

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 7 May 2019	Classification For General Release	
Report of Executive Director Growth Planning and Housing		Ward(s) involved Vincent Square	
Subject of Report	Denison House, 292 Vauxhall Bridge Road, London, SW1V 1AE		
Proposal	Demolition of existing building to basement slab level and erection of a new building comprising basement, ground and 11 upper levels together with rooftop plant to provide a hotel (Class C1) with associated ancillary facilities including all necessary enabling works.		
Agent	Ms Kate Outterside, DP9 Limited		
On behalf of	CitizenM London Victoria Properties B.V.		
Registered Number	18/09683/FULL	Date amended/ completed	20 February 2019
Date Application Received	13 November 2018		
Historic Building Grade	Unlisted		
Conservation Area	No, but adjacent to the Westminster Cathedral Conservation Area.		

1. RECOMMENDATION

1. Subject to referral to the Mayor of London, grant conditional permission.

2. SUMMARY

Denison House is not listed and is not located within a conservation area but is adjacent to the Westminster Cathedral Conservation Area. Planning permission is sought to demolish the existing building to basement slab level and erect a new building comprising basement, ground and 11 upper levels together with rooftop plant to provide a hotel (Class C1) with associated ancillary facilities, including all necessary enabling works.

The key considerations are:

- The impact of the proposal on the character and appearance of the area;
- The land use implications of the proposal;
- The impact of the proposal on the amenity of surrounding residents; and
- The impact of the proposal on the surrounding highway network.

The application is referable under the Greater London Authority Act 1999. The Mayor of London has

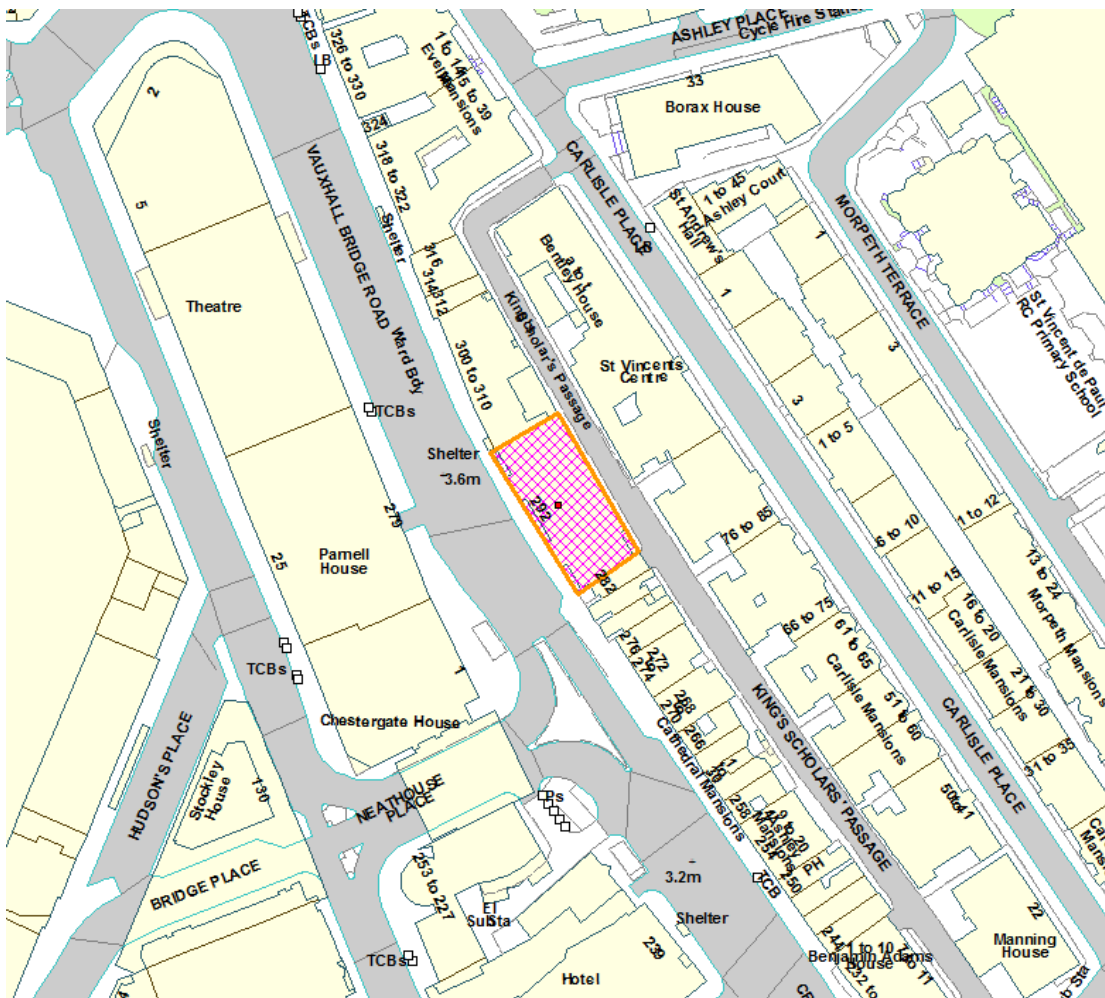
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14 days from the date of the Sub-Committee resolution to exercise his right to direct refusal.

The proposals are considered acceptable in design, land use, amenity and highway terms in accordance with the policies set out in the Unitary Development Plan (UDP) and Westminster's City Plan (City Plan) and are therefore recommended for approval.

3. LOCATION PLAN



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4. PHOTOGRAPHS



Front of Denison House, 292 Vauxhall Bridge Road



Rear of Denison House, King's Scholars' Passage

5. CONSULTATIONS

WARD COUNCILLORS FOR VINCENT SQUARE

Any response to be reported verbally.

GREATER LONDON AUTHORITY

- The application is supported in principle, though is not fully compliant with the London Plan and draft London Plan.
- The loss of the existing office building is justified in the context of the provision of a small scale hotel within an accessible location within the commercial core of the CAZ.
- The height, massing and architectural rationale of the development is supported.
- The communal areas and 10% of all rooms must be fully wheelchair accessible and this should be secured by condition.
- The applicant must provide further clarification with regard to the site-wide energy network, heating and renewable energy. Connection to the Pimlico District Heating Undertaking (PDHU) network should be prioritised and evidence of correspondence with the network operator should be provided.
- A revised surface water drainage strategy is required to reflect greenfield run off rate and additional attenuation storage volume calculations and SuDs maintenance information is required.
- The proposal to utilise the existing parking for blue badge parking is not accepted and alternative arrangements should be identified and secured. Further detail is required in terms of trip generation, coach parking/drop off and delivery and servicing.
- Discussions are required with TfL regarding provision of cycle parking and construction deliveries on Vauxhall Bridge Road.

TRANSPORT FOR LONDON

- Vauxhall Bridge Road is part of the Transport for London Road Network (TLRN).
- A secondary access at the southern end of the site frontage, for servicing and deliveries, will provide access to the basement lifts and the applicant will be required to enter into a s278 agreement with TfL for any works on the highway.
- No modal split assessment has been provided with regard to trip generation and is required in order to determine whether any financial contributions are required in order to mitigate the impact of the development on the public transport network.
- A condition requiring hours of servicing to be restricted to between 10pm and 6pm is required to be secured by condition, subject to further analysis from TfL.
- A Delivery and Servicing Management Plan (DSP) must be agreed in conjunction with TfL and should be secured by condition.
- TfL would be resistant to taxi pick-up activity occurring on the Vauxhall Bridge Road frontage, as it is likely that this activity will use the already well-used loading bay.
- A Taxi, Private Hire and Coach Management Strategy is required to be produced and should be secured by condition.

- Disabled spaces should be 50m walk of the site. Secondary access from King's Scholars' Passage should be provided so that the blue badge spaces on Carlisle Place can be accessed with a reasonable walking distance of the site.
- The acceptability of the Demolition and Construction Management Plan will be subject to further discussion with TfL so that it can be ensured that traffic, including pedestrians on the footway, and bus services on Vauxhall Bridge Road remain unaffected.

WESTMINSTER SOCIETY

- Any response to be reported verbally.

VICTORIA NEIGHBOURHOOD FORUM

- Any response to be reported verbally.

VICTORIA BID

- Any response to be reported verbally.

CATHERDRAL AREA RESIDENTS GROUP

Object on the following grounds:

- The existing building is less than 30 years old.
- Construction would have to take place on a very constrained site.
- Impact on conservation area.
- Loss of light, overlooking, light and noise pollution, kitchen exhaust, vibration impact on neighbouring residential properties.
- Mass of proposed building would increase canyonisation of King's Scholars' Passage to the rear.
- Design unsympathetic to other buildings in the terrace.
- Loss of office accommodation.
- Increase local flood risk.
- Traffic increase and rat-running through the residential streets of the Cathedral area.
- Inactive façade to King's Scholars' Passage making anti-social behaviour worse.

DESIGNING OUT CRIME OFFICER

- Any response to be reported verbally.

HIGHWAYS PLANNING

- Coaches can set down and pick up for 20 mins from the marked loading bays in the vicinity of Vauxhall Bridge Road and as such if coaches were to turn up at the application site it is unlikely to have a significant adverse impact on the surrounding public highway.
- In terms of servicing it is not considered that the likely level of trip generation would increase to a level which would have a significant adverse impact on the surrounding public highway especially given the loading/unloading opportunities in the vicinity.
- Cycle parking should be secured by condition. All cycle parking should be provided within the confines of the site, however this matter is left to TfL.
- Doors must not open over public highway, requires an amending condition.

CLEANSING MANAGER

- Revised details required as food waste is stored in 140L bins not 240L bins. One 90L bin and one 140L bin is preferred. The 4 x 1,100Lbins are not labelled R for recycling and W for waste as required by the council's waste storage guidance.

ENVIRONMENTAL HEALTH

- No information about extraction and ventilation system to manage smell associated with cooking has been provided. Additional information is required to be secured by condition to demonstrate that the risk of nuisance arising from cooking smells shall be sufficiently mitigated.

BUILDING CONTROL

- Any response to be reported verbally.

INITIAL CONSULTATION ON ORIGINAL PROPOSALS (November 2018)

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS

No. Consulted: 207; Total No. of Replies: 11.

11 letters of objection received from or on behalf of residents in the adjoining flats, which can be summarised as raising the following concerns:

AMENITY

- Loss of daylight and sunlight.
- Overshadowing.
- Loss of privacy and overlooking from additional windows.
- Noise and nuisance.
- Noise from the use itself.
- Loss of reflected light.
- Light from hotel use.
- Smells from kitchen ventilation, kitchen extract must not be expelled onto King's Scholar's Passage.
- Plant noise, plant should be in basement due to proximity of neighbouring residents.

LAND USE

- Proposal would result in a loss of office space.
- There is already a considerable number of hotels in the area.

DESIGN

- The proposal is out of scale and character with the area, mansion blocks and neighbouring conservation area.
- Modular construction with cheap exterior and does not fit in.
- Building too high and too dark and would canyonise King's Scholar's passage.

HIGHWAYS

- Question if there is enough parking space for coaches and cars.
- Traffic impact and air pollution.

