

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 24 April 2018	Classification For General Release	
Report of Director of Planning		Ward(s) involved Warwick	
Subject of Report	1 Neathouse Place, London, SW1V 1LH,		
Proposal	Demolition and reconstruction of Nos. 27-31 and 39-40 Wilton Road to form an extended Building at 1 Neathouse Place for use as two hotels (Class C1), restaurant with ancillary bar (class A3) and coffee shop (Class A1); external alterations to Wilton Road and Vauxhall Bridge Road elevations; creation of rooftop plant well and installation of new and replacement plant.		
Agent	DP9		
On behalf of	Sackville UKPEC8 Victoria Nominee 1 Limited and Sackville UKPEC8 Victoria Nominee 2 Limited and Whitbread Plc		
Registered Number	17/10921/FULL	Date amended/ completed	12 December 2017
Date Application Received	8 December 2017		
Historic Building Grade	Unlisted		
Conservation Area	outside		

1. RECOMMENDATION

1. Grant conditional permission, subject to the views of the Mayor and the completion of a S106 legal agreement to secure:

- Employment and Training Strategy for the construction phase and operational phase of the development;
- Financial contribution of £18,000 towards Legible London wayfinding signage, £200,000 towards Cycle Hire station and £230,000 towards Subway Decommissioning.
- Crossrail payment
- Monitoring costs.

2. If the agreement has not been completed within six weeks of the date of the Committee resolution then:

a) The Director of Planning shall consider whether the permission can be issued with additional conditions attached to secure the benefits listed above. If this is possible and appropriate the Director of Planning is authorised to determine and issue such a decision under Delegated Powers.

b) The Director of Planning shall consider whether permission should be refused on the grounds that it has not proved possible to complete an agreement within the appropriate timescale, and that the

proposals are unacceptable in the absence of the benefits that would have been secured; if so, the Director of Planning is authorised to determine the application and agree appropriate reasons for refusal under Delegated Powers.

2. SUMMARY

One Neathouse Place is an office building with retail along the Wilton Road frontage. Planning permission is sought to provide two hotels, a 533-bedroom Premier Inn and 183-bedroom Hub by Premier Inn hotel and a restaurant and retail unit at ground floor level. The application includes the replacement of the buildings to the Wilton Road frontage, to provide extensions to 1 Neathouse Place twelve stories in height to reflect the height of adjacent buildings.

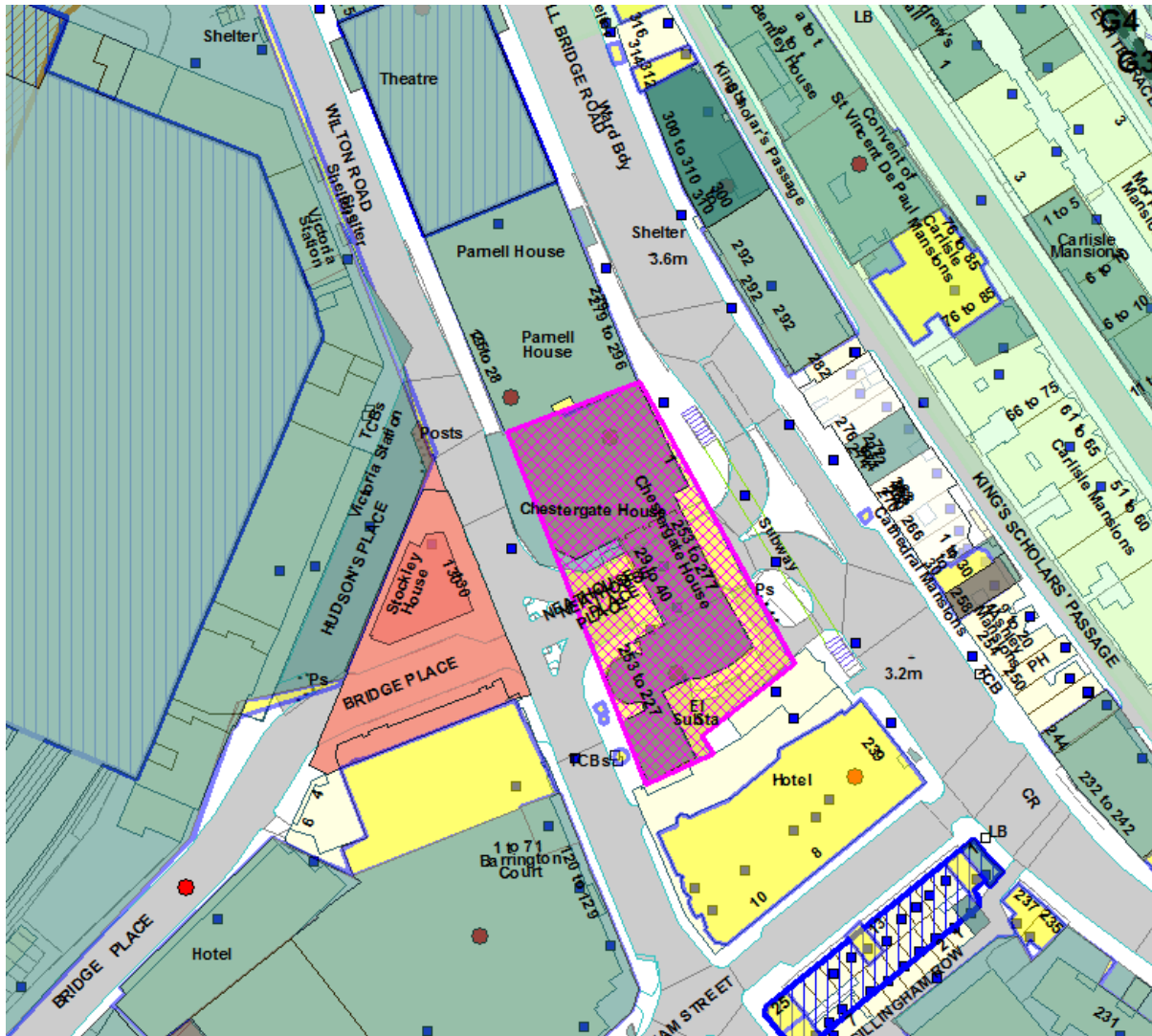
The key issues for consideration are:

