

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 9 January 2018	Classification For General Release	
Report of Director of Planning		Ward involved St James's	
Subject of Report	Norman House, 105-109 Strand, London, WC2R 0AA		
Proposal	Part demolition, alteration and extension of main building and rear wing to provide a building of two basements, ground and part eight, part three upper storeys accommodating retail (Class A1), restaurant (Class A3) and office (Class B1) floorspace; alterations to facades including replacement shopfronts and glazing; provision of roof terraces, plant and associated works		
Agent	Gerald Eve LLP		
On behalf of	The Duchy of Lancaster		
Registered Number	17/07421/FULL	Date amended/ completed	30 November 2017
Date Application Received	17 August 2017		
Historic Building Grade	Unlisted		
Conservation Area	Strand		

1. RECOMMENDATION

Grant conditional permission.

2. SUMMARY

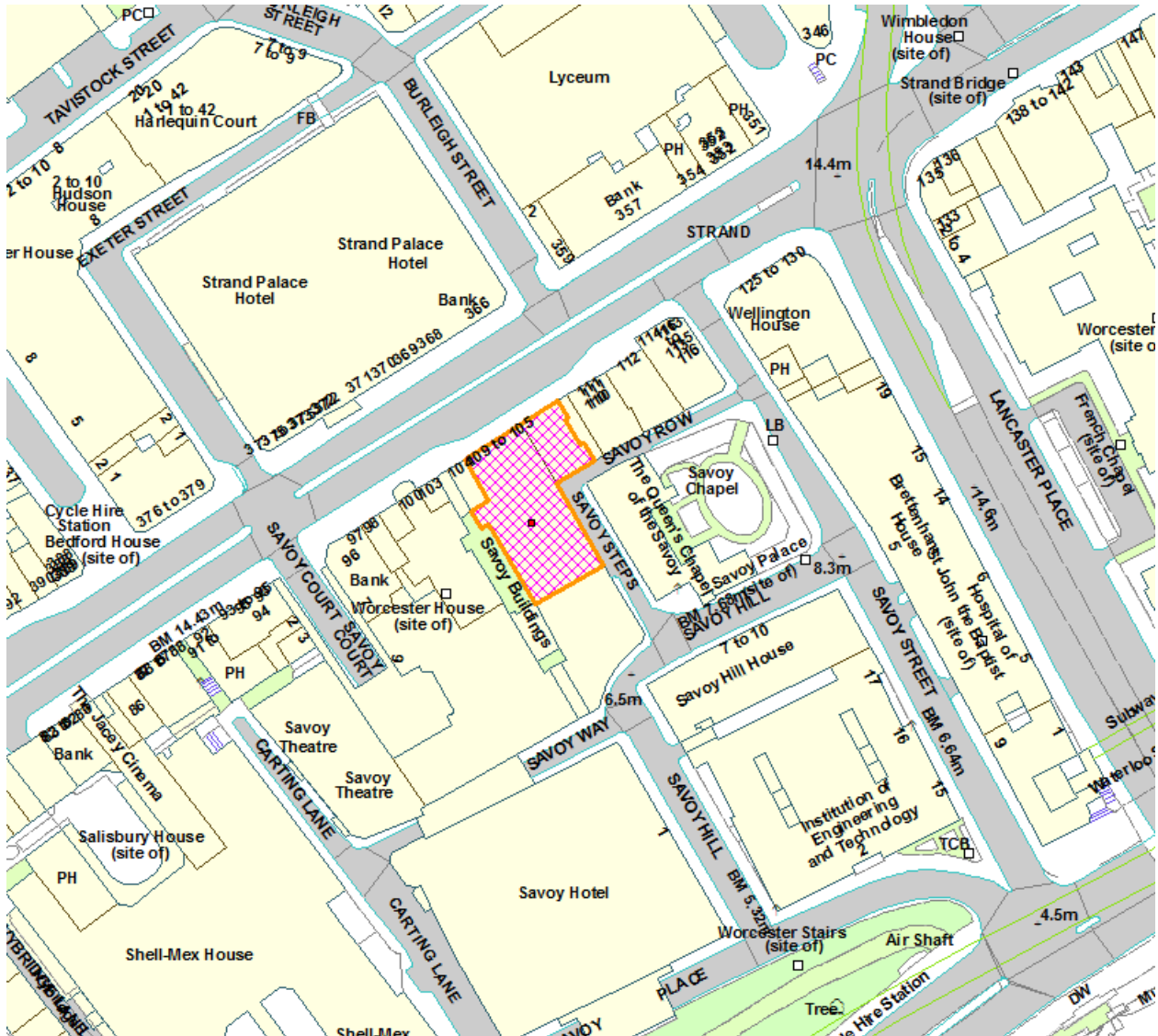
Norman House (105-109 Strand) is an unlisted building within the Strand Conservation Area and the site immediately backs onto the Savoy Conservation Area to the south. The main building comprises two basement levels, ground and seven upper storeys and the rear wing comprises two basement levels, ground and one upper storey.

The key issues in this case are:

- the acceptability of the proposals in land use terms;
- the impact of the proposals on the appearance of the building and the significance of designated heritage assets including adjoining listed buildings and Conservation Area; and
- the impact of the proposals on adjoining properties; and
- the impact of the proposals on the operation of the public highway.

The provision of additional office space in this location is acceptable in principle and there is no requirement for residential provision under the City Council's mixed use policy. The proposed alterations and extensions are not considered to be harmful to application building, the setting of adjacent listed buildings or the character and appearance of the Strand Conservation Area. The proposal will also not result in any material harm to the amenity of adjoining residents. For these reasons, the proposal is considered acceptable in land use, design, conservation and amenity terms, complying with the policies set out in the Unitary Development Plan (UDP) and Westminster's City Plan (City Plan). For these reasons it is recommended that conditional planning permission be granted.