- Not a suitable location for a hotel of this scale as Vauxhall Bridge Road is a main north/south London traffic artery on a red route and so vehicles will not be able to stop outside the hotel and so will affect bus operations and bus stops on the vicinity.
- Servicing requirements will increase congestion.
- Pavement not wide enough, in disrepair and will not accommodate the additional footfall. Hotel should pay for this upgrading and widening.

OTHER

- Demolition of existing buildings is environmentally wasteful.
- The proposals would exacerbate the antisocial problems in King's Scholars' Passage, rather than improve it.
- Noise, disruption and dust from construction works.
- Concerns about impact on sewage, drainage and flood risk issues.
- 2015 permission was a bad decision which ignored the comments of previous residents.
- Loss of light from previous decision led to rights of light action.
- Development should enable residents to enter from Kings Scholar's Passage to discourage antisocial behaviour.
- Café and lounge should be moved to King's Scholar's Passage facing side of hotel to make street more welcoming.
- Development should link Kings Scholar's Passage and Vauxhall Bridge Road with walkway to allow access between.
- Potential structural impact on adjoining buildings.
- Waste of resources to demolish building, should be reconditioned.
- Loss of income to landlords renting apartments in surrounding properties.
- Use of King's Scholars' Passage during construction will affect access for residents.
- Quality of modular structure and single purpose nature of development.
- Reference made to a residents' petition against the development being gathered prior to the revised scheme. No petition received at this time.

SECOND CONSULTATION ON REVISED PROPOSALS (February 2019)

Application revised to respond to objections raised during first round of consultation. Revised proposals include a reduction in height of proposed building at rear eleventh floor level, change in colour of proposed facades and updated supporting information.

CATHEDRAL AREA RESIDENTS GROUP

Maintain their objection to the proposals, for reasons previously given.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS

No. reconsulted: 215; Total No. of Replies: 5 and petition to applicant containing 119 signatures from residents in Carlisle Mansions West (dated **prior** to the revised scheme)

Objections reiterate original concerns outlined above. Petition raises no additional issues. Three letters of objection received from residents in the adjoining flats, raising the following additional concerns; building should be used for affordable housing/housing

given the housing shortage, welcome proposed reduction in height and lightening colour of the façade.

Two letters of support from residents who previously objected to the proposals on the grounds that the revised proposals will help revitalise the Vauxhall Bridge Road area and help to eliminate the anti-social behaviour that currently occurs in King's Scholars' Passage and that applicant's business strategy is to have a long-term commitment to the area and that they seem willing to engage with and support the neighbourhood.

6. BACKGROUND INFORMATION

6.1 The Application Site

Denison House is unlisted and is not located within a conservation area, but lies adjacent to the Westminster Cathedral Conservation Area. The building is located at the north end of Vauxhall Bridge Road on the eastern side. The site is located within the Core Central Activities Zone (CAZ). Vauxhall Bridge Road is part of the Transport for London road network (TLRN).

The existing building comprises basement, ground and seven upper floors plus roof plant and is currently occupied as offices by the Press Authority. The seventh floor is set back with rooftop plant enclosures above. The building has a frontage on Vauxhall Bridge Road which is a TfL Red Route and backs onto King's Scholars' Passage and the rear of the listed Carlisle Mansions (six storeys above basement). The King's Scholars' Passage frontage provides pedestrian access and vehicle access via a lift for basement car parking.

6.2 Recent Relevant History

A certificate of lawfulness for the existing use of the building as offices (Class B1) including residential units at seventh floor level, was issued in March 2019. The certificate application was submitted concurrently to this planning application and neighbour notification was undertaken. The certificate establishes the prevailing use of the building in its entirety as offices (Class B1).

Planning permission was granted in December 2015 for the use of part ground and part first floors for either retail (Class A1), financial and professional services (Class A2) or restaurant (Class A3) use; part ground, part first floor and second to ninth floors to provide 26 residential flats (Class C3) and basement for plant, car and cycle parking; erection of a roof extension and plant room; installation of photovoltaic panels at roof level and associated external alterations to the facades including of inset balconies at second to ninth floors levels. This planning permission was not implemented and has subsequently expired.

268-282 Vauxhall Bridge Road

Planning permission was refused in October 2018 at the adjoining site at 268-282 Vauxhall Bridge Road for the demolition of the existing six unlisted buildings of varying heights comprising office, hotel and residential units and their replacement with a building comprising two basements, ground and nine upper floors for use as a hotel

(Class C1) and two self-contained residential flats (Class C3). Permission was refused on the grounds of sense of enclosure and loss of light to the residents of Carlisle Mansions to the rear of the site. The applicant has appealed the decision and a Public Inquiry is set to take place in July 2019.

7. THE PROPOSAL

This application seeks to demolish the existing building to basement slab level and erect a new building comprising basement, ground and 11 upper levels together with rooftop plant to provide a hotel (Class C1) with associated ancillary facilities, including all necessary enabling works.

The hotel would be accessed from Vauxhall Bridge Road and contain 232 guestrooms with lounge/ café and front of house at ground floor level.

The existing and proposed floorspace figures are set out below:

	Existing GIA (sqm)	Proposed GIA (sqm)	+/-
Office (Use Class B1)	5,512	-	-5,512
Hotel (Use Class C1)	-	7,078	+7,078
Total	5,512	7,078	+1,566

8. DETAILED CONSIDERATIONS

8.1 Land Use

Loss of office use

The proposal will result in the loss of 5,512 sqm of office floorspace. Policy S20 of City Plan relates to offices and seeks to restrict the loss of office space to housing. The policy highlights the concern with office losses throughout the City, although it does note that losses of office to other commercial uses are acceptable as they contribute to commercial activity. The proposed use is for another commercial use and as such the loss of office floorspace cannot be resisted in this instance. The proposals are in line with Policy S20. The commercial space will be provided in the form of a hotel with increased floorspace that would help to support the strategic function of the Core CAZ.

Proposed hotel use

London Plan Policy 4.5 aims to support London's visitor economy and stimulate its growth to achieve 40,000 net additional hotel bedrooms by 2036. City Plan Policy S23 states that new hotels will be directed to the Core CAZ. UDP Policy TACE 2 (A) states that within CAZ, in streets which do not have a predominantly residential character, planning permission will be granted for new hotels where: no adverse environmental and traffic effects would be generated; and adequate on-site facilities are incorporated within developments proposals significant amounts of new visitor accommodation, including spaces for the setting down and picking up of visitors by coaches and for taxis.

The proposed hotel will comprise 232 rooms, including accessible rooms. Back of house, waste storage, cycle parking, WC's, plant and an energy centre will be provided at basement level, with front of house and a lounge/café at ground floor level. Screened plant is to be provided at main roof level. The entrance will be on Vauxhall Bridge Road only. No access to the hotel is provided on King's Scholars' Passage, only two escape doors from the stair cores are provided.

The hotel of the scale proposed is considered appropriate in this central area, close to many of London's top tourist attractions and with excellent access to public transport. The primary function of the hotel operation will be to ensure that guests benefit from a quiet environment during night time hours. Therefore, it is in the hotels interests to ensure that noise disturbance from hotel guests is kept to a minimum. Subject to the recommended conditions the proposed hotel will not have a significant effect on residential amenity or local environmental quality.

Concern has been raised regarding the number of hotels within the area. Whilst there are a number of established hotels nearby including the two recently permitted hotels at 1 Neathouse Place (533 and 183 rooms), it is not considered that there is an over proliferation of hotel uses and the proposal would complement the existing multifaceted mix of uses in the Victoria area, catering for tourist and business travellers. It is considered that this location within the Core CAZ and would be appropriate for a new hotel use.

The servicing and highways implications of the development are detailed in section 8.4 of this report.

8.2 Townscape and Design

Located on the east side of Vauxhall Bridge Road, the application site is a 1980s office building which lies outside of a designated Conservation Area but is within the immediate setting of the Westminster Cathedral Conservation Area to the east. Comprising basement, ground and seven upper storeys the building is comparable in scale to the developments directly to the north and opposite on the western side of Vauxhall Bridge Road, however it towers above the smaller scale more traditional terrace to the south. The existing 1980s building is of limited architectural quality and the principle of its redevelopment has to some extent been established by the 2015 approval for a largely residential scheme which allowed a roof extension and substantial elevation alterations.

In design and townscape terms the proposed building is comparable in height to the neighbouring commercial buildings which characterise the northern end of Vauxhall Bridge Road and would not appear out of scale or visually detrimental to the area. The intended building is no taller than the previously approved scheme for residential use, including external plant which is welcome. Furthermore, the rear building line has been set back and previously approved balconies removed, which minimises the potential impact on King's Scholars' Passage, and creates a quieter elevation.

At the front the 11th (top) floor and plant room is set back from the principal façade reducing the potential bulk. As a result of resident's concerns over the proposals as originally submitted, the bulk of the rear of the top floor has been significantly reduced

during determination by establishing a setback. In terms of height, the development is lower than the previously approved scheme, and with the rear being set back and the roof tiered, its bulk is considerably reduced.

Whilst the building is constructed of a modular system, the facade has been treated in three parts. The ground floor is largely glazed, segmented by slender polar white glass reinforced concrete fins which continue up the building integrated into its grid design. The main section of the façade (Floors 1-8) displays a framework composed of polar white reinforced concrete vertical fins, deep set horizontal silver anodised aluminium panels and anodised aluminium glazed curtain walling. Floors 9-10 are articulated by half width apertures emphasising more vertical proportions. The 11th and top floor is demarcated by closely set aluminium fins.

The rear exhibits more solidity, though unlike the current building, the ground floor includes glazing which will improve surveillance onto King's Scholars' Passage. The facade incorporates polar white glass reinforced concrete panels alongside a framework articulating narrower window apertures in the same material. To reduce overlooking and improve privacy, the glass is partially obscured by an opaque fritted pattern. Like to the front, the top floor is articulated by closely set aluminium fins as well as aluminium panels.

The immediate area exhibits a diverse pallet of materials, as such the combination of concrete, metal and glass are not opposed. To ensure their quality, samples of the materials are secured by condition.

It is considered that the proposed building is of sufficiently high quality and will add interest to this part of Victoria. It is considered to comply with the City Council's urban design and conservation policies including City Plan: Strategic Policy S28 and DES 1, DES 4 and DES 10 of the UDP.

8.3 Residential Amenity

Policy ENV13 of the UDP states that the Council will resist proposals that would result in a material loss of daylight/sunlight, particularly to dwellings, and that developments should not result in a significant increased sense of enclosure, overlooking or cause unacceptable overshadowing. Similarly, Policy S29 of the City Plan aims to protect the amenity of residents from the effects of development.

There are residential properties approximately 10m to the rear of the site on King Scholar's Passage. Objections have been received from residents of Carlisle Mansions that face onto King's Scholar's Passage on the grounds of loss of light, loss of privacy and noise. The proposals have been revised during determination in response to concerns raised. The alterations include the reduction of one floor at the rear of the building together with reduced floor to floor heights throughout the building resulting in the height of the parapet on the King's Scholars' Passage elevation being reduced by approximately 3.25m with an overall approximately 350mm reduction in height across the whole building.