- The impact of the proposed works on the character and appearance of the existing building and surrounding 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 proposed hotel use is considered acceptable in design, conservation, land use, amenity and highway terms in accordance with the City Plan and Unitary Development Plan (UDP) policies.

The application is referable under the Greater London Authority Act 1999 and the mayor has 14 days from the date of the Sub-Committees resolution to exercise his right to direct refusal.

3. LOCATION PLAN



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4. PHOTOGRAPHS

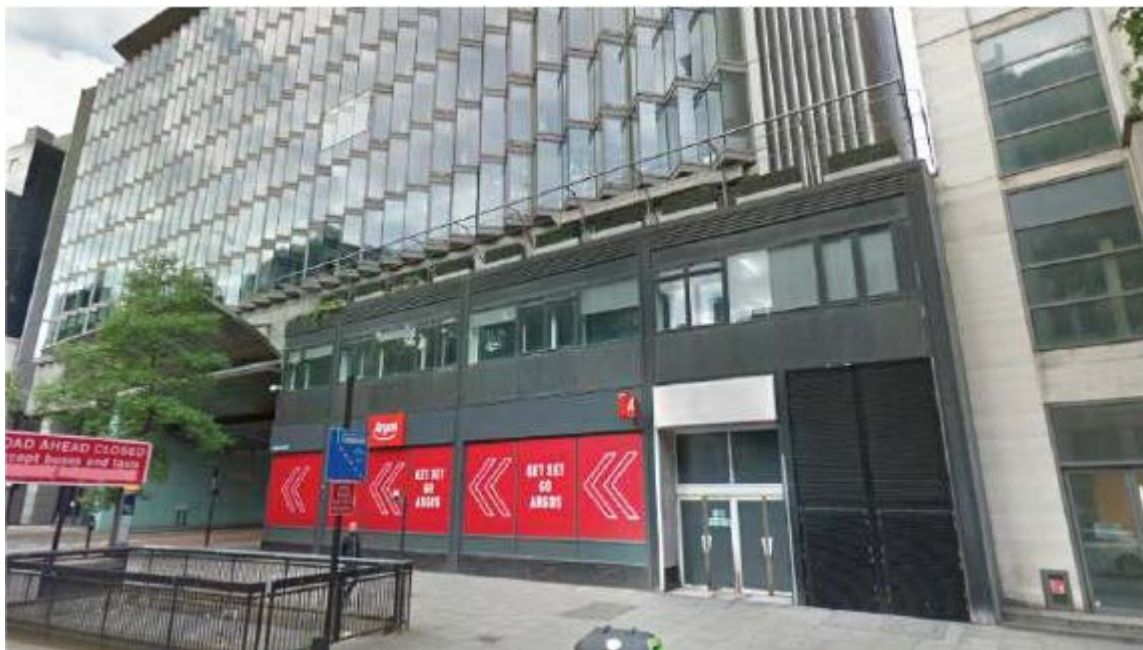


Wilton Road frontage





Vauhall Bridge Road frontage



5. CONSULTATIONS

GREATER LONDON AUTHORITY

- The redevelopment of the site to provide a 716-bed hotel is compliant with London Plan policy.
- The design is of good quality and will not harm the significance of the Westminster Cathedral, Pimlico or Grosvenor Conservation Areas.
- The carbon dioxide savings exceed the target set out in the London Plan, however, further information and clarifications are required.
- The proposed car free development is welcomed, but issues relating to blue badge parking, coach parking, service access and public realm require further discussion. A contribution to public realm improvements should be secured through s.106 agreement.

TRANSPORT FOR LONDON

- Vauxhall Bridge Road, Neathouse Place (continuing to Bridge Place) and Wilton Road to the north of Neathouse Place are all part of the Transport for London Road Network.
- An 8.3m long rigid delivery vehicle will be able to enter into the servicing area without the loss of footway.
- The applicant has offered funding to allow the decommissioning of the disused pedestrian subway and for a new cycle hire docking station which is welcomed. A contribution should also be sought towards Legible London Wayfinding in the area.
- Cycle parking is largely acceptable.
- The removal of existing car parking is acceptable. Two accessible spaces are proposed within the servicing ramp area which is likely to be sufficient.
- Revised coach arrangements and draft travel plan are acceptable.
- A construction logistics and traffic management plan should be secured.

WESTMINSTER SOCIETY

Any response to be reported verbally.

VICTORIA NEIGHBOURHOOD FORUM

It is undesirable to lose the substantial area of office space from the Victoria Opportunity Area. The area is already well served with hotel accommodation, in particular with middle and lower market range units like that proposed. Question the scope of the consultation.

VICTORIA BID