3. LOCATION PLAN



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4. PHOTOGRAPHS



View from Strand



View from rear (from Savoy Street left and Savoy Steps right)

5. CONSULTATIONS

HISTORIC ENGLAND ARCHAEOLOGY
No objection subject to a condition.

WESTMINSTER SOCIETY
Supports the application.

ENVIRONMENTAL HEALTH
No objection subject to conditions.

HIGHWAY PLANNING MANAGER
No objection subject to conditions.

CLEANSING MANAGER
No objection subject to conditions.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 65
Total No. of replies: 1 (neutral)
No. of objections: 0

One neutral comment has been received from a business operating in an adjacent premises enquiring about the building schedule.

PRESS ADVERTISEMENT / SITE NOTICE: Yes

6. BACKGROUND INFORMATION

6.1 The Application Site

Norman House (105-109 Strand) is an unlisted building of merit within the Strand Conservation Area. The site immediately backs onto the Savoy Conservation Area to the south and is close to the boundary of the Covent Garden Conservation Area to the north. Immediately adjoining the site are the Grade II listed buildings which make up the Savoy Hotel development, whilst the rear of the site, on the opposite side of Savoy Steps, is the Grade II* listed Queens Chapel of the Savoy, the only remnant of the former Savoy Palace which was originally built between Strand and the pre-embankment north river bank.

The main building comprises two basement levels, ground and seven upper storeys and the rear wing comprises two basement levels, ground and one upper storey. The site contains two Class A1 retail units over parts of the basement level 1, ground and first floor levels; one Class A3 restaurant over parts of basement level 2, basement level 1 and ground floor levels; and Class B1 office floorspace over the upper floors. The site is located within the Core Central Activities Zone (Core CAZ).

6.2 Recent Relevant History

None relevant.

7. THE PROPOSAL

Permission is sought for the part demolition, alteration and extension of the main building and rear wing to provide a building of two basements, ground and part eight, part three upper storeys accommodating retail, restaurant and office accommodation; alterations to facades including replacement shopfronts and glazing; provision of roof terraces and installation of plant.

The motivation for the proposal is to increase the quantity and quality of commercial floorspace. The main elements are the demolition of the existing roof of the main building (fronting Strand) and erection of a three storey extension with a roof terrace above; the partial demolition of the first floor of the rear wing and erection of a three storey extension also with a roof terrace above. Alterations at street levels include new shopfronts and alterations to form a new office entrance.

The proposal would see an increase in office floorspace of 1,909 sqm. There would be reductions in Class A1 retail and Class A3 restaurant floorspace, and a reduction in the number of Class A1 retail units from two to one.

The table below provides a summary of the existing and proposed floor areas

	Existing GIA (sqm)	Proposed GIA (sqm)	+/-
Office (Class B1)	2,636	4,545	+1,909
Retail (Class A1)	1,017	611	- 406
Restaurant (Class A3)	1,155	937	- 218
Total	4,808	6,093	+1,285

8. DETAILED CONSIDERATIONS

8.1 Land Use

Increase in Office Floorspace

Policy S20 of the City Plan identifies the need for significant additional office floorspace within Westminster to retain and enhance Westminster's strategic role in London's office sector and support London's global competitiveness. The Core CAZ is identified as a suitable location for office floorspace in Policies S6 and S20 of the City Plan as it contributes to the unique and varied mixed use character of the Core CAZ which will ensure the continued vitality, attraction and continued economic success of Central London. The provision of additional office floorspace in this location is therefore acceptable in principle.

Policy S1 of the City Plan sets out the circumstances in which development proposals which include an increase in B1 office floorspace trigger a requirement to provide new residential accommodation. As the net additional floorspace (1,285 sqm GIA) is less than

30% of the total existing building floorspace (27% of 4,808sqm GIA), no residential floorspace is required to offset the increase in office floorspace.

Loss of Retail Floorspace

The City Plan and UDP state development proposals within the Core CAZ should provide the same amount of retail floorspace as was there before and that Class A1 retail should be protected at basement, ground and first floor levels. The loss of retail floorspace at first and part ground and basement floors amounts to 624 sqm. It is necessary that the loss of retail floorspace should be considered in the context of the wider benefits of the scheme.

At ground and the basement level the loss of retail occurs in order to provide an enlarged and improved office lobby at ground floor and to create necessary ancillary offices areas, such as cycle and waste stores, on the basement floors. These facilities are required to allow for the primary and significant benefit of the proposals: the increased quantity and quality of office floorspace. The new office lobby would visually link the Strand with the Savoy Steps and, along with the new retail frontages, would improve the streetscape as discussed in section 8.2 of this report.

The applicant states that these proposals would represent an improvement in the quality of the retail floorspace within this building, particularly in terms of layout. The loss of retail floorspace is largely to back of house areas which are remote from the Strand frontage. Whilst smaller overall, the applicant contends the re-provided retail would serve to create an improved Class A1 retail unit and Class A3 restaurant unit which would enhance the vitality and viability of the area. In addition to the improved units, the operation of the restaurant will be conditioned to cruelled the maximum number of cover to 300 and opening hours of 07:00 to 01:00 between Monday and Saturday and 11:00 to 23:30 on Sundays. This is considered an improvement over the existing unrestricted situation.