The façade material has been changed from liquid black to off-white. A stepped back screen is proposed on the lower roof of Level 10 on King's Scholars' Passage elevation, to conceal the proposed plant. Plant has also been located within the floorplate of the 10th floor, out of sight.

As a consequence of the proposed amendments, the overall number of bedspaces has been reduced by 10 to 232 bedspaces.

Sunlight and Daylight

In terms of daylight, VSC is a measure of the amount of sky visible from the centre point of a window on its outside face. If this achieves 27% or more, the BRE advise that the window will have the potential to provide good levels of daylight. The guidelines also suggest that reductions from existing values of more than 20% should be avoided as occupiers are likely to notice the change.

In terms of sunlight, The BRE guide states that if a living room of an existing dwelling has a main window facing within 90 degrees of due south, and any part of a new development subtends an angle of more than 25 degrees to the horizontal (measured from the centre of the windows in a vertical section perpendicular to the window), then the sunlighting of the dwelling may be adversely affected. The room may appear colder and less cheerful and pleasant. This will be the case if the centre of the window:

- Receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of annual probable sunlight hours between 21 September and 21 March; and
- Receives less than 0.8 times its former sunlight hours during either period; and
- Has a reduction in sunlight received over the whole year greater than 4% of APSH.

Objections have been received on the grounds that the proposed increase in height will result in a loss of daylight and sunlight for the neighbouring properties to the rear of the site, namely Carlisle Mansions. The applicant has undertaken a daylight and sunlight assessment in accordance with the BRE guidelines. The properties included in the assessment are 76-85 Carlisle Mansions and St Vincent's Centre

Although the VSC results show that the majority of windows tested within 76-85 Carlisle Mansions adhere to the BRE guidelines in terms of daylight, there will be reductions to the VSC value beyond that recommended in the BRE guidelines to 2 windows (at ground and first floor level). However these windows only just fall below the guidelines, with former values of 0.79, i.e. a 21% reduction. The VSC results for St. Vincent's Centre show that 86% (i.e. 22) of the windows tested adhere to the BRE guidelines. With the exception of three windows, the windows falling below the guidelines have former values ranging between 0.71 – 0.79. Many of the windows are enclosed by two elevations of St. Vincent's Centre, which restricts natural light, making the windows much more reliant on light from over the top of existing site.

In terms of daylight distribution 76-85 Carlisle Mansions results show 28 (68%) of the 41 rooms tests adhere to the BRE guidelines. Of the 13 rooms falling below, 11 (27%) are more borderline with ratio reductions of 0.70-0.78. The remaining 2 rooms (5%) obtain ratio reductions of 0.65 and 0.66. The daylight distribution results for St Vincent's Centre

show that 62 (74%) of the 84 rooms adhere to the BRE guidelines. Of the 22 rooms falling below, 12 (14%) are more borderline with ratio reductions of 0.70-0.78. The remaining 10 rooms (12%) again have restricted light levels at present, making the rooms more sensitive to changes in light.

In terms of sunlight there will be reductions to the APSH value beyond that recommended in the BRE guidelines to two windows within 76-85 Carlisle Mansions. The two windows that do not fully comply are located in the recessed areas of the property which already have lower sunlight availability and these windows only just fall below the guidelines, with ratio reductions of 0.74. There will be reductions to the APSH value beyond that recommended in the BRE guidelines to 13 windows within St. Vincent's Centre. However, of these 3 are borderline with ratio reductions of 0.70 - 0.78 and the remaining 10 rooms are windows with restricted light levels at present.

The daylight and sunlight results for 76-85 Carlisle Mansions show that the majority of the rooms tested adhere to the BRE guidelines. The windows/rooms that do not adhere mostly fall just below the BRE guideline recommendations for ratio reductions of 0.8. The rooms which fall below the guidelines are recessed which serve to diminish the potential daylight they can receive in the existing condition and therefore it is inevitable to have some reductions greater than the BRE guidelines where existing levels are already well below the BRE guideline recommendations.

The results for St Vincent's Centre shows the majority of the windows and rooms tested adhere to the BRE guidelines for daylight and sunlight. In most cases, the rooms that do not adhere only just fall below the guidelines recommendations. There are low levels of daylight and sunlight in the existing condition at the basement and ground floor levels which can skew the ratio reduction tests, whereby even a small reduction in daylight might appear to be a large reduction, when in reality it is imperceptible. As with Carlisle Mansions, the existing recessed/courtyard design of the St. Vincent's Centre serve to reduce the daylight to the existing windows/rooms.

The design of the proposed development has evolved as a response to limit the daylight and sunlight impact on neighbouring properties. Given the urban context and the existing massing of adjoining buildings the proposed development is not considered to have a sufficiently harmful impact on daylight and sunlight to justify refusal of planning permission and would represent a marked improvement over the previous permission.

The results show that there has been a significant improvement with the revised proposal, in comparison to the originally submitted scheme, which was comparable to the 2015 approval. The majority of the windows/rooms tested for 76-85 Carlisle Mansions and the St Vincent's Centre obtain levels that meet or exceed the BRE guidelines.

Where there are greater reductions in the daylight distribution it is clear the majority of the windows affected are already limited from receiving natural light, due to the recessed design. Such examples of this are where windows/rooms within Carlisle Mansions have their return flank acting as a blinker, or the lower floor levels within the St Vincent's Centre.

Privacy, Sense of Enclosure and Noise

In terms of privacy, objections have been received on the grounds that there will be increased overlooking and a loss of privacy from the windows along the rear elevation on King's Scholars' Passage. The proposals have been revised to include additional opaque glazing and frit has been introduced in the accessible rooms on the King's Scholars' Passage elevation, which serves to further reduce to the amount of clear glazing on this elevation to protect privacy of neighbouring residents. It is recommended that the fritting is secured by condition and that a condition is applied requiring all windows and doors on the elevation to be fixed shut.

Given the windows already exist in the rear elevation of the building, albeit serving the office occupiers at present, and as this is a dense urban location where overlooking is not uncommon it is not considered that the proposals would lead to an unacceptable loss of privacy or increase in noise to neighbouring residential occupiers.

With regard to concerns about increased sense of enclosure, the additional height created by extending the building amounts to approximately six metres at its highest point. Following the revisions, which reduce the massing by one floor at the rear of the building thus reducing the height of the parapet on the King's Scholars' Passage elevation by approximately 3.25m and a reduction in height across the whole building by approximately 350mm, it is considered that the resulting relationship between the extended building and neighbouring buildings would not result in an increased sense of enclosure sufficient to justify refusing the application.

Mechanical plant is proposed internally at basement and tenth floor level and screened externally at rear eleventh floor and main roof level. Environmental Health officers have confirmed that they have no objection subject to the Council's standard noise conditions and the submission of a supplementary acoustic report once the plant items have been chosen. Subject to these conditions, it is considered that the plant will not result in noise nuisance or a loss of residential amenity.

8.4 Transportation/Parking

The site is well served by public transport, being located next to Victoria Interchange and high frequency bus routes, an extensive taxi rank and a coach parking bay on the east side of Vauxhall Bridge Road.

Trip generation

With regard to trip generation, both the Greater London Authority and Transport for London have commented that no modal split assessment has been provided and is required in order to determine whether any financial contributions are required in order to mitigate the impact of the development on the public transport network.

The applicant's transport consultant has been in discussion with Transport for London on this point. Whilst TfL's concerns are noted, the information that has been provided is on balance considered satisfactory given the relatively small scale of the development, which would not be expected to result in significant detrimental highway safety or

operation subject to the conditions recommended in relation to coaches and taxis and deliveries and servicing set out below.

Coaches and taxis

The Highways Planning Manager considers there is adequate opportunity on Vauxhall Bridge Road for coaches and taxis to serve the hotel without creating a significant adverse impact on the surrounding public highway. Transport for London has requested that a Taxi, Private Hire and Coach Management Strategy is provided to ensure there is no conflict with nearby bus stops. It is recommended that this be secured by condition and this satisfies TACE2 of the UDP.

Servicing

Policy TRANS 20 states that the City Council will require convenient access to all premises for servicing vehicles and will, in most cases, require that the servicing needs of authorised development are adequately accommodated on-site and off-street.

Vauxhall Bridge Road is part of the TLRN and it is proposed that servicing for the hotel would take place on street as it does at present. There is an existing loading bay in front of the site. The Highways Planning Manager does not object to this in principle. Transport for London have requested the submission of a servicing and delivery plan which is recommend to be secured by condition. An additional condition requiring that all deliveries and servicing takes place between the hours of 10pm and 6am unless otherwise agreed in writing, has also been requested by TfL.

No servicing for the hotel will take place to the rear on King's Scholars' Passage.

Car Parking

The development is car-free which is welcomed. In terms of disabled parking, Transport for London has commented that secondary access from King's Scholars' Passage should be provided so that the blue badge spaces on Carlisle Place can be accessed with a reasonable walking distance of the site, in line with DfT guidance which requires disabled parking to be within 50m of the site, however given the limitations of the site the proposed arrangements are considered satisfactory.

Cycle parking

In terms of the hotel, the application proposes 14 cycle spaces at basement floor level which is higher than required by policy and a further four short-stay spaces on-street, the acceptability of which will be subject to further discussion with TfL. It is recommended that the cycle parking within the application site is secured by condition.

8.5 Economic Considerations

The proposed development would provide employment opportunities during construction and would create 121 FTE jobs once operational. A condition is recommended to secure an employment and training opportunities strategy during construction and for the hotel use.

The proposal will also accommodate a significant number of visitors to Westminster whose spending during their stay will bolster the local economy and encourage further investment by shops and services in the area.

8.6 Access

The proposed development has been designed to meet the requirements of the Disability Discrimination Act (DDA) and incorporates the principles of inclusive design. The public entrance will have level access with lift access provided to all floor levels. 10% of hotel bedrooms in both hotels will be wheelchair accessible in accordance with the London Plan's requirements, which it is recommended is secured by condition.

8.7 Other UDP/Westminster Policy Considerations

Plant

Mechanical plant is proposed internally at basement and tenth floor level and screened externally at eleventh and main roof level. Environmental Health raise no objection subject to conditions. The recommended conditions include the securing of a supplementary acoustic report, once the plant equipment and attenuation measures have been finalised, to confirm compliance with the Council's standard noise conditions.

Further conditions are required for the applicant to provide details of the full ventilation and extract system, location of the CHP and/or District Heating Network flue at roof level to ensure the effective dispersal.

Refuse /Recycling

A dedicated refuse storage space which is located at basement level and accessed via the servicing access on the right side of the main façade and it is understood that hotel management will assist with movement of bins on collection days. A condition is also imposed to require detailed drawings are also required to indicate the location of separate waste (including food) and recyclable storage will be located.

Sustainability

Policy 5.2 of the London Plan refers to minimising carbon dioxide emissions and states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be Lean-Use less energy.
2. Be Clean-Supply energy efficiently.
3. Be Green-Use renewable energy.

Policy 5.2 also states that where specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to secure delivery of carbon dioxide savings elsewhere.

Policy S28 of the City Plan requires developments to incorporate exemplary standards of sustainable and inclusive urban design and architecture.