Any response to be reported verbally.

ENVIRONMENT AGENCY

Any response to be reported verbally.

ENVIRONMENTAL HEALTH

Any response to be reported verbally.

HIGHWAYS PLANNING MANAGER

The area is very well served by public transport. No car parking is proposed with the exception of two disabled spaces which is acceptable. The property has a fairly extensive off-street servicing area and should be capable of being served without the need to stop on the highway. A Servicing Management Plan and Operational Management Plan should be secured by condition. Long-stay cycle parking is in accordance with London Plan policy.

CLEANSING

No objection subject to conditions. The storage arrangements for waste and recycling are in line with the Council's requirements.

BUILDING CONTROL

Any response to be reported verbally

DESIGNING OUT CRIME

Any response to be reported verbally

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 279

No. of objections: 3

Design

- Retaining the existing structures is the best attribute to the project.

Land use

- Victoria is already well served by hotels of the low to medium level already.
- Victoria needs amenities for residents not visitors.
- Street level interaction will not be improved upon. More retail and mixed use options should be considered.

Amenity

- The proposal will result in a loss of light and overlooking to flats in Barrington Court, 124 Wilton Road.
- Loss of views.
- Increased noise from hotel guests and deliveries.

Other

- Noise and disturbance during construction.
- Loss of jobs from the loss of office use.

PRESS ADVERTISEMENT / SITE NOTICE: Yes

6. BACKGROUND INFORMATION

6.1 The Application Site

One Neathouse Place was constructed between 1959-1962 for office use and was refurbished in the mid-1990s. It comprises 11 storeys plus basement with Vauxhall Bridge Road to the east and Wilton Road to the west. The building spans Neathouse Place, a vehicular and pedestrian route below. The building is in office use (class B1) and is currently vacant.

27-31 Wilton Road is a 3 storey building with retail (Argos) at basement and ground floor level. On the south side of Neathouse Place is a glazed circular office entrance (entrance drum) and 39-40 Wilton Road which comprises two small retail units at basement and ground floor level. The basement is shared by 1 Neathouse Place. Vehicular access to the basement is made via a ramp off Vauxhall Bridge Road and all elements of the building are serviced from here.

The site is not located within a Conservation Area and the buildings are not listed. The site falls within the Core Central Activities Zone (CAZ) and the Victoria Opportunity Area.