Officer's consider that in the context of the significant benefit of the proposal in terms of the additional B1 office floorspace and the sub-optimal quality of the existing retail floorspace, the loss of largely ancillary retail floorspace, on balance, would not harm the character and function of the retail frontage or the vitality and viability of the area.

8.2 Townscape and Design

Built in 1923-4 to a design by Trehearne and Norman, the building is of considerable individual architectural significance despite the loss of its eastern wing. At roof level it features an interesting but architecturally unresolved series of 'extensions' although these are thought be original and are of some interest, they are architecturally harmful and are not of such interest that they should be preserved.

Below the sixth floor is architecturally significant, set back from the main façade as part of the building's architectural composition to account for the prevailing height of buildings on the road at the time. To the rear a substantial four storey rear wing projects from the western end of the building and fronts onto Savoy Steps where access formerly existed up to Strand as part of the pre-embankment layout of the area. Due to the significant drop in street level between the Strand and Steps frontages this wing is substantially lower than the main front wing. Whilst it shares some architectural motifs with the main rear elevation, it carries a somewhat more 'industrial' character, reminiscent of the riverside origins of this

side of the site. This wing is significant in backdrop views of the Savoy Chapel from the east, as is the rear elevation of the main front wing.

The principle of replacing the existing topmost 'toilet-block' storey is acceptable in principle as explained above. The replacement of the floor below this is more contentious as it is part of the original design and is built well of good quality stone. The proposals include for this to be rebuilt to architecturally match the existing but with adjustments to building line and floor heights. Above this a new double-mansard would be added featuring two rows of stacked dormers. On the flat top of this mansard would be built a roof terrace with balustrading set back from the roof edge.

Whilst the proposal would represent a notable increase in accommodation and bulk at these levels, the resultant upper roof heights would not be significantly higher than the somewhat broken and ad-hoc, architecturally disjointed existing roof storey which would be removed. The proposals would provide a good resolution to the building's architecture which has always been somewhat incomplete. The manner in which this is designed would interpret the character of the existing building and surrounding roofs well whilst not slavishly replicating historic roof forms. To the rear the proposals would be particularly successful and would not cause a harmful increase in the impact of the site on the character of its surroundings, including long-distance views from surrounding streets and Waterloo Bridge, nor to the setting of the Queens Chapel or adjacent Savoy listed buildings.

The rear wing would also receive a new three storey roof extension, replacing the existing set-back modern plant storey. This would adapt the design of the lower storeys which would be retained, with alterations to windows and to provide new retail frontages within the existing arches at Steps level. This would be a substantial extension to this wing, but would remain notably subservient to the main front wing and would adapt the character and scale of the lower storeys. In views from the east, the extension would rise above the roof of the Queens Chapel, making this wing more prominent in those views. However, this would continue to sit well below the established backdrop of the buildings forming the Strand frontage, and would not cause a harmful increase to the tightly developed urban setting of the Chapel. The design of the new windows to this wing remain somewhat unresolved however, and as such are recommended to be worked on further through an amending condition.

At street level the proposals are particularly successful, providing a valuable opportunity to resolve a disjointed set of existing shopfronts fronting Strand, and to reinstate a form of visual linkage between Strand and the Savoy Steps in the form of the office entrance, albeit this would remain a private enclosed space. The shopfront proposals have been revised during the course of the application and would preserve the remaining elements of the original ground floor façade within a high quality new set of shopfronts and office entrance.

The proposals would both preserve and enhance the character of the building, positively contribute to the character and appearance of the Strand Conservation Area, and to the setting of the Queens Chapel and Savoy Conservation Area.

8.3 Residential Amenity

The neighbouring properties are primarily in non-residential use. The nearest residential properties are located to the south west of the site within a complex known as the Savoy Court Buildings. Between the rear wing of the application building and the Savoy Court Buildings is the Savoy Buildings passage, a narrow alleyway off Strand. The windows directly opposite the rear wing across this alleyway are non-residential windows, the residential windows are found further south down the alleyway. No objections have been received from neighbouring residents.

Policies S29 of the City Plan and ENV13 of the UDP seek to protect residential amenity in terms of light, privacy, sense of enclosure and encourage development which enhances the residential environment of surrounding properties.

Sunlight and Daylight

The applicant has carried out an assessment on the neighbouring properties based on the various numerical tests laid down in the Building Research Establishment (BRE) guide "Site Layout Planning for Daylight and Sunlight: a guide to good practice". The BRE guide stresses that the numerical values are not intended to be prescriptive in every case and are intended to be interpreted flexibly depending on the circumstances since natural lighting is only one of many factors in site layout design. For example, in a dense urban environment, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings. The BRE guide principally seeks to protect light to principal habitable rooms.

The principal BRE methodology for the assessment of daylight values is the 'vertical sky component' (VSC). This measures the amount of light reaching the outside face of a window. Under this method, a window achieving a VSC value of 27% is considered to be well lit. If, as a result of the development, light received to an affected window is below 27%, and would be reduced by 20% or more, the loss would be noticeable.

The assessment confirms one residential window within the Savoy Court Buildings would suffer a loss of daylight in excess of BRE guidelines amount to a 33.16% loss of the former value. This window serves a galley kitchen. Such rooms are not principle living areas of a residential unit. Given the site is within a dense urban environment and the rear wing is to be enlarged to match the scale of an adjacent building, it is not considered reasonable to resist the application on the grounds of loss of light to this room. No residential windows would suffer a loss of sunlight in excess of the BRE guidelines.

Sense of Enclosure

The extension to the rear wing would further enclose the Savoy Buildings alleyway. As the nearest residential properties are further south and do not have a direct view of the application site, residents would not be unacceptably impacted by this.