Policies 5.6 of the London Plan and S39 of the City Plan require major development to be designed to link to and extend existing heat and energy networks in the vicinity, except where it is not practical or viable to do so.

Policies 5.7 of the London Plan and S40 of the City Plan require all major development to maximise on-site renewable energy generation carbon dioxide emissions, where feasible.

The proposed hotel achieves a carbon dioxide reduction of 39% over Part L of the 2013 Building Regulations and therefore exceeds policy 5.2 of the London Plan. The applicant has also addressed a number of technical queries raised by the GLA.

Details of the photovoltaic panels will be secured by condition to ensure that their provision is maximised. The applicant proposes a combined heat and power system to heat the building and provide hot water. The development is designed to allow future connection to a district heating network and an update on the feasibility of the connection to the Pilmico District Heat network is required by a condition requiring submission of a revised Energy Strategy and Sustainability Statement.

Overall, the proposed development satisfies policies 5.2, 5.6, 5.7 and 5.9 of the London Plan and policies S28, S39 and S40 of the City Plan.

Flood Risk

A Flood Risk Assessment and Drainage Strategy has been submitted in support of the application, which sets out appropriate flood evacuation procedures and measures. The Environment Agency raises no objection to the proposals.

Sustainable Urban Drainage Systems

Policy 5.13 of the London Plan specifies that development should utilise Sustainable Urban Drainage Systems (SUDs) unless there are practical reasons for not doing so, should aim to achieve greenfield run-off rates, and ensure that surface water run-off is managed as close as possible to its source.

A revised Flood Risk Assessment & Surface Water Drainage Strategy is required by condition which should reflect greenfield run off rate and additional attenuation storage volume calculations and provide further information with regard to SUDs maintenance.

8.8 Westminster City Plan

The City Council is currently working on a complete review of its City Plan. Informal consultation on the first draft of Westminster's City Plan 2019-2040 took place between Monday 12 November 2018 and Friday 21 December 2018. Following this informal consultation, any representations received are being considered and the draft plan will be revised in advance of formal consultation under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012. Given the very early stage of the consultation process and having regard to the tests set out in para. 48 of the

NPPF, the policies of the emerging draft City Plan are given little to no weight at the present time.

8.9 London Plan

The application is referable to the Mayor as the proposed building is over 30 metres in height. The Mayor 'Stage 1' response has been included as a background paper. If the Sub-Committee resolves to grant permission, this application will need to be reported back to the Mayor of London at which point he will have 14 days to direct approval or refusal.

8.10 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.

Further to the Town and Country Planning (Pre-commencement Conditions) Regulations 2018, the City Council cannot impose a pre-commencement condition (a condition which must be discharged before works can start on site) on a planning permission without the written agreement of the applicant, unless the applicant fails to provide a substantive response within a 10 day period following notification of the proposed condition, the reason for the condition and justification for the condition by the City Council.

During the course of this application a notice was served relating to the proposed imposition of a pre-commencement condition to secure the applicant's adherence to the City Council's Code of Construction Practice during the demolition and construction phases of the development. The applicant has agreed to the imposition of the condition.

8.11 Planning Obligations

Planning obligations are not relevant in the determination of this application.

In relation to Community Infrastructure Levy payments, the development is estimated to be liable for a total of:

Mayoral CIL 2: £219,240.00 (index linked)
Westminster CIL: £373,297.42 (index linked)
Total CIL: £592,537.42 (index linked)

8.12 Environmental Impact Assessment

The application is not of a sufficient scale to require its own Environment Impact Assessment.

8.13 Other Issues

Construction Impact

Objections have been received from neighbouring properties regarding the impact of construction, including noise and traffic.

It is a long-standing principle that planning permission cannot be refused due to the impact of construction. This is due to its temporary nature and the ability to control it by condition and legal agreement. Accordingly, conditions are recommended that limit the hours of construction and require adherence to the City Council's Code of Construction Practice (CoCP).

A condition is recommended to ensure that the development complies with the City Council's COCP which will require the developer to provide a Site Environmental Management Plan and funding for the Environmental Inspectorate to monitor the demolition and construction phase of the development. The CoCP sets out the minimum standards and procedures for managing and minimising the environmental impacts of construction projects within Westminster and relate to both demolition and construction works.

Anti-social behaviour

Representations have been received raising concern over the potential for the development to exacerbate the existing anti-social behaviour issues, such as rough sleeping, along King's Scholars' Passage.

The proposed hotel will be staffed 24 hours a day unlike the current building. It will feature a uniform façade which will help prevent loitering. The lounge/cafe extends to the rear with windows facing King's Scholars' Passage. It is recommended to secure by condition that all ground floor windows are left clear and free from vinyl. The proposal will improve the level of natural surveillance compared to the existing situation.

In addition to the improved natural surveillance, the applicant proposes the installation of CCTV cameras. Details of the security scheme are recommended to be secured by condition. There will be obvious improvements to the Vauxhall Bridge Road elevation providing an active frontage to a use that is staffed 24 hours a day.

The proposals have been revised during determination in conjunction with the Metropolitan Police to address concerns raised. The ground floor fire escape doors that lead to King's Scholars' Passage have been moved out and are now flush with the façade and the GRC ledge at first floor level height on King's Scholars' Passage has been angled to prevent climbing/anti-social behavioural issues.

Sewage, drainage and flood risk

Concerns have been raised about impact on sewage, drainage and flood risk issues. The applicant has confirmed that to avoid construction works around the Thames Water combined sewer, it is proposed to use the existing connection to the Thames Water public combined sewer on Vauxhall Bridge Road. The drainage and sewage proposal for

the hotel includes a separate foul water pump and pumped surface water storage in the basement (designed to manage a 1 in 100 year storm), that will lower the risk of flooding following heavy rain. The mansion blocks on Carlisle Place/Morpeth Terrace are served by different sewers. The hotel will only be served by the sewer in Vauxhall Bridge Road therefore the development would not have any effect on the sewers serving the mansion blocks. An informative is recommended advising the applicant to contact Thames Water.

Quality of modular construction

Objection has been raised on the grounds of waste of resources to demolish the existing building, which should be reconditioned. The applicant has explained that existing building would require extensive and obtrusive remodelling to achieve the current building standard requirements, resulting in significant disruption. The applicant intends to utilise modular construction, where the development of the modular components relates only to the delivery and installation of guest rooms which will enable a shorter construction period and improve constructability in an urban environment.

Structural concerns/ Loss of rental income

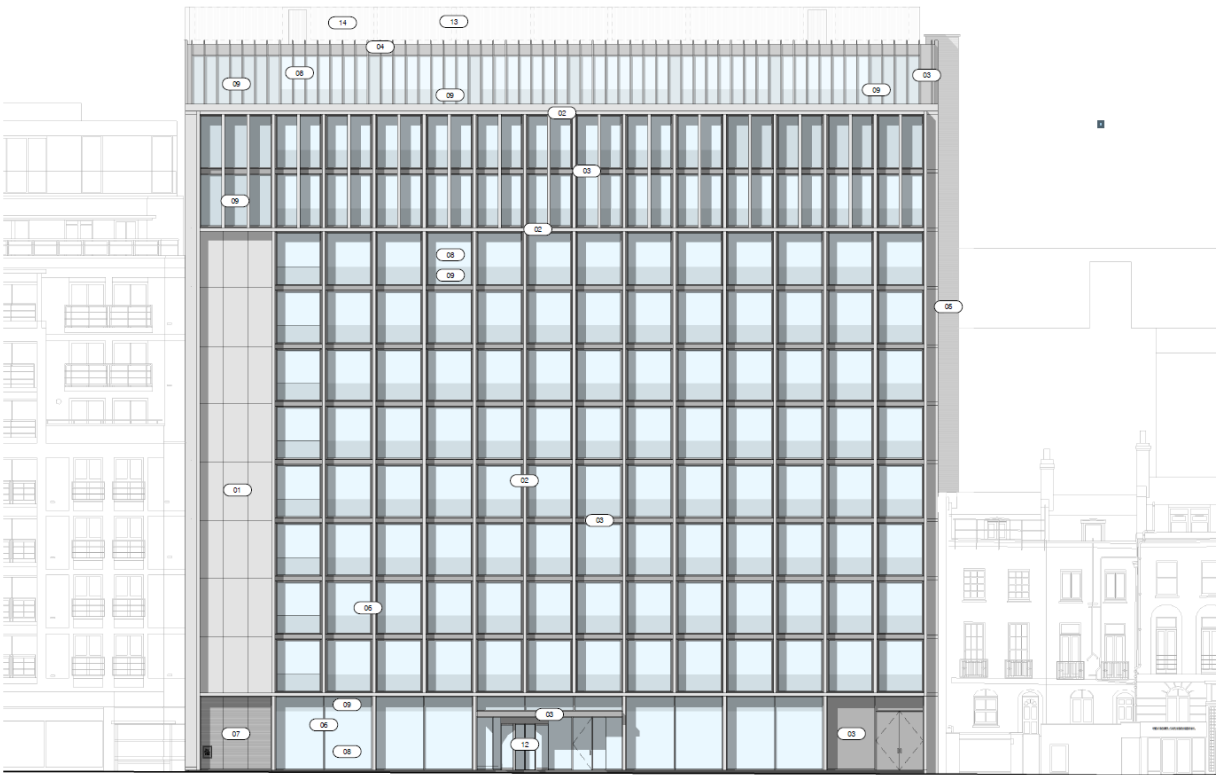
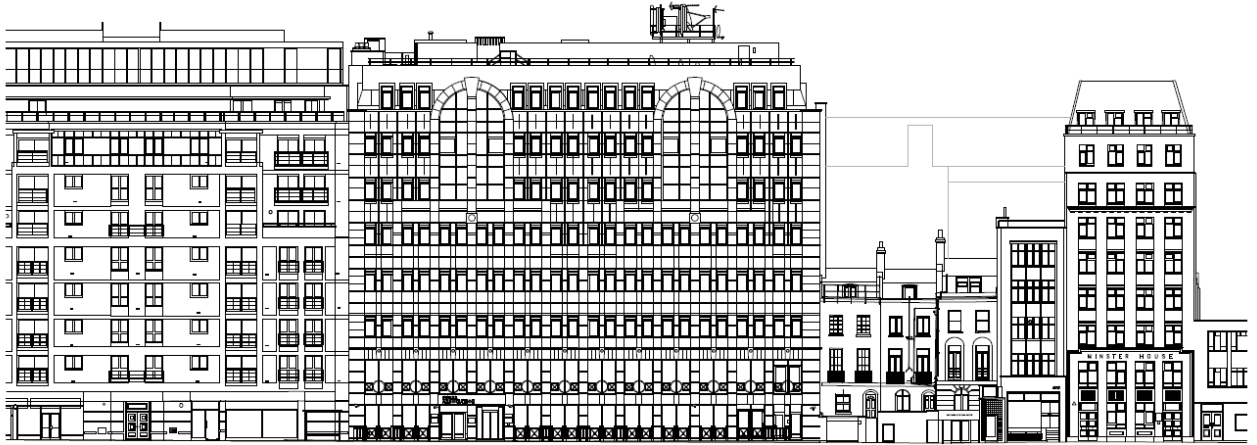
Objections have additionally been received on the grounds of potential structural impact on surrounding buildings and loss of income to landlords renting apartments in surrounding properties. Such matters are not material planning grounds and planning permission cannot be reasonably withheld on these grounds.