The roads surrounding the site, Vauxhall Bridge Road, Neathouse Place and Wilton Road, north of Neathouse Place, are part of the Transport for London road network, while Westminster City Council are the highway Authority for Wilton Road, south of Neathouse Place.

6.2 Recent Relevant History

The existing building underwent a significant refurbishment programme pursuant to a planning permission dated 13 July 1995, with alterations during construction formalised through a subsequent planning permission dated 19 March 1996.

Planning permission was granted for the erection of a glazed pavilion on the existing roof terrace at third floor level to create additional floorspace for the existing staff cafe at third floor level in November 2011.

Other minor applications have been granted for plant and advertisement consent for signage.

7. THE PROPOSAL

Planning permission is sought for the demolition and reconstruction of the building's two Wilton Road 'wings' either side of Neathouse Place (Nos. 27-31 and 39-40 Wilton Road) comprising ground and eleven upper floors to form an extended Building at 1 Neathouse Place. The building will provide two hotels (Class C1) (716 hotel bedrooms in total), and a restaurant with ancillary bar (Class A3) and retail unit (Class A1) at ground floor level.

The application includes external alterations to the retained buildings elevations on Wilton Road and Vauxhall Bridge Road and the creation of a rooftop plant well to house new and replacement plant. A common servicing access is proposed from Vauxhall Bridge Road.

The application has been submitted on behalf of Whitbread PLC who propose two separate hotels, a standard Premier Inn comprising 533 rooms and a more compact 'hub by Premier Inn' comprising 183 rooms. The 'Hub by Premier Inn' concept is to provide compact, city centre hotels which offer good value for money and appeal to customers who value price, location and design over space.

8. DETAILED CONSIDERATIONS

8.1 Land Use

The existing and proposed land uses can be summarised as follows.

	Existing GIA (sqm)	Proposed GIA (sqm)
Office (class B1)	14,206	0
Hotel (class C1)	0	23,460
Retail (class A1)	2,373	188
Restaurant Class A3)	0	668
Total	16,579	24,350

(Applicants calculations)

Loss of office use

The site lies within the core CAZ and the Victoria Opportunity Area. The existing offices are currently vacant. The proposal will result in the loss of 14,206sqm of office floorspace. Policy S20 of Westminster's City Plan (November 2016) relates to offices and seeks to restrict the loss of office space to housing, however, the loss of offices to other commercial uses is acceptable. The proposal is therefore in accordance with this policy.

Increase in commercial floorspace

Policy S1 of the City Plan relates to mixed uses in the CAZ. It encourages development which promotes Westminster's World City functions, manages its heritage and environment and supports its living, working and visiting population. Within the CAZ, a mix of uses consistent with supporting its vitality, function and character will be promoted. The policy requires an element of residential floorspace to be provided on developments where additional B1 office floorspace of a certain scale is proposed. There is no policy requirement for residential floorspace to be provided where increases in hotel floorspace are proposed.

Hotel use

Policy S23 of the City Plan and TACE 2 of the UDP relate to new hotels. Policy S23 states that new hotels will be directed to the Victoria Opportunity Area and Core CAZ. Policy TACE 2 states that within the CAZ, in streets that do not have a predominantly

residential character, planning permission will be granted for new hotels where no environmental and traffic effects would be generated and adequate on-site facilities are incorporated within developments proposing significant amounts of new visitor accommodation, including spaces for the setting down and picking up of visitors by coaches and taxis serving the hotel.

The Premier Inn will comprise 533 rooms split between a range of sizes and types (doubles, triples, quads and accessible rooms). The entrance will be on Wilton Road on the corner with Neathouse Place (south side), with a secondary access from Vauxhall Bridge Road. The Premier Inn rooms are arranged between first and eleventh floor, with an ancillary breakfast area in the basement, shared with the Hub by Premier Inn guests.

The Hub by Premier Inn will comprise 183 rooms located between basement and third floor level. The concept is to provide affordable, high quality accommodation and achieve a feeling of comfort within a limited floor area. The hotel bedrooms are of a compact size with approximately half of rooms without windows. The hub entrance will be on Wilton Road to the north of Neathouse Place.

The hotel reception areas will be staffed 24 hours a day and provide natural surveillance to this part of Wilton Road. An ancillary restaurant of approximately 805sqm (GIA) is proposed at basement level and will provide breakfast for the guests of both hotels. A separate restaurant (Class A3) is proposed at ground floor level which is considered below. No other facilities such as a spa/gym, meeting rooms or conference facilities are proposed.