Privacy

The new windows to the extensions and the roof terraces on top of them would not allow for harmful overlooking of neighbouring residential windows given the location and

orientation of the nearest neighbouring residential windows, and the setback nature of the terraces from roof edge, in particular the significant setback of the rear wing roof terrace from the south west corner of that building.

Noise from roof terraces

Given the position of the roof terraces relative to the nearest residential occupiers and given the roof terraces would be for office users, it is considered reasonable to restrict the use of the rear terrace between 09.00 and 20.00 Monday to Saturday. On this basis the terraces are unlikely to result in an unacceptable increase in noise disturbance.

8.4 Transportation/Parking

Car parking

No car parking is provided as part of the development. The site is located within a Controlled Parking Zone and has a good level of public transport accessibility. Given the this, the proposed use of the site and its size, it is considered that the proposal is highly unlikely to have a significant impact on on-street parking in the area.

Servicing

Policy S42 of the City Plan encourages servicing to be undertaken off-street. Where the council considers that this is not possible, servicing should be undertaken in a way that minimises the adverse effects on other highway and public realm users, and other residential or commercial activity. In this case there is no opportunity to provide an off-street service bay and the existing situation to service from the street is to be retained.

Single and double yellow lines in the vicinity can be used for loading and unloading. There is also an on-street service bay in front of the site on Strand. The largest regular service vehicle expected to be associated with the proposed development in this location is the refuse collection or laundry vehicle. These will service this property in a similar fashion to the existing use and nearby properties. The Highway Planning Manager notes that the overall uplift in servicing trips would be modest and would not have an adverse impact on the public highway.

Cycle Parking

The London Plan requires two spaces for the first 100sqm and one additional space for every 175sqm of floorspace for A1 and A3 uses, with one space per 90sqm for B1 office use. The proposal includes storage for 64 cycles at basement level 2. The initial cycle storage arrangement proposed was identified as not being adequately accessible for users of the building by the Highway Planning Manager. Following revisions and the submission of further details of the cycle storage arrangements, there is now no objection subject to condition ensuring the proposed cycle storage is provided.

8.5 Economic Considerations

The economic benefits of a more intensive use of the site as a result of the increase in office floorspace is welcome.

8.6 Access

Step free access to all uses are proposed on the Strand. Level access is provided to all floors via lifts. A condition is recommended to ensure the access arrangements proposed are provided.

8.7 Other UDP/Westminster Policy Considerations

Plant

The application includes plant to be located in in parts of the basement 2, seventh, eighth and ninth floors, and a replacement extraction system for the restaurant. The Environmental Health officer sought additional information regarding the extract system and the applicant has provided this. Environmental Health raises no objection to the proposal, but notes that the acoustic report submitted to support the application does not provided information on the specific plant that would be installed, and therefore a supplementary acoustic report is required which is recommended to be secured by condition, in addition to standard noise conditions.

Refuse /Recycling

The initial waste storage shown was identified as not being adequate for the proposal by the Council's waste officer. Following revisions and the submission of further details regarding waste arrangements and management, there is now no objection subject to condition securing the proposed waste storage and that no waste shall be left or stored on the highway.

Sustainability

The application is accompanied by an Energy Strategy and Sustainability Statement. These provide an analysis of the energy and sustainability credentials of the scheme, and assesses them within the context of national, strategic and local planning policy, and outline measures of energy strategy.

Policies 5.1 to 5.9 of the London Plan focus on how to mitigate climate change and the carbon dioxide emissions reduction targets that are necessary across London to achieve this. Developments are required to make the fullest contribution to tackling climate change by minimising carbon dioxide emissions (be lean), adopting sustainable design and construction measures and prioritising decentralised energy (be clean), including renewables (be green).

London Plan Policy 5.2 sets out carbon reduction targets which apply to major developments and requires a 35% reduction of CO2 emissions over the baseline emissions to be achieved by the development. The energy strategy would result in a 36% reduction and this is considered acceptable. The measures proposed are recommended to be ensured by condition.

Archaeology

The site is within a Tier 1 Archaeological Priority Area (Lundenwic and the Strand) which is known or strongly suspected to contain heritage assets of national importance. The Greater London Archaeological Advisory Service (GLAAS) reviewed the Historic Environment Assessment originally submitted by the applicant to support the proposal and considered that further exploratory fieldwork and assessment was required. The applicant subsequently dug archaeological trial pits and undertook further evaluation. GLAAS reviewed this work and are now satisfied that the proposals accord with relevant standards and guidance, and raise no objection subject to a written scheme of investigation being secured by condition.

8.8 London Plan

This application raises no strategic issues.

8.9 National Policy/Guidance Considerations

The City Plan and UDP policies referred to in the consideration of this application are considered to be consistent with the NPPF unless stated otherwise.

8.10 Planning Obligations

National Government has introduced the Community Infrastructure Levy (CIL) – a charge which local authorities (both the Mayor and Westminster City Council) can levy on most types of development to help fund infrastructure needed to support the development of an area in line with local development plans.

The Mayor's Crossrail Funding Supplementary Planning Guidance state contributions through the planning system towards funding of the Crossrail should be sought from the uses/areas that generate the most significant contributions to congestion on the rail network. This scheme requires a charge of £140 sqm for the net increase of office floorspace, minus the Mayoral CIL. Arrangements for this payment is recommended to be secured by condition.

The total estimated CIL payment is: £ 329,750.

- £64,150 of this is Mayoral CIL
- £256,600 of this is Westminster CIL.