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

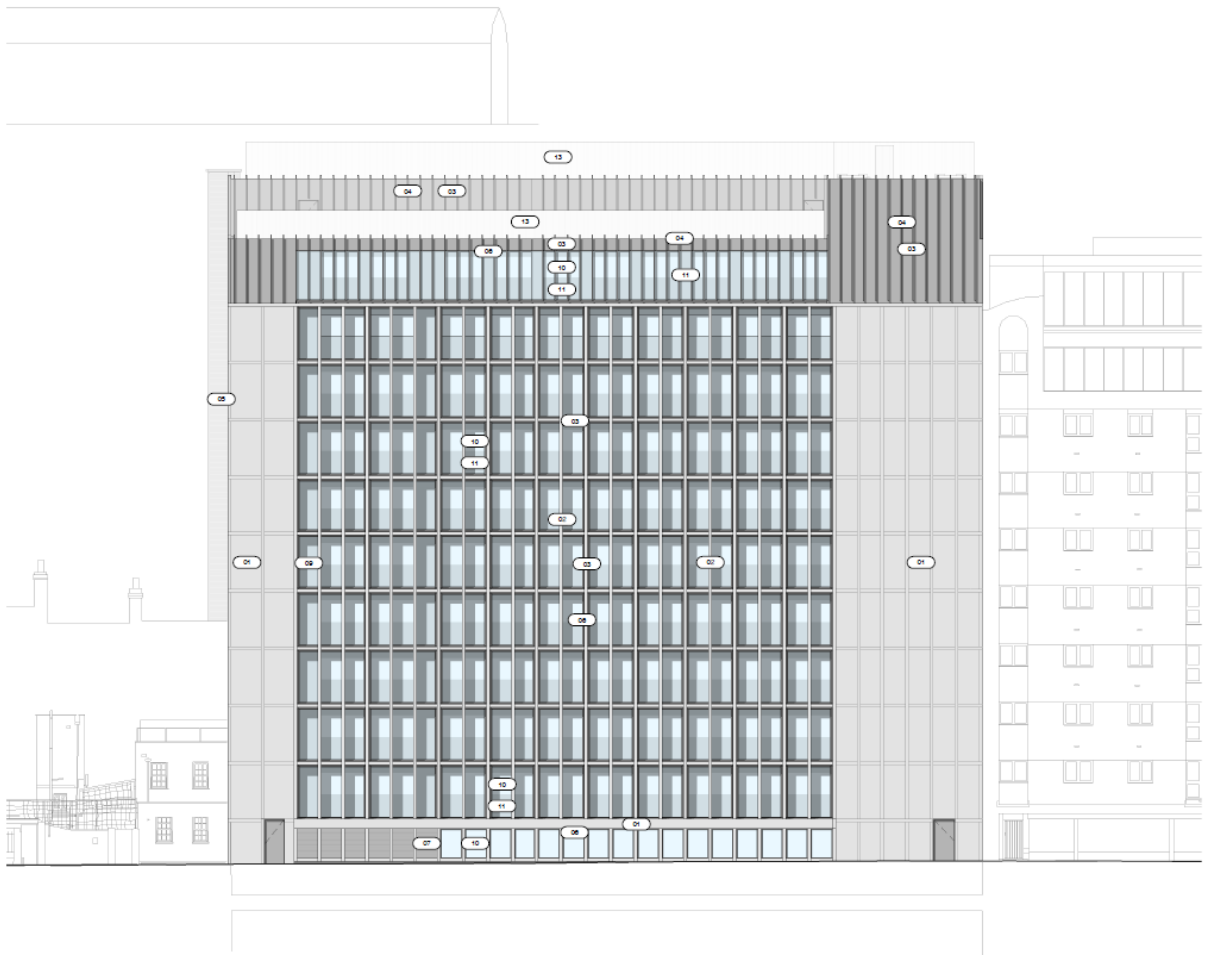
IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: SEBASTIAN KNOX BY EMAIL AT sknox@westminster.gov.uk.

9. KEY DRAWINGS

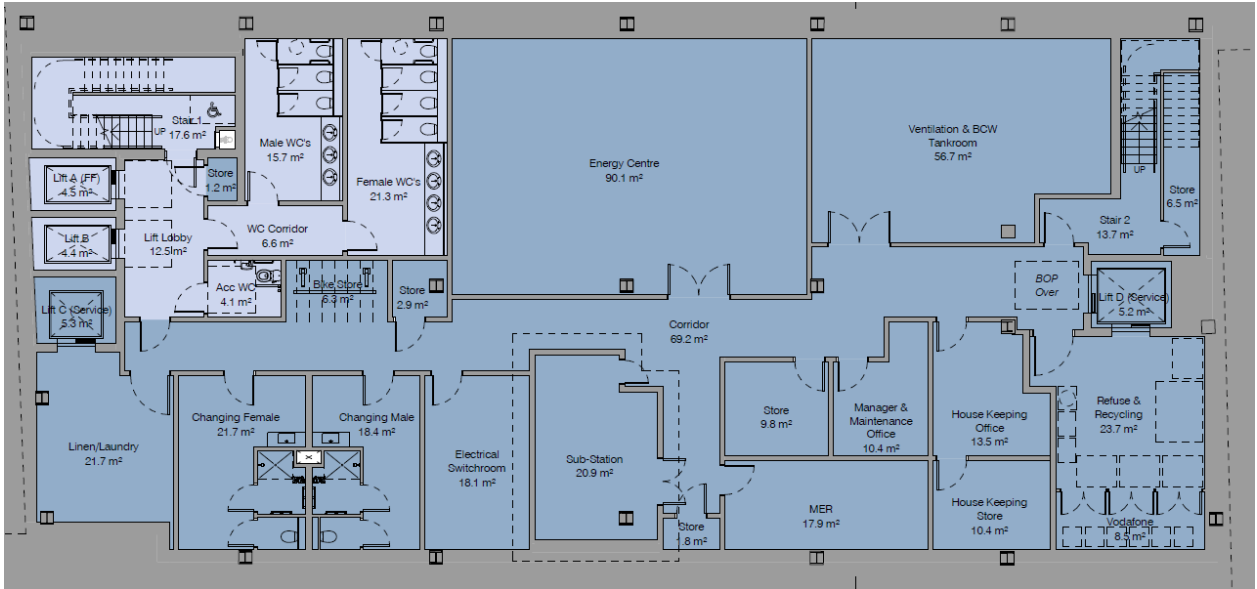
Existing and Proposed Vauxhall Bridge Road elevation



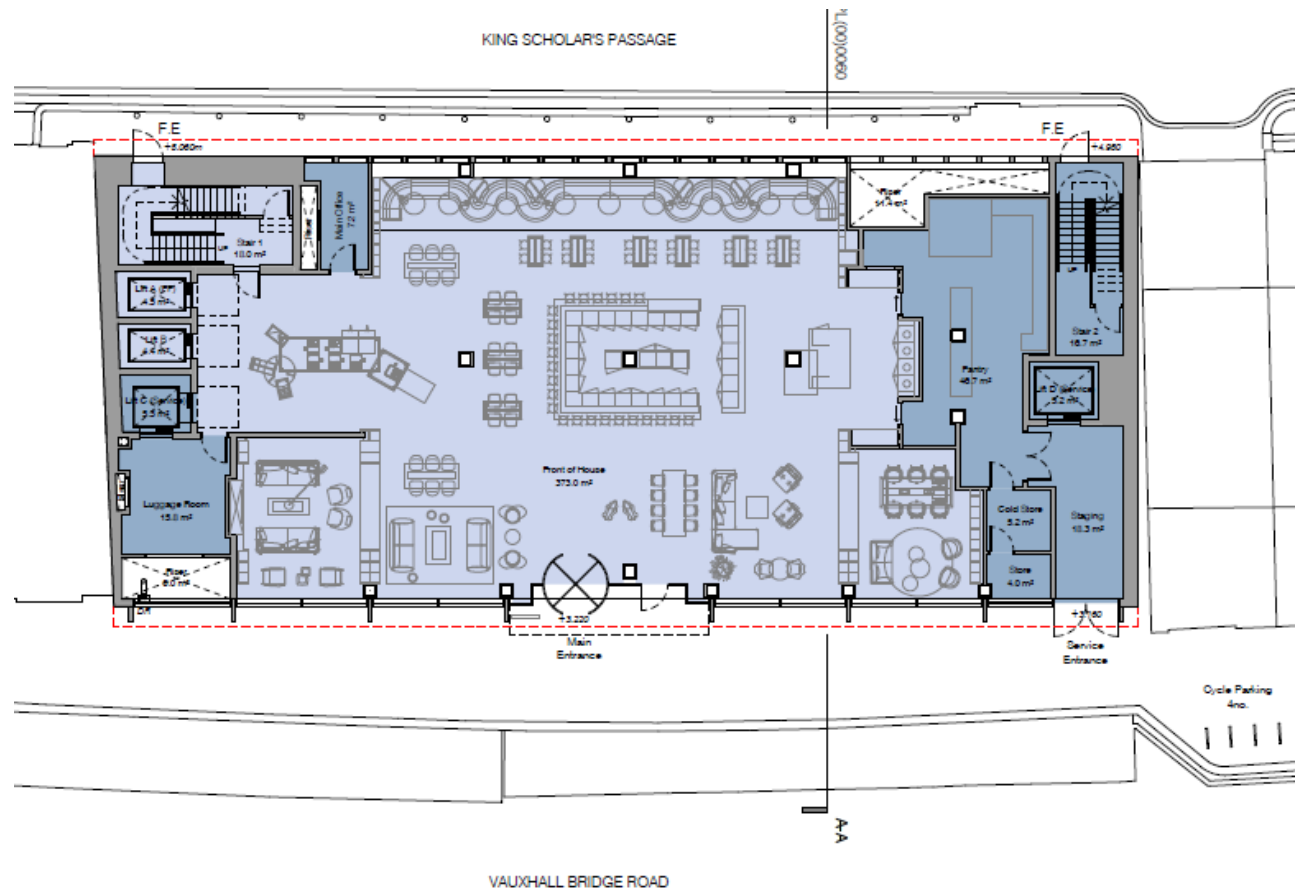
Existing and Proposed King's Scholars' Passage elevation



