof Layout As Proposed**
- o 1903_020 Rev P11 - Elevations As Proposed**
- o 1903_021 Rev P10 - Longitudinal and Cross Sections**
- o 101A 010 Rev A - Proposed Site Elevations**
- o 1903_030 Rev P3 - Detail Typical Elevations**
- o 1903_031 Rev P1 - Detail Typical Cross Section**
- o 1903_050 Rev P2 - Bin Store Details**
- o 1903_101 Rev P1 - Accessible Bedroom Layout**
- o 1903_201 Rev P2 - Bedroom Detailed Layout**
- o 1903_205 Rev P1 - Bedroom Detailed Section AA**
- o 1903_206 Rev P1 - Bedroom Detailed Section BB**
- o 1903_207 Rev P1 - Bedroom Detailed Cross Section**

Supporting Documents

- o Design and Access Statement - HMY (October 2017)**
- o Planning Statement - Lichfields (November 2017)**
- o Market Assessment and Statement of Need - GVA (October 2017)**
- o Transport Statement - Motion (October 2017) and Technical Note by RPS dated 02.04.2019**
- o Desk Study Report - GEA (October 2017)**
- o Sustainability Statement - Hoare Lea (October 2017)**
- o Energy Strategy - Hoare Lea (October 2017)**
- o Ventilation and Extraction Statement - Hoare Lea (October 2017)**
- o Air Quality Assessment - Hoare Lea (October 2017)**
- o External Lighting Assessment - Furness Green dated 3.4.2018**
- o Noise Assessment - Bickerdike Allen Partners LLP (October 2017)**
- o Statement of Community Involvement - Forty Shillings (October 2017)**
- o Covering letter by Lichfields dated 8.4.2019**

o Summary of Amendments to Planning Permission 17/05343/FULL by Richard Hopkinson Architects (as emended by DC/17/05343/AMD dated March 2019

Reason: For the avoidance of doubt and to ensure the satisfactory implementation of the development in accordance with Policy 37 of the Local Plan

- 3 Details (including samples) of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before the commencement of development above ground level. The development shall be carried out in accordance with the approved details.**

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

- 4 No building or use hereby permitted shall be occupied or the use commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of proposed hard and soft landscaping. This shall include indications of all proposed and existing trees and hedgerows on the land, details of any to be retained, together with measures for their protection (if necessary), in the course of development.**

The approved scheme shall be implemented so that planting is carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species.

REASON: In order to comply with Policy 37 of the Local Plan and to secure a visually satisfactory setting for the development.

- 5 No building materials, equipment, vehicles, plant, oil or other petroleum products shall be stored or allowed to stand within the branch spread of the trees to be retained on site, with the exception of the driveway and existing hard surfaces.**

Reason: To ensure that the trees to be retained are adequately protected, in the interests of visual amenity and to comply with Policy 73 of the Local Plan.

- 6 Prior to the commencement of development hereby permitted the detailed design of the measures in the surface water drainage scheme for the site based on sustainable drainage principles set out in the "Drainage Strategy Addendum Report" carried out by Price & Myers Consulting with Job No. 27166 Version 2 Dated April 2019 which includes the Flood Risk Assessment & Drainage Strategy Report" carried out by Price & Myers with Job No. 27166 Version 4 dated March 2019 shall be submitted to and approved by the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves**

reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

(ii) the drainage scheme shall be carried out in accordance with the approved details prior to the first occupation of the development and permanently retained thereafter.

Reason: Details are required prior to the commencement of any new operational development in order to ensure that a satisfactory means of surface water drainage, to reduce the risk of flooding can be achieved before development intensifies on site and to comply with the Policy 5.13 of the London Plan and Policies 115, 116 and 117 of the Bromley Local Plan

7 Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A site investigation scheme, based on the Desk Study Report, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

REASON: For the protection of Controlled Waters. The site is located over a Principal Aquifer and within SPZ3 and it is understood that the site may be affected by historic contamination.

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

REASON: There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters.

- 9 Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

REASON: Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use.

- 10 Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

REASON: Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

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

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

- 12 Before the use commences details of all fixed plant shall be submitted to the LPA to confirm that the criteria of the Bickerdike Allen Partners LLP report ref A11128-R01A-NW have been met. Any plant shall be installed in accordance with the approved details and permanently maintained in accordance thereafter.

REASON: To ensure that there are no adverse impacts in respect of noise and to comply with London Plan Policy 7.15.

- 13 Before the use of the hotel first commences details of the kitchen extract system shall be submitted to and approved by the Local Planning Authority. The kitchen extract system shall be installed in accordance with the approved details and shall be permanently maintained thereafter.

REASON: To ensure adequate means of ventilation for the kitchen and to comply with Local Plan Policy 121

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

REASON: In order to comply with Policy 30 of the Local Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 15 After 18 months from the first occupation of the hotel by guests a traffic survey should be undertaken at both vehicular entrances to the parking areas to ascertain the parking accumulation of the hotels car park. The surveys should be undertaken over a minimum 7 day period and should clearly show vehicle movements in and out of the car parks during the period. The results shall be provided to the Local Planning Authority for approval. If the number of vehicles is shown to exceed the parking capacity by more than 5% on more than 3 days during the survey period, the developer shall prepare details showing the provision of additional parking on the site to the Local Planning Authority. The additional parking shall be provided within 6 months following agreement in writing by the Local Planning Authority and permanently retained thereafter.