8.11 Environmental Impact Assessment

Not applicable.

8.12 Other Issues

Construction impact

The proposals constitute a level 2 type development and the applicant will sign up to the Council's Code of Construction Practice, recommended to be secured by condition. A draft Appendix A checklist has been submitted as part of the application submission.

9. BACKGROUND PAPERS

1. Application form.
2. Response from Westminster Society, dated 14 September 2017.
3. Response (x2) from Historic England (GLAAS - Archaeology), dated 04 September 2017 and 30 November 2017.
4. Response (x2) from Highways Planning Manager, dated 24 August 2017 and 09 October 2017.
5. Response (x2) from Cleansing Manger, dated 06 September 2017 and 03 November 2017.
6. Response (x2) from Environmental Health, dated 15 September 2017 and 25 October 2017.
7. Letter from occupier of CVC Capital Partners, 111 Strand, dated 8 September 2017.

(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: VINCENT NALLY BY EMAIL AT vnally@westminster.gov.uk

10. KEY DRAWINGS



Existing and Proposed Strand Elevation





Existing and Proposed Savoy Steps Elevation





Existing and Proposed Ground Floor Plan



DRAFT DECISION LETTER

- Address:** Norman House , 105-109 Strand, London, WC2R 0AA
- Proposal:** Part demolition, alteration and extension of main building and rear wing to provide a building of two basements, ground and part eight, part three upper storeys accommodating retail (Class A1), restaurant (Class A3) and office (Class B1) floorspace; alterations to facades including replacement shopfronts and glazing; provision of roof terraces, plant and associated works
- Reference:** 17/07421/FULL
- Plan Nos:** Site Location Plan (above ground); Site Location Plan (below ground); NOR ORM 00 00 DR A - 12002 rev P04; NOR ORM 00 00 DR A 12004 rev P02; NOR ORM 00 08 DR A 12208 rev P02; NOR ORM 00 05 DR A 12205 rev P02; NOR ORM 00 01 DR A 12201 rev P02; NOR ORM 00 04 DR A 12204 rev P02; NOR ORM 00 GF DR A 12200 rev P02; NOR ORM 00 02 DR A 12202 rev P02; NOR ORM 00 07 DR A 12207 rev P02; NOR ORM 00 06 DR A 12206 rev P02; NOR ORM 00 03 DR A 12203 rev P02; NOR ORM 00 EA DR A 12502 rev P04; NOR ORM 00 NO DR A 12500 rev P04; NOR ORM 00 NO DR A 12510 rev P03; NOR ORM 00 SO DR A 12501 rev P04; NOR ORM 00 WE DR A 12503 rev P04; NOR ORM 00 B1 DR A 12111 rev P04; NOR ORM 00 B2 DR A 12112 rev P04; NOR ORM 00 08 DR A 12108 rev P04; NOR ORM 00 05 DR A 12105 rev P04; NOR ORM 00 01 DR A 12101 rev P04; NOR ORM 00 04 DR A 12104 rev P04; NOR ORM 00 GF DR A 12100 rev P04; NOR ORM 00 09 DR A 12109 rev P04; NOR ORM 00 02 DR A 12102 rev P04; NOR ORM 00 07 DR A 12107 rev P04; NOR ORM 00 06 DR A 12106 rev P04; NOR ORM 00 03 DR A 12103 rev P04; NOR ORM 00 AA DR A 12300 rev P03; NOR ORM 00 BB DR A 12301 rev P03; NOR ORM 00 BB DR A 12310 rev P03; NOR ORM 00 CC DR A 12302 rev P03; NOR ORM 00 DD DR A 12303 rev P03; NOR ORM 00 EE DR A 12304 rev P03; NOR ORM 00 FF DR A 12305 rev P03; NOR ORM 00 NO DR A 12550 rev P05; NOR ORM 00 NO DR A 12560 rev P03; NOR ORM 00 WE DR A 12553 rev P05; NOR ORM 00 08 DR A 12158 rev P07; NOR ORM 00 01 DR A 12151 rev P05; NOR ORM 00 04 DR A 12154 rev P06; NOR ORM 00 GF DR A 12150 rev P06; NOR ORM 00 09 DR A 12159 rev P06; NOR ORM 00 RF DR A 12160 rev P05; NOR ORM 00 02 DR A 12152 rev P06; NOR ORM 00 07 DR A 12157 rev P07; NOR ORM 00 06 DR A 12156 rev P07; NOR ORM 00 03 DR A 12153 rev P06; NOR ORM 00 B2 DR A 12212 rev P04; NOR ORM 00 B2 DR A 40032 rev P06; NOR ORM 00 FF DR A 12355 rev P03; NOR ORM 00 B1 DR A 12211 rev P04; NOR ORM 00 B1 DR A 40033 rev P04; NOR ORM 00 B1 DR A 12161 rev P08; NOR ORM 00 B2 DR A 12162 rev P12; NOR ORM 00 EA DR A 12552 rev P06; NOR ORM 00 SO DR A 12551 rev P08; NOR ORM 00 00 DR A 40031 rev P05; NOR ORM 00 BB DR A 12351 rev P06; NOR ORM 00 CC DR A 12352 rev P05; NOR ORM 00 DD DR A 12353 rev P07; NOR ORM 00 EE DR A 12354 rev P06; NOR ORM 00 BB DR A 12360 rev P05; Planning Statement (Gerald Eve); Cover Letter (Gerald Eve); Design and Access Statement (Orms); Additional Design Information (Orms); Townscape, Heritage and Visual Assessment (Richard Coleman); Acoustic Assessment Report (Hoare Lea); Energy Strategy (Hoare Lea); Sustainability Statement (Hoare Lea); Archaeological Desk-Based Assessment (CgMs); Archaeological Trail Pit Evaluation Report (CgMs); Desk-Based Archaeological Deposit Model Report (CgMs); Daylight and Sunlight Report (Delva Patman Redler); Transport and Waste Statement (waterman).