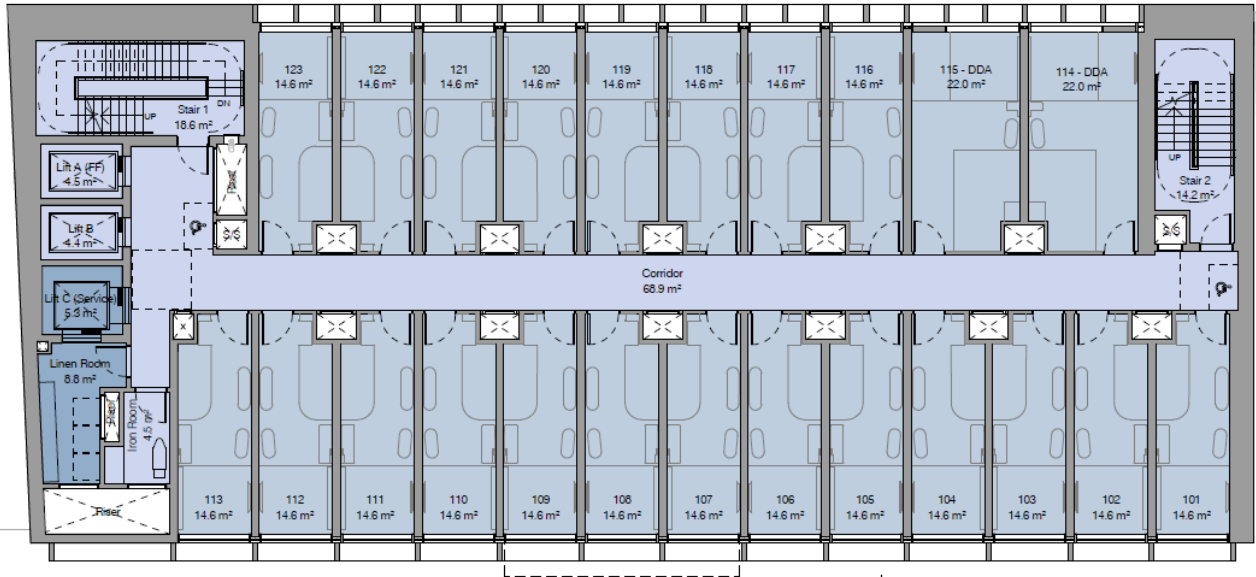
Proposed basement plan



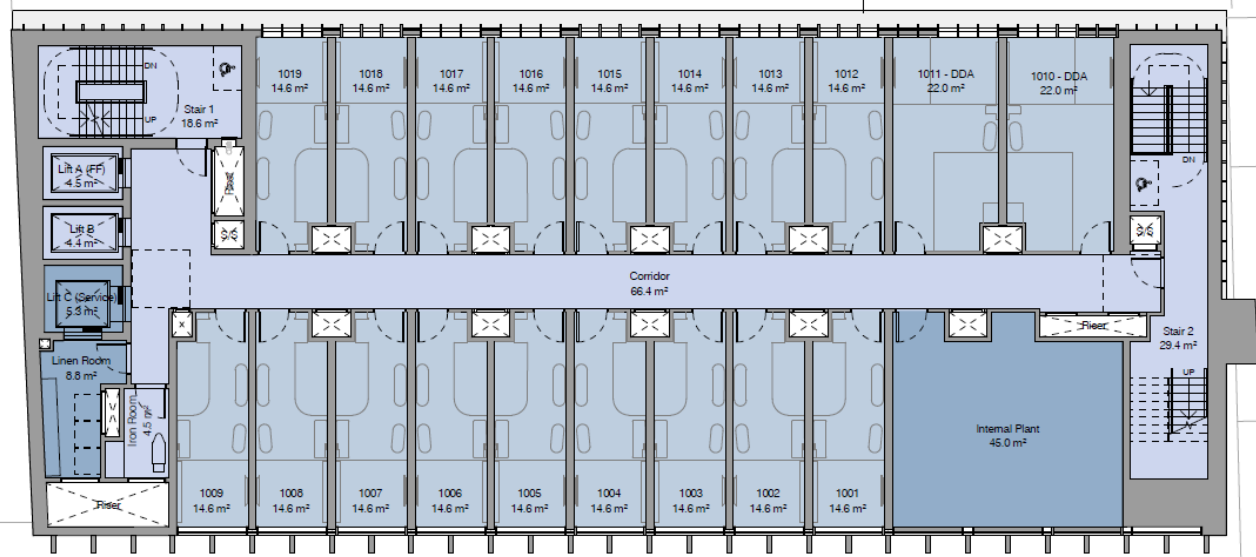
Proposed ground floor plan



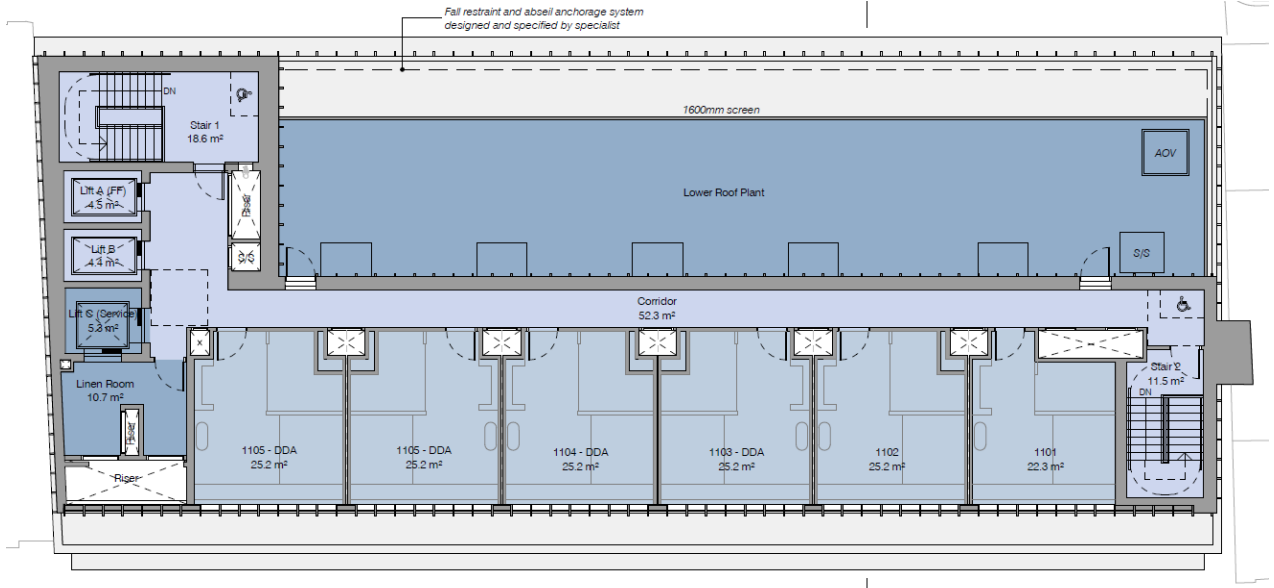
Typical first (to ninth) floor plan



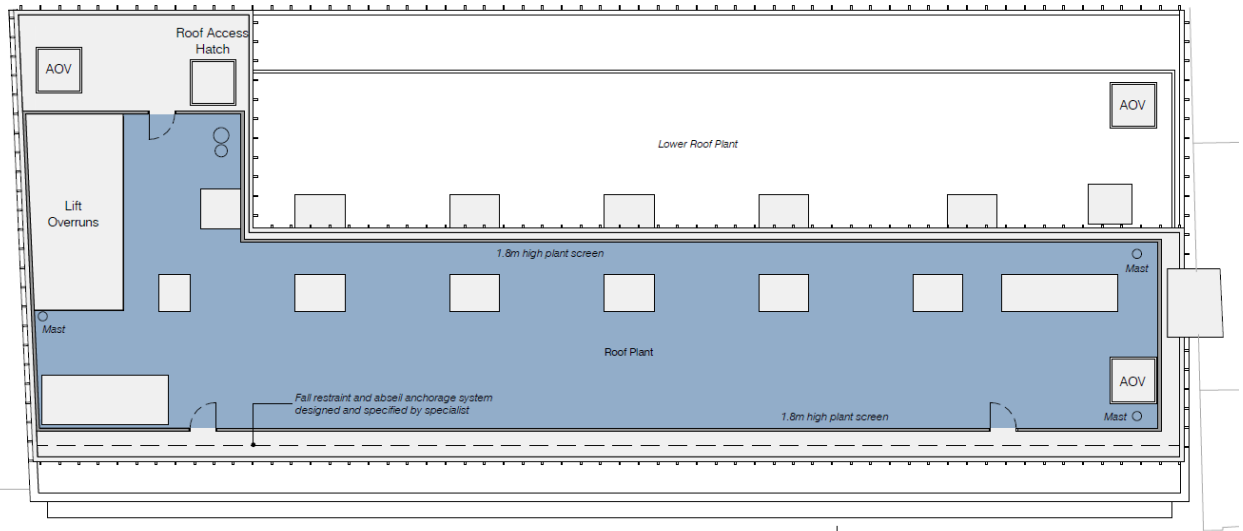
Tenth floor plan



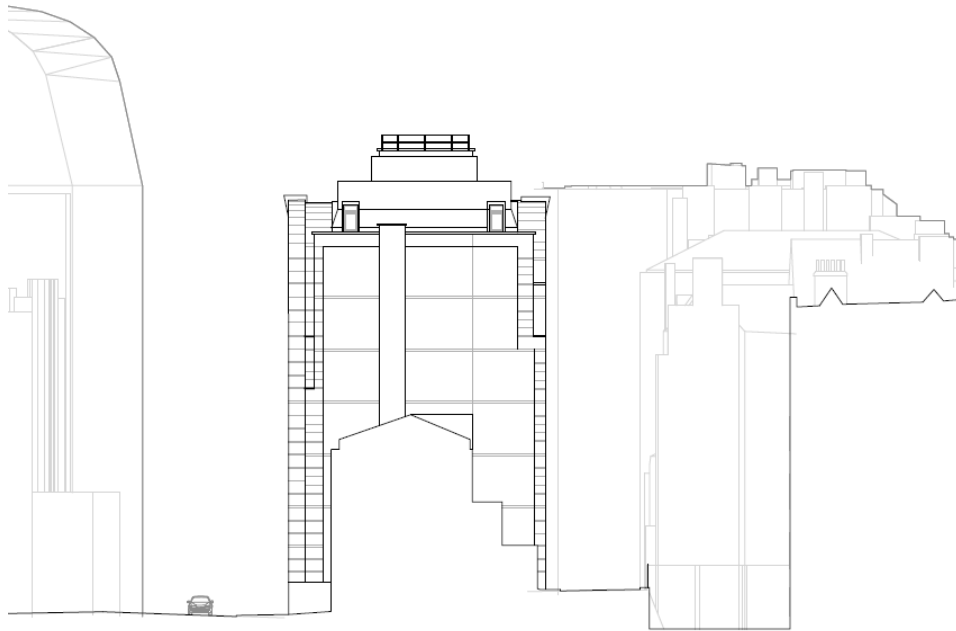
Eleventh floor plan



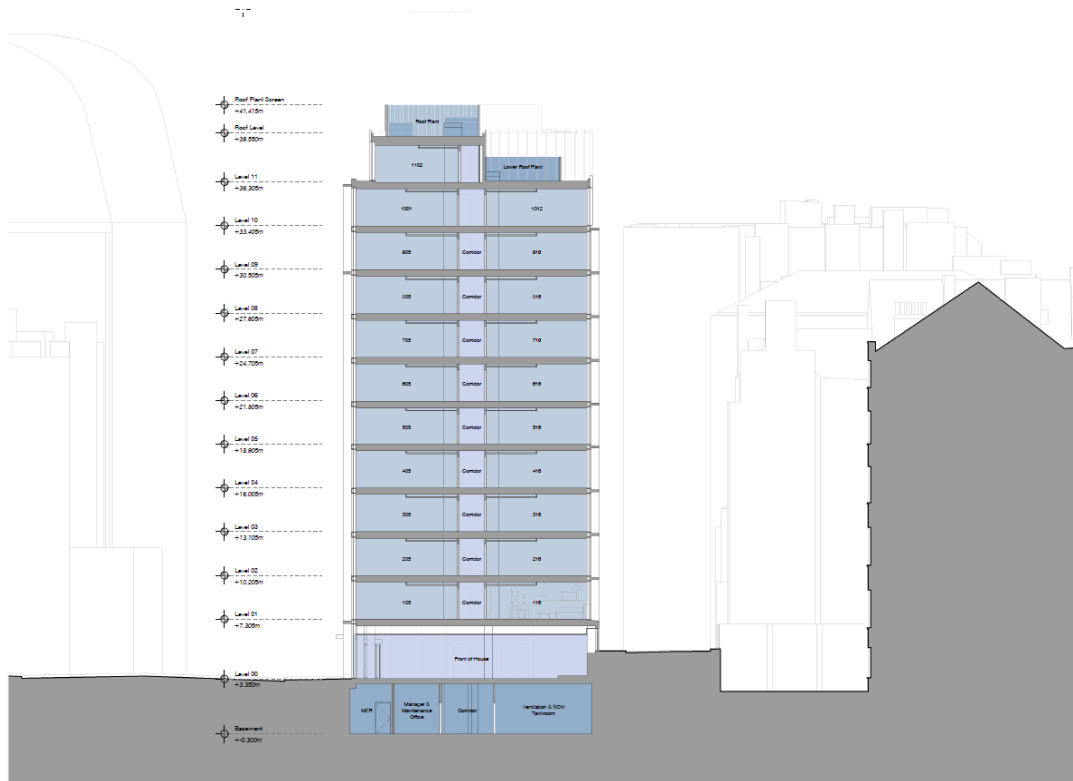
Roof level plan



Existing south-east elevation



Proposed Section A-A



DRAFT DECISION LETTER

Address: Denison House, 292 Vauxhall Bridge Road, London, SW1V 1AE

Proposal: Demolition of existing building to basement slab level and erection of a new building comprising basement, ground and 11 upper levels together with rooftop plant to provide a hotel (Class C1) with associated ancillary facilities including all necessary enabling works.

Plan Nos:

PL(00)0010; PL(00)0011; PL(00)0020; PL(00)0021; PL(00)0022; PL(00)0023;
PL(00)0024; PL(00)0025; PL(00)0026; PL(00)0027; PL(00)0028; PL(00)0029;
PL(00)0031 C; PL(00)0032 C; PL(00)0033 C; PL(00)0034 C; PL(00)0036 C;
PL(00)0037 C; PL(00)0038 A; PL(00)0039; PL(00)0040 A; PL(00)0041 A;
PL(00)0042 A; PL(00)0043 A; PL(00)0050 B; PL(00)0052 A; PL(00)0054 A;
PL(00)0055 A; PL(00)0060 B; PL(00)0070; PL(00)0071; PL(00)0072; PL(00)0073;
PL(00)0074; PL(00)0075; PL(00)0076; PL(00)0077; PL(00)0078; PL(00)0079;
PL(00)0080; PL(00)0081; PL(00)0090; PL(00)0300; PL(00)0301; PL(00)0302.

(For information purposes) Cover Letters prepared by DP9 dated 12.11.2018 and 20.02.2019; Planning Statement, prepared by DP9 dated November 2018; Design and Access Statement, prepared by ICA dated November 2018; Daylight and Sunlight Assessment, prepared by Anstey Horne dated 7th November 2018; Transport Statement, prepared by TTP Consulting dated November 2018; Travel Plan, prepared by TTP Consulting dated November 2018; Delivery and Servicing Management Plan, prepared by TTP Consulting dated November 2018; Townscape, Visual Impact and Heritage Assessment, prepared by Peter Stewart Consulting dated November 2018; Statement of Community Involvement, prepared by Concilio dated November 2018; Energy Performance Statement, prepared by eb7 dated 8th November 2018; Draft Demolition and Construction Management Plan Issue 2, prepared by Meinhardt dated 9 November 2018; Air Quality Assessment, prepared by eb7 dated 8th November 2018; Utilities Statement, prepared by Elkoms dated October 2018; Design and Access Statement Addendum, prepared by ICA dated February 2019; Townscape, Visual Impact and Heritage Assessment Addendum, prepared by Peter Stewart Consulting dated February 2019; Anstey Horne Letter dated 25 January 2019; Energy Strategy and Sustainability Statement, prepared by Elkoms dated January 2019; Environmental Noise Survey, prepared by Elkoms dated January 2019; Memo prepared by TTP Consulting responding to transport queries raised by the GLA, dated 8 February 2019; Statement of Community Involvement Addendum, prepared by Concilio dated February 2019; Below Ground Drainage Strategy P04 Issue, prepared by Meinhardt dated 11 February 2019; Flood Risk Assessment Issue P04, prepared by Meinhardt dated 11 February 2019.

Case Officer: Sebastian Knox

Direct Tel. No. 020 7641 4208

Recommended Condition(s):

- 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 residents and the area generally as set out in S29 of Westminster's City Plan (November 2016) and STRA 25, TRANS 23, ENV 5 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 3 You must apply to us for approval of samples to be viewed on site of the facing materials you will use, including glazing, and elevations and roof plans annotated to show where the materials are to be located. You must not start work on the relevant part of the development until we have approved in writing what you have sent us. You must then carry out the work using the approved materials. (C26BD)

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 Broadway and Christchurch Gardens 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)

- 4 Unless otherwise agreed in writing by us in conjunction with TfL, all deliveries and servicing must take place between the hours of 10pm and 6am.

Reason:

To ensure the safe and efficient operation of bus services on the A202 Vauxhall Bridge Road and to conform to draft London Plan policy T7.

- 5 **Pre Commencement Condition.** 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 of Construction Practice and requirements contained therein. Commencement of any demolition or construction cannot take place until the City Council as local planning authority has issued its written approval of such an application (C11CC)

Reason:

To protect the environment of residents and the area generally as set out in S29 of Westminster's City Plan (November 2016) and STRA 25, TRANS 23, ENV 5 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 6 (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. (R46AB)

- 7 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. (R48AA)

- 8 You must apply to us for approval of details of the following:

- i) a supplementary acoustic report demonstrating that the plant will comply with the Council's noise criteria as set out in Conditions 6 and 7 of this permission;
- ii) height and location of the CHP flue;
- iii) design and location of the hotel kitchen extract flue.

You must not start 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 details.

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. (R51AB)

- 9 (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 hotel 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 hotel 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. (R47AB)

- 10 The design and structure of the development shall be of such a standard that it will protect residents within the same building or in adjoining buildings from noise and vibration from the