The hotels of the scale proposed are considered appropriate in this central area of Westminster, close to many of London's top tourist attractions and with excellent access to public transport. The primary function of the hotels 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. It is recommended that an operational management plan and a servicing management plan be secured by condition to ensure that the proposed hotels will not have a significant effect on residential amenity or local environmental quality.

Concern has been raised regarding the cumulative impact of hotel developments within the area. Whilst there is an established hotel next door (Park Plaza), and other hotels nearby, 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 Victoria Opportunity Area would be appropriate for a new hotel use.

The servicing and highways implications of the development are detailed in section 7.4 of this report.

Retail and restaurant floorspace

Policy S4 relates to the Victoria Opportunity Area and aims to provide a mix of uses on all development sites including active frontages at ground floor level.

Policy S6 of the City Plan and SS4 of the UDP encourage new retail floorspace in the core CAZ. Policy SS4 states that development schemes should provide at least the same amount of retail floorspace as was there before.

Policy TACE 10 of the UDP relates to restaurant uses within the core CAZ with a gross floorspace over 500sqm² which will only be permissible in exceptional circumstances. Policy S24 of the City Plan relates to new entertainment uses and states that they will need to demonstrate that they are appropriate in terms of the type and size of use, scale of activity, relationship to any existing concentrations of entertainment uses and any cumulative impacts and that they do not adversely impact on residential amenity, health and safety, local environmental quality and the character and function of the area. New large scale late-night entertainment uses of over 500sqm will not generally be appropriate.

A restaurant with ancillary bar (class A3) is proposed at ground floor level measuring approximately 668sqm (GIA) for use by hotel guests and visiting members of the public. The entrance is on Wilton Road, to the north side of Neathouse Place. The opening hours proposed are between 6:30am to 12 midnight.

The restaurant will be under the same management as the hotel (Whitbread PLC) and will be governed by the same operational standards. Given the location of hotel bedrooms directly above and below, it will be in the interests of the hotel to ensure that the restaurant is properly managed. On this basis and given the busy location, in close proximity to Victoria Station, the size of the restaurant proposed is considered acceptable in this instance, subject to conditions to secure an Operational Management Plan and controlling opening hours (as outlined above).

A Costa Coffee (class A1)(188sqm) serving coffee, cold food and drinks is proposed at ground floor level fronting Wilton Place, on the south side of Neathouse Place, where the existing retail units are currently located which is welcomed.

The proposal will result in a significant loss of retail floorspace (a reduction of 2,185sqm). However, the existing retail unit at 27-31 Wilton Road, on the north side of Neathouse Place (Argos) is heavily biased towards back of house space (1,829sqm), given the Argos business model with a relatively small front of house/retail sales area (352sqm) and dead frontage to Neathouse Place and Vauxhall Bridge Road.

Whilst the loss of retail floorspace is highly regrettable, the provision of the restaurant (class A3) and café (class A1) will provide a service for visiting members of the public and will result in a greater level of active frontages to Wilton Road, Neathouse Place and Vauxhall Bridge Road. It is not therefore considered that a refusal on the ground of loss of retail floorspace could be sustained.

8.2 Townscape and Design

The site is not in a conservation area and has no impact on the setting of adjacent conservation areas. There are nearby listed buildings at Victoria Station and the Apollo Theatre but the application site does not impact on these in any meaningful way and is not seen in any key views that could be considered to affect their setting. The building

currently on the site was built between 1959 and 1962 and refurbished in 1994-97. It is a modern, contemporary office design with large areas of curtain wall glazing. The large block to Vauxhall Bridge Road is topped by a cylindrical roof addition and has a façade of angled glazing. This is the more successful part of the building design. The lower elements to Wilton Road relate poorly to the surrounding context and the main building block. They have large areas of blank ground floor frontages and contribute little to the surrounding townscape.

The proposal is to remove the buildings to the Wilton Road façade and replace them with taller built forms that reflect the height of adjacent buildings. The top three floors are set back to reflect the massing of the adjacent Parnell House. While this element of the scheme is considerably higher than the existing buildings, it is considered that these buildings are incongruous within the existing scale of streetscene and that there is no harm to the surrounding townscape by virtue of the increased scale of this part of the scheme. The increased scale would strengthen the contribution of this part of the site to Wilton Road and help to maximize the efficient use of urban land. The alterations to the Vauxhall Bridge Road façade are minimal and will have no discernible effect on the appearance of the building. The creation of an active ground floor frontage to Vauxhall Bridge Road is welcomed.