Case Officer: Joshua Howitt

Direct Tel. No. 020 7641 2069

Recommended Conditions and Reasons

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 2 Except for piling, excavation and demolition work, you must carry out any building work which can be heard at the boundary of the site only:
- o between 08.00 and 18.00 Monday to Friday;
 - o between 08.00 and 13.00 on Saturday; and
 - o not at all on Sundays, bank holidays and public holidays.

You must carry out piling, excavation and demolition work only:

- o between 08.00 and 18.00 Monday to Friday; and
- o not at all on Saturdays, Sundays, bank holidays and public holidays.

Noisy work must not take place outside these hours unless otherwise agreed through a Control of Pollution Act 1974 section 61 prior consent in special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety). (C11AB)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in S29 and S32 of Westminster's City Plan (November 2016) and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 3 Prior to the commencement of any demolition or construction on site the applicant shall submit an approval of details application to the City Council as local planning authority comprising evidence that any implementation of the scheme hereby approved, by the applicant or any other party, will be bound by the council's Code of Construction Practice. Such evidence must take the form of a completed Appendix A of the Code of Construction Practice, signed by the applicant and approved by the Council's Environmental Inspectorate, which constitutes an agreement to comply with the code and requirements contained therein. Commencement of any demolition or construction cannot take place until the City Council as local planning authority has issued its approval of such an application (C11CB)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in S29 and S32 of Westminster's City Plan (November 2016) and ENV 6 of our Unitary Development Plan that we

adopted in January 2007. (R11AC)

- 4 All new work to the outside of the building must match existing original work in terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the drawings we have approved or are required by conditions to this permission. (C26AA)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Strand Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 5 You must apply to us for approval of a detailed written and photographic schedule of the facing materials you will use, including reference to any sample panels prepared on-site for our inspection, and annotated versions of the approved elevations and plans to show where the materials are to be located. You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work using the approved materials. (C26BC)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Strand Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 6 You must paint all new outside rainwater and soil pipes black and keep them that colour. (C26EA)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Strand Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 7 You must not put structures such as canopies, fences, loggias, trellises or satellite or radio antennae on the roof terraces, with the exception of those shown on the approved drawings. (C26NA)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Strand Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both

and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 8 You must apply to us for approval of detailed drawings of the following parts of the development:
- New windows (including dormers), doors and rooflights (drawn elevations, plans and sections at 1:5)
 - Overall profile of extensions (drawn elevations, plans and sections at 1:20);
 - Shopfront, including surrounding stonework and office entrance (drawn elevations, plans and sections at 1:20)
 - Detail of brick relief work (drawn elevations and sections at 1:20).

You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work according to these detailed drawings. (C26DB)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Strand Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 9 You must apply to us for approval of detailed drawings showing the following alteration to the scheme:

- Redesign of windows to rear wing, to better reflect the small-paned character of the original steel windows.

You must not start on these parts of the work until we have approved what you have sent us. You must then carry out the work according to the approved drawings. (C26UB)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Strand Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 10 (1) Where noise emitted from the proposed plant and machinery will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.

(2) Where noise emitted from the proposed plant and machinery will contain tones or will be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum.

(3) Following installation of the plant and equipment, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report confirming previous details and subsequent measurement data of the installed plant, including a proposed fixed noise level for approval by the City Council. Your submission of a noise report must include:

- (a) A schedule of all plant and equipment that formed part of this application;
- (b) Locations of the plant and machinery and associated: ducting; attenuation and damping equipment;
- (c) Manufacturer specifications of sound emissions in octave or third octave detail;
- (d) The location of most affected noise sensitive receptor location and the most affected window of it;
- (e) Distances between plant & equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;
- (f) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (d) above (or a suitable representative position), at times when background noise is at its lowest during hours when the plant and equipment will operate. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures;
- (g) The lowest existing L A90, 15 mins measurement recorded under (f) above;
- (h) Measurement evidence and any calculations demonstrating that plant and equipment complies with the planning condition;
- (i) The proposed maximum noise level to be emitted by the plant and equipment.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan (November 2016), by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission.

- 11 No vibration shall be transmitted to adjoining or other premises and structures through the building structure and fabric of this development as to cause a vibration dose value of greater than 0.4m/s (1.75) 16 hour day-time nor 0.26 m/s (1.75) 8 hour night-time as defined by BS 6472 (2008) in any part of a residential and other noise sensitive property.

Reason:

As set out in ENV6 (2) and (6) of our Unitary Development Plan that we adopted in January 2007, to ensure that the development is designed to prevent structural transmission of noise or vibration.

- 12 You must apply to us for approval of details of a supplementary acoustic report demonstrating that the plant will comply with the Council's noise criteria as set out in Condition 10 of this permission. You must not start work on this part of the development until we have approved what you have sent us.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan (November 2016), by contributing to reducing excessive ambient noise levels.

- 13 (1) Where noise emitted from the proposed internal activity in the development will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the internal activity within the office and retail use hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the permitted hours of use. The activity-specific noise level should be expressed as LAeqTm,, and shall be representative of the activity operating at its noisiest.