development, so that they are not exposed to noise levels indoors of more than 35 dB LAeq 16 hrs daytime and of more than 30 dB LAeq 8 hrs in bedrooms at night.

Reason:

As set out in ENV6 of our Unitary Development Plan that we adopted in January 2007, and the related Policy Application at section 9.76, in order to ensure that design, structure and acoustic insulation of the development will provide sufficient protection for residents of the same or adjoining buildings from noise and vibration from elsewhere in the development. (R49BA)

- 11 No live or recorded music shall be played in the hotel use such as to be audible outside the premises.

Reason:

To protect the environment of people in neighbouring properties, as set out in 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. (R13BC)

- 12 You must apply to us for approval of details of how waste (including food waste) is going to be stored on the site and how materials for recycling will be stored separately. Details of compactors and any other necessary equipment must also be provided. You must not occupy the hotel use until we have approved what you have sent us. You must then provide the stores for waste and materials for recycling according to these details.

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)

- 13 You must provide each cycle parking space within the building 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 2016 (R22FA)

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

All doors or gates hung so that they do not open over or across the road or pavement.

You must not occupy the development until we have approved what you have sent us. You must then carry out the work according to these details.

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)

- 15 At least 3 months prior to occupation you must apply to us for approval of a Delivery and Servicing Management Plan for the approved hotel use. You must not commence the hotel use until we in consultation with TfL have approved what you have sent us. Thereafter the hotel must be managed in accordance with the approved Delivery and Servicing Management Plan (See informative 19 for what should be included in the plan).

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)

- 16 At least 3 months prior to occupation you must apply to us for approval of an Operational Management Plan for the approved hotel use. You must not commence the hotel use until we in consultation with TfL have approved what you have sent us. Thereafter the hotel must be managed in accordance with the approved Operational Management Plan. (See informative 20 for what should be included in the plan).

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)

- 17 You must not commence construction until we have approved appropriate arrangements to secure the following:

i) An employment and training opportunities strategy during construction and for the hotel use.

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. (C19BA)

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 STRA7 of our Unitary Development Plan that we adopted in January 2007. (R19AC)

- 18 You must apply to us for the approval of detailed drawings and a security scheme for the CCTV cameras and security measures on King's Scholars' Passage. You must not occupy the development until we have approved what you have sent us. You must then carry out the work according to these details.

Reason:

To protect the environment and the area generally as set out in S29 of Westminster's City Plan (November 2016) and ENV 13 of our Unitary Development Plan that we adopted in January

2007.

- 19 You must not occupy the hotel until the fritted glazing shown on the approved drawings is installed. The fritted glazing must be retained and maintained in good order for the life of the development.

Reason:

To protect the privacy and environment of people in neighbouring properties. This is as set out in S29 and S32 of Westminster's City Plan (November 2016) and ENV 6 and ENV 13 of our Unitary Development Plan that we adopted in January 2007. (R21BC)

- 20 You must not use the areas of roof for sitting out or for any other purpose. You can however use the roof to escape in an emergency and for essential maintenance. (C21AA)

Reason:

To protect the privacy and environment of people in neighbouring properties, as set out in S29 of Westminster's City Plan (November 2016) and ENV 13 of our Unitary Development Plan that we adopted in January 2007. (R21AC)

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

Installation of a biodiverse roof at main roof level of the proposed building, including sections to show construction of base, substrate depth, species list, maintenance regime and works to accommodate the supporting structure within the proposed new roof structures and associated piping/irrigation etc.

You must not occupy the development until we have approved what you have sent us. You must then carry out the work according to these details and retain the biodiverse in perpetuity and in accordance with the maintenance regime.

Reason:

To protect and increase the biodiversity of the environment, as set out in S38 of Westminster's City Plan (November 2016) and ENV 17 of our Unitary Development Plan that we adopted in January 2007. (R43CB)

- 22 The development shall achieve a minimum BREEAM rating of 'Excellent' (New Construction 2014 or any such national measure of sustainability that replaces that scheme of the same standard).

A post construction certificate confirming this standard under BREEAM has been achieved must be issued by the Building Research Establishment, and submitted for approval by the Local Planning Authority within 3 months of completion on site.