REASON: To enable an assessment of the future parking demand associated with the hotel and secure the provision of additional parking if required, to comply with Policies 31 and 32 of the Local Plan.

- 16 Details of the layout of the access roads and turning areas including the junctions with Churchill Way together with the reinstatement of the redundant section of the existing access road and its junction with Churchill Way shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of these works. These access arrangements shall be substantially completed in accordance with the approved details before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

REASON: In order to comply with Policy 30 of the Local Plan and in the interest of pedestrian and vehicular safety.

- 17 Before any part of the development hereby permitted is first occupied that part of a sight line of 43m x 2.4m x 43m which can be accommodated within the site shall be provided in both directions at the junctions of the proposed accesses with Churchill Way and with the exception of trees

selected by or the Local Planning Authority no obstruction to visibility shall exceed 1m in height in advance of this sight line, which shall be permanently retained as such.

REASON: In order to comply with Policy 30 of the Local Plan and to ensure that the proposal does not prejudice the free flow of traffic and conditions of general safety along the adjoining highway.

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

REASON: In the interest of pedestrian and vehicular safety and in order to comply with Policy 30 of the Local Plan.

- 19 The car parking area hereby permitted shall be used only by customers and employees of the premises at the application site and for servicing of the said premises hereby permitted.

REASON: Development without adequate parking or garage provision is likely to lead to parking inconvenient to other road users and to be detrimental to amenities and prejudicial to road safety and would not comply with Policy 30 of the Local Plan.

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

REASON: In order to comply with Policy 30 of the Local Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

- 21 The lighting scheme shall be implemented in accordance with the details set out in the External Lighting Assessment by Furness Green Partnership ref 769/25/1/4 Rev 00 dated 3.4.2019 before the first occupation of the development hereby permitted, and shall be permanently retained in accordance with these details thereafter.

REASON: In order to comply with Policy 37 of the Local Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

- 22 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 30,31 and 32 of the Local Plan and in the interest of the amenities of the adjacent properties.

- 23 Prior to the commencement of development above ground level, full details of the sustainability measures as set out in the Energy Strategy shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in full accordance with the approved details prior to the first use of the hotel and permanently retained in working order thereafter.

REASON: To comply with London Plan Policy 5.2. and Policy 124 of the Local Plan.

- 24 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no buildings, structures, alterations, walls or fences of any kind shall be erected or made within the curtilage(s) of the building(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

REASON: To prevent an overdevelopment of the site and to protect the amenity of future adjoining residents and the character and amenity of the area in accordance with Policy 37 of the Local Plan.

- 25 Prior to the first occupation of the proposed development details of the location and extent of coach parking for the development based on the details set out in the RPS Technical Note ref JYN9773-03 dated 2.4.2019 and covering letter by Lichfields dated 8.04.2019 shall be implemented in accordance with the approved details and permanently retained thereafter.

Reason: In order to comply with Policies 30, 31 and 32 of the Local Plan and development without coach parking is likely to lead to parking incovenient to other road users and be detrimental to amenities and prejudicial to road safety.

- 26 (i) Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
- c) Details of construction within the RPA or that may impact on the retained trees.
- d) A full specification for the installation of boundary treatment works.
- e) A full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the

areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.

f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.

g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.

h) A specification for scaffolding and ground protection within tree protection zones.

i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.

j) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires

k) Boundary treatments within the RPA

l) Methodology and detailed assessment of root pruning

m) Arboricultural supervision and inspection by a suitably qualified tree specialist

n) Reporting of inspection and supervision

o) Methods to improve the rooting environment for retained and proposed trees and landscaping

p) Veteran and ancient tree protection and management

(ii) The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with Policy 37, 73 and 74 of the Bromley Local Plan and pursuant to section 197 of the Town and Country Planning Act 1990

- 27 Prior to first occupation of the development a minimum of 20% of car parking spaces will be provided with active electric vehicle charging points and a minimum of 20% car parking spaces will be provided with passive electric vehicle charging points and these shall be permanently retained thereafter. Details of the location of the spaces fitted with EVCP shall be submitted to and approved prior to the installation of the EVCP units.

Reason: To minimise the effect of the development on local air quality in the vicinity of an Air Quality Management Area and to accord with Policies 6.13 and 7.14 of the London Plan 2015.

- 28 Notwithstanding the provisions of Part 24 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending, revoking and re-enacting this Order) no development by a telecommunications code system operator shall be erected or made within the site without the prior approval in writing of the Local Planning Authority.

Reason: In order that the Local Planning Authority can consider the impact of any additional telecommunications development at this site in accordance with Policies 37 and 89 of the Local Plan and in the interest of the visual amenities of the area.

You are further informed that :

- 1 Please be aware that the development hereby permitted must remain landside of the airport and available for use by the general public.**