(2) Where noise emitted from the proposed internal activity in the development will contain tones or will be intermittent, the 'A' weighted sound pressure level from the internal activity within the office and retail use hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the permitted hours of use. The activity-specific noise level should be expressed as LAeqTm, and shall be representative of the activity operating at its noisiest.

(3) Following completion of the development, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report including a proposed fixed noise level for approval by the City Council. Your submission of a noise report must include:

- (a) The location of most affected noise sensitive receptor location and the most affected window of it;
- (b) Distances between the application premises and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;
- (c) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (a) above (or a suitable representative position), at times when background noise is at its lowest during the permitted hours of use. This acoustic survey to be conducted in

- conformity to BS 7445 in respect of measurement methodology and procedures;
- (d) The lowest existing LA90, 15 mins measurement recorded under (c) above;
 - (e) Measurement evidence and any calculations demonstrating that the activity complies with the planning condition;
 - (f) The proposed maximum noise level to be emitted by the activity.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007 (UDP), so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan (November 2016), by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission.

- 14 (1) Noise emitted from the emergency plant and generators hereby permitted shall not increase the minimum assessed background noise level (expressed as the lowest 24 hour LA90, 15 mins) by more than 10 dB one metre outside any premises.
- (2) The emergency plant and generators hereby permitted may be operated only for essential testing, except when required by an emergency loss of power.
- (3) Testing of emergency plant and generators hereby permitted may be carried out only for up to one hour in a calendar month, and only during the hours 09.00 to 17.00 hrs Monday to Friday and not at all on public holidays.

Reason:

As set out in S32 of Westminster's City Plan (November 2016) and ENV 7 (B) of our Unitary Development Plan that we adopted in January 2007. Emergency and auxiliary energy generation plant is generally noisy, so a maximum noise level is required to ensure that any disturbance caused by it is kept to a minimum and to ensure testing and other non-emergency use is carried out for limited periods during defined daytime weekday hours only, to prevent disturbance to residents and those working nearby.

- 15 All servicing must take place between 07:00 and 23:00. Servicing includes loading and unloading goods from vehicles and putting rubbish outside the building. (C23DA)

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in S42 of Westminster's City Plan (November 2016) and STRA 25, TRANS 20 and TRANS 21 of our Unitary Development Plan that we adopted in January 2007. (R23AC)

- 16 You must provide each cycle parking space shown on the approved drawings prior to occupation. Thereafter the cycle spaces must be retained and the space used for no other purpose without the prior written consent of the local planning authority.

Reason:

To provide cycle parking spaces for people using the development as set out in Policy 6.9 (Table 6.3) of the London Plan 2015.

- 17 You must provide the waste store shown on drawing 12162 rev P12 before anyone moves into the property. You must clearly mark it and make it available at all times to everyone using the building. You must store waste inside the property and only put it outside just before it is going to be collected. You must not use the waste store for any other purpose. (C14DC)

Reason:

To protect the environment and provide suitable storage for waste as set out in S44 of Westminster's City Plan (November 2016) and ENV 12 of our Unitary Development Plan that we adopted in January 2007. (R14BD)

- 18 You must not use the roof terrace on top of the rear wing except between the hours of 09.00 and 20.00 Monday to Saturday; and not at all on Sundays, bank holidays and public holidays. Outside of these hours you can only use the roof terrace to escape in an emergency.

Reason:

To protect neighbouring residents from noise nuisance, as set out in S24, S29 and S32 of Westminster's City Plan (November 2016) and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R13EC)

- 19 Notwithstanding the provisions of Class A1 of the Town and Country Planning (Use Classes) Order 1987 as amended April 2005 (or any equivalent class in any order that may replace it) the Class A1 retail accommodation hereby approved shall not be used as a food retail supermarket outlet or similar.

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in S42 of Westminster's City Plan (November 2016) and STRA 25, TRANS 20 and TRANS 21 of our Unitary Development Plan that we adopted in January 2007. (R23AC)

- 20 You must provide the environmental sustainability features (environmentally friendly features) set out in the Energy Strategy and Sustainability Statement both dated 17 August 2017 before you start to use any part of the development. You must not remove any of these features. (C44AA)

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in S28 or S40, or both, of Westminster's City Plan (November 2016). (R44AC)

- 21 No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

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

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

Reason:

To avoid damage to any archaeological remains on site as set out in S25 of Westminster's City Plan (November 2016) and DES 11 of our Unitary Development Plan that we adopted in January 2007. (R32AC)

- 22 You must hang all doors or gates so that they do not open over or across the road or pavement. (C24AA)

Reason:

In the interests of public safety and to avoid blocking the road as set out in S41 of Westminster's City Plan (November 2016) and TRANS 2 and TRANS 3 of our Unitary Development Plan that we adopted in January 2007. (R24AC)

- 23 You must provide the access for people with disabilities as shown on the approved drawing(s) and as outlined in the Design and Access Statement dated August 2017 before you use the building. (C20AB)

Reason:

To make sure that there is reasonable access for people with disabilities and to make sure that the access does not harm the appearance of the building, as set out in S28 of Westminster's City Plan (November 2016) and DES 1 (B) of our Unitary Development Plan that we adopted in January 2007. (R20AC)

- 24 **Pre Commencement Condition.** You must not start work on the site until we have approved appropriate arrangements to secure the following.

Arrangements for a contribution to fund Crossrail.