Reason:

To make sure that the development affects the environment as little as possible, as set out in S28 or S40, or both, of Westminster's City Plan (November 2016). (R44BC)

- 23 Notwithstanding the submitted Energy Strategy and Sustainability Statement, you must apply to us for approval of a revised Energy Strategy and Sustainability Statement, in consultation with the Greater London Authority. You must not occupy the hotel until we have approved what you have sent us. You must carry out the works according to the approved details and thereafter retain and maintain in accordance with the details. (See informative 23 for what should be included in the revised Energy Strategy and Sustainability Statement).

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)

- 24 You must apply to us for approval of detailed drawings of the termination of the District Heating and/or CHP flue. You must not occupy the development until we have approved what you have sent us and you have carried out the work according to the approved details.

Reason:

To protect the environment of people in neighbouring properties as set out in S29 and S32 of Westminster's City Plan (November 2016) and ENV 6, ENV 7 and DES 5 of our Unitary Development Plan that we adopted in January 2007. (R14AC)

- 25 Notwithstanding the information submitted, you must apply to us for approval of details of the ventilation system to get rid of cooking smells, including details of how it will be built and how it will look. You must not undertake primary cooking (i.e. cook raw or fresh food on the premises) until we have approved what you have sent us and you have carried out the work according to the approved details.

Reason:

To protect the environment of people in neighbouring properties as set out in S29 and S32 of Westminster's City Plan (November 2016) and ENV 6, ENV 7 and DES 5 of our Unitary Development Plan that we adopted in January 2007. (R14AC)

- 26 You must not paint or apply vinyl films or obscure the window glass to the ground floor of the hotel or block it in any other way. The windows must be clear glazed and maintained as such.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both of our Unitary Development Plan that we adopted in January 2007. (R26AD)

- 27 The hotel windows and doors on the rear elevation facing King's Scholars' Passage must be fixed shut. You can however open them to escape in an emergency or to undertake essential maintenance.

Reason:

To protect the privacy and environment of people in neighbouring properties. This is as set out in S29 and S32 of Westminster's City Plan (November 2016) and ENV 6 and ENV 13 of our Unitary Development Plan that we adopted in January 2007. (R21BC)

- 28 At least 3 months prior to occupation you must apply to us for approval of a Taxi, Private Hire and Coach Management Strategy for the approved hotel use. You must not commence the hotel use until we in consultation with TfL have approved what you have sent us. Thereafter the hotel must be managed in accordance with the approved Taxi, Private Hire and Coach Management Strategy.

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)

- 29 Notwithstanding the submitted Flood Risk Assessment, you must apply to us for approval of a revised Flood Risk Assessment & Surface Water Drainage Strategy, in consultation with the Greater London Authority. You must not occupy the hotel until we have approved what you have sent us. You must carry out the works according to the approved details and thereafter retain and maintain in accordance with the details. (See informative 24 for what should be included in the revised Flood Risk Assessment & Surface Water Drainage Strategy).

Reason:

To utilise sustainable drainage systems (SUDS) and conserve and protect water supplies and resources as required by Policy 5.13 and Policy 5.15 of the London Plan 2016.

- 30 (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. (R50AB)

- 31 You must provide a minimum of 10% of the hotel bedrooms as wheelchair accessible.

Reason:

As required by Policy 4.5 of the London Plan 2016.

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

A revised roof plan with detailed layout demonstrating that the roof's potential for PV installation has been maximised.

You must not start on these parts of the work until we, in consultation with the Greater London Authority, have approved what you have sent us. You must then carry out the work according to the approved drawings.

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)

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, neighbourhood plan (where relevant), 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 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)

- 3 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.
- 4 The construction manager should keep residents and others informed about unavoidable disturbance such as noise, dust and extended working hours, and disruption of traffic. Site neighbours should be given clear information well in advance, preferably in writing, perhaps by issuing regular bulletins about site progress.
- 5 Under the Construction (Design and Management) Regulations 2007, clients, the CDM Coordinator, designers and contractors must plan, co-ordinate and manage health and safety throughout all stages of a building project. By law, designers must consider the following:
 - * Hazards to safety must be avoided if it is reasonably practicable to do so or the risks of the hazard arising be reduced to a safe level if avoidance is not possible;
 - * This not only relates to the building project itself but also to all aspects of the use of the completed building: any fixed workplaces (for example offices, shops, factories, schools etc) which are to be constructed must comply, in respect of their design and the materials used, with any requirements of the Workplace (Health, Safety and Welfare) Regulations 1992. At the design stage particular attention must be given to incorporate safe schemes for the methods of cleaning windows and for preventing falls during maintenance such as for any high level plant.

Preparing a health and safety file is an important part of the regulations. This is a record of information for the client or person using the building, and tells them about the risks that have to be managed during future maintenance, repairs or renovation. For more information, visit the Health and Safety Executive website at www.hse.gov.uk/risk/index.htm.

It is now possible for local authorities to prosecute any of the relevant parties with respect to non compliance with the CDM Regulations after the completion of a building project, particularly if such non compliance has resulted in a death or major injury.
- 6 Conditions 6 and 7 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)

- 7 You are advised to permanently mark the plant/ machinery hereby approved with the details of this permission (date of grant, registered number). This will assist in future monitoring of the equipment by the City Council if and when complaints are received.

- 8 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)

- 9 With reference to condition 5 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.

Your completed and signed Checklist A (for Level 1 and Level 2 developments) or B (for basements) and all relevant accompanying documents outlined in Checklist A or B must be submitted to the City Council's Environmental Sciences team (environmentalsciences2@westminster.gov.uk) and the checklist must be countersigned by them before you apply to the local planning authority to discharge the above condition. The full Site Environmental Management Plan (Levels 1 and 2) or Construction Management Plan (basements) must be submitted at least 40 days prior to commencement of works (which may include some pre-commencement works and demolition).

You are urged to give this your early attention as the relevant stages of demolition, earthworks/piling or construction cannot take place until the City Council as local planning authority has issued its written approval of each of the relevant parts, prior to each stage of commencement.

Where you change your plans after we have discharged the condition, you must re-apply and submit new details for consideration before you start work. Please note that where separate contractors are appointed for different phases of the project, you may apply to partially discharge the condition by clearly stating in your submission which phase of the works (i.e. (a) demolition, (b) excavation or (c) construction or a combination of these) the details relate to. However please note that the entire fee payable to the Environmental Sciences team must be paid on submission of the details relating to the relevant phase.

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.

- 10 Please contact our District Surveyors' Services to discuss how you can design for the inclusion of disabled people. Email: districtsurveyors@westminster.gov.uk. Phone 020 7641 7240 or 020 7641 7230. If you make a further planning application or a building regulations application which relates solely to providing access or facilities for people with disabilities, our normal planning and building control fees do not apply.

The Equality and Human Rights Commission has a range of publications to assist you, see www.equalityhumanrights.com. The Centre for Accessible Environment's 'Designing for Accessibility', 2004, price £22.50 is a useful guide, visit www.cae.org.uk.

If you are building new homes you must provide features which make them suitable for people with disabilities. For advice see www.habinteg.org.uk

It is your responsibility under the law to provide good access to your buildings. An appropriate and complete Access Statement as one of the documents on hand-over, will provide you and the end user with the basis of a defence should an access issue be raised under the Disability Discrimination Acts.

- 11 Please contact our Environmental Health Service (020 7641 2971) to register your food business and to make sure that all ventilation and other equipment will meet our standards. Under environmental health law we may ask you to carry out other work if your business causes noise, smells or other types of nuisance. (I06AA)
- 12 We recommend all hoteliers to join the Westminster Considerate Hoteliers scheme and to support the Considerate Hoteliers Environmental Charter. This aims to promote good environmental practice in developing and managing hotels. For more information, please contact:

John Firrell MHCIMA
Secretary - Considerate Hoteliers Association
C/o Wheelwright's Cottage
Litton Cheney
Dorset DT2 9AR

E-mail: info@consideratehoteliers.com
Phone: 01308 482313

(I76AA)

- 13 Any structure or awning over the footway (highway) must maintain 2.6 metres vertical clearance

from the footway surface at all times and not extend closer than 1 metre to the kerb edge.

- 14 No development should occur between the footway and a depth of 900mm. This is to ensure sufficient space remains for utilities and in accordance with TRANS19.
- 15 The applicant will need technical approval for the works to the highway (supporting structure) prior to commencement of development. The applicant should contact Andy Foster (afoster1@westminster.gov.uk) in Westminster Highways Infrastructure and Public Realm to progress the applicant for works to the highway.
- 16 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. For further information on how to make an application and to read our guidelines on street naming and numbering, please visit our website: <https://www.westminster.gov.uk/street-naming-numbering> (I54AB)
- 17 The development will result in changes to road access points. Any new threshold levels in the building must be suitable for the levels of neighbouring roads. If you do not plan to make changes to the road and pavement you need to send us a drawing to show the threshold and existing road levels at each access point.

If you need to change the level of the road, you must apply to our Highways section at least eight weeks before you start work. You will need to provide survey drawings showing the existing and new levels of the road between the carriageway and the development. You will have to pay all administration, design, supervision and other costs. We will carry out any work which affects the road. For more advice, please phone 020 7641 2642. (I69AA)
- 18 Please contact our Cleansing section on 020 7641 7962 about your arrangements for storing and collecting waste. (I08AA)
- 19 You must include the following information in the Servicing Management Plan:
 - hours of servicing
 - the full delivery process
 - internal storage locations
 - scheduling of deliveries
 - staffing arrangements for deliveries.
- 20 You must include the following information in the Operational Management Plan:
 - arrangements for managing the potential of noise and disturbance from any food and beverage area affecting neighbouring properties;

- arrangements for managing the potential of noise and disturbance from hotel guests congregating, arriving and leaving the building;
- arrangements for smoking for staff and guests;
- arrangements for dealing with waste bottles;
- taxi management and private vehicle hire process for arrivals and departures;
- clear process for managing coach party arrivals and departures including how the transfer of guests from the identified coach drop-off/collection locations will be managed;
- measures to ensure that coaches do not park on Strutton Ground or Victoria Street
- clear process on providing information to guests on how to reach the site via public transport and how this will be prioritised on line and with booking information and confirmation details.

- 21 You are advised to make an application for chimney height approval in connection with the CHP, under the Clean Air Act 1993. Please contact environmentalsciences2@westminster.gov.uk for further advice about this.
- 22 You are advised that any proposed signage may require advertisement consent.
- 23 With regard to Condition 23, the revised Energy Strategy and Sustainability Statement should include an update on the feasibility of connecting to the Pimlico District Heating Undertaking (PDHU) and provide further clarification with regard to the site-wide energy network, heating and renewable energy.
- 24 With regard to Condition 29, the revised Flood Risk Assessment & Surface Water Drainage Strategy should reflect greenfield run off rate and additional attenuation storage volume calculations and provide further information with regard to SuDs maintenance.
- 25 You are advised to consult with Thames Water on the development in order to help minimise the potential risk to their network. Please contact:

Thames Water Utilities Ltd
Development Planning
Maple Lodge STW
Denham Way
Rickmansworth
Hertfordshire
WD3 9SQ
Tel: 01923 898072
Email: Devcon.Team@thameswater.co.uk