In the case of each of the above benefits, you must include in the arrangements details of when you will provide the benefits, and how you will guarantee this timing. You must only carry out the development according to the approved arrangements. (C19AB)

Reason:

To make sure that the development provides the planning benefits that have been agreed, as set

out in S33 of Westminster's City Plan (November 2016) and in the Mayor's Crossrail Funding SPG of our Unitary Development Plan that we adopted in January 2007. (R19AC)

- 25 You must apply to us for approval of an operational management plan for the restaurant (Class A3) unit to show how you will mitigate the use from being harmful to the local environment, including causing nuisance to people who live in nearby buildings. You must not start the relevant restaurant use until we have approved what you have sent us. You must then carry out the measures included in the operational management plan at all times for as long as the relevant restaurant unit is in use.

Reason:

We cannot grant planning permission for unrestricted use in this case because it would not meet TACE 10 of our Unitary Development Plan that we adopted in January 2007. (R05AB)

- 26 Customers shall not be permitted within the restaurant (Class A3) premises before 07.00 or after 01.00 the next day on Monday to Saturday and before 11.00 or after 23.30 on Sundays.

Reason:

To protect neighbouring residents from noise and vibration nuisance, as set out in S29 and S32 of Westminster's City Plan (November 2016) and ENV 6 and ENV 7 of our Unitary Development Plan that we adopted in January 2007. (R13AC)

- 27 You must not allow more than 300 customers into the restaurant hereby approved at any one time.

Reason:

We cannot grant planning permission for unrestricted use in this case because it would not meet TACE 10 of our Unitary Development Plan that we adopted in January 2007. (R05AB)

Informative(s):

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in Westminster's City Plan (November 2016), Unitary Development Plan, Supplementary Planning documents, planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.
- 2 Please make sure that the street number and building name (if applicable) are clearly displayed on the building. This is a condition of the London Building Acts (Amendments) Act 1939, and there are regulations that specify the exact requirements. (I54AA)
- 3 You need to speak to our Highways section about any work which will affect public roads. This includes new pavement crossovers, removal of redundant crossovers, changes in threshold

levels, changes to on-street parking arrangements, and work which will affect pavement vaults. You will have to pay all administration, design, supervision and other costs of the work. We will carry out any work which affects the highway. When considering the desired timing of highway works in relation to your own development programme please bear in mind that, under the Traffic Management Act 2004, all works on the highway require a permit, and (depending on the length of the highway works) up to three months advance notice may need to be given. For more advice, please phone 020 7641 2642. However, please note that if any part of your proposals would require the removal or relocation of an on-street parking bay, this is unlikely to be approved by the City Council (as highway authority). (I09AC)

- 4 The development for which planning permission has been granted has been identified as potentially liable for payment of both the Mayor of London and Westminster City Council's Community Infrastructure Levy (CIL). Further details on both Community Infrastructure Levies, including reliefs that may be available, can be found on the council's website at:

www.westminster.gov.uk/cil

Responsibility to pay the levy runs with the ownership of the land, unless another party has assumed liability. If you have not already you must submit an **Assumption of Liability Form** **immediately**. On receipt of this notice a CIL Liability Notice setting out the estimated CIL charges will be issued by the council as soon as practicable, to the landowner or the party that has assumed liability, with a copy to the planning applicant. You must also notify the Council before commencing development using a **Commencement Form**

CIL forms are available from the planning on the planning portal:

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

Forms can be submitted to CIL@Westminster.gov.uk

Payment of the CIL charge is mandatory and there are strong enforcement powers and penalties for failure to pay, including Stop Notices, surcharges, late payment interest and prison terms.

- 5 When carrying out building work you must do all you can to reduce noise emission and take suitable steps to prevent nuisance from dust and smoke. Please speak to our Environmental Health Service to make sure that you meet all requirements before you draw up the contracts for demolition and building work.

Your main contractor should also speak to our Environmental Health Service before starting work. They can do this formally by applying to the following address for consent to work on construction sites under Section 61 of the Control of Pollution Act 1974.

24 Hour Noise Team,
Environmental Health Service,
Westminster City Hall,
64 Victoria Street,
London,
SW1E 6QP

Phone: 020 7641 2000

Our Environmental Health Service may change the hours of working we have set out in this permission if your work is particularly noisy. Deliveries to and from the site should not take place outside the permitted hours unless you have our written approval. (I50AA)

- 6 You are encouraged to join the nationally recognised Considerate Constructors Scheme. This commits those sites registered with the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. For more information please contact the Considerate Constructors Scheme directly on 0800 783 1423, siteenquiries@ccscheme.org.uk or visit www.ccscheme.org.uk.
- 7 Conditions 10 - 12 control noise from the approved machinery. It is very important that you meet the conditions and we may take legal action if you do not. You should make sure that the machinery is properly maintained and serviced regularly. (I82AA)
- 8 With reference to condition 3 please refer to the Council's Code of Construction Practice at (<https://www.westminster.gov.uk/code-construction-practice>). You will be required to enter into the relevant Code appropriate to this scale of development and to pay the relevant fees prior to starting work. The Code does require the submission of a full Site Environmental Management Plan or Construction Management Plan as appropriate 40 days prior to commencement of works (including demolition). These documents must be sent to environmentalsciences2@westminster.gov.uk

Appendix A or B must be signed and countersigned by Environmental Sciences prior to the submission of the approval of details of the above condition. You are urged to give this your early attention

- 9 Under condition 24, we are likely to accept a legal agreement under section 106 of the Town and County Planning Act to secure Crossrail Community Infrastructure Levy payment, as set out in the letter dated 20th December 2017 from Gerald Eve. Please look at the template wordings for planning obligations (listed under 'Supplementary planning guidance') on our website at www.westminster.gov.uk. Once the wording of the agreement has been finalised with our Legal and Administrative Services, you should write to us for approval of this way forward under this planning condition. (I77AA)

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.