The new buildings to Wilton Road are designed as masonry-framed elements with strong vertical emphasis from the full height masonry columns and a secondary detailing of applied metal framework. This helps to accommodate the repetition of hotel rooms behind within a well-ordered façade and reflects the scale of other buildings in the street. The double height base provides a strong visual anchor and the top three floors are set back establishing a traditional, base, middle and top arrangement to the building form. The top floors are more heavily glazed than would normally be allowed, but given the setback of this element behind the street frontage and between the large buildings to either side, the visibility of this part of the scheme is limited. It should also be borne in mind that the existing building is heavily glazed at all levels and there is an overall reduction in the amount of glazing to the Wilton Road façade.

In summary, it is considered that the loss of the Wilton Road buildings and their replacement with the proposed new build elements will be an improvement to the overall townscape of this part of the City.

8.3 Residential Amenity

Policy S29 of the City Plan and ENV 13 of the UDP aim to protect the amenity of residents from the effects of development. Policy ENV13 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.

The City Council generally has regard to the standards for daylight and sunlight as set out in the Building Research Establishment (BRE) 'Site Layout Planning for Daylight and Sunlight' (as revised 2011). The applicant has submitted a sunlight and daylight report using the methodology set out in the BRE guidelines in relation to the nearest, most affected residential properties at Barrington Court, 124 Wilton Road; 248, 250, 254

(Ashley Mansions), 258-266 (Catherine Mansions), 278, 280 and 282 Vauxhall Bridge Road. The report also assesses the impact on the consented residential development scheme at Stockley House.

The recommendation in the BRE guide is that a window may be affected if the vertical sky component (VSC) measured at the centre of the window is less than 27% with reductions of over 20% of existing daylight (VSC) levels likely to be noticeable. In respect of sunlight, the BRE guide suggests that a dwelling will appear reasonably well sunlit provided that at least one main window wall faces within 90% of due south and it receives at least a quarter of annual probable sunlight hours (APSH), including 5% of APSH during the winter months. As with the tests for daylighting, the guidance recommends that any reduction below this level should be kept to a minimum; if a window will not receive the amount of sunlight suggested, and the available sunlight hours is less than 0.8 times their former value, either over the whole year or just in winter months, then the occupants of the existing building will notice the loss of sunlight.

The report confirms that the proposed development will comply with BRE guidelines in relation to all residential properties on Vauxhall Bridge Road and there will be no material loss of sunlight or daylight to these properties.

Of the 122 rooms tested within Barrington Court, 124 Wilton Road, the daylight assessment shows that 9 rooms at first to fourth floor level will experience some transgressions outside the BRE guidelines with losses of VSC between 20.25% and 27.25%. Four affected rooms contain open plan living room and kitchens with the remaining five serving bedrooms, the latter of which are not considered to be main habitable rooms. The retained levels of VSC to the living/dining rooms (10.34-15.37%) are not uncommon in a close urban environment and it is not considered that a refusal on the grounds of loss of daylight to these properties could be sustained.

In terms of sunlight, the windows within Barrington Court (which face the Neathouse Place site) are not within 90% of due south and thus will not be affected by the proposed scheme.

The applicant has also assessed the impact of the development on the consented development at Stockley House which includes 110 flats. The Average Daylight Factor (ADF) and Annual Probably Sunlight Hours (APSH) tests have been carried out with respect to this consented building. ADF advises on a minimum standard of internal illuminance for habitable rooms in new developments. BRE guidance advises that the minimum standards of internal daylight that should be achieved are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

The results of the ADF assessment indicate a compliance rate of 92% (121 out of 132 rooms tested). The eleven rooms which do not meet the BRE standards will not comply in the current condition before the 1 Neathouse Place development. The actual changes in light created by the Neathouse Place development are therefore considered minor. In respect of sunlight, the affected residential windows in Stockley House serve six open plan living room/kitchens at first to sixth floor level. These windows have recessed balconies/overhangs which restrict the potential for light reaching the windows and would not meet BRE guidelines in the current situation.

Due to the dense urban nature of Westminster, many residential properties fall well below the standards set out in BRE guidelines, and it is not uncommon for new developments to fall below the standard. It is not considered that the proposed development at Neathouse Place would compromise a future residential development from taking place on the site of Stockley House, and the proposal is considered acceptable in amenity terms.

Privacy

The proposed building will remain on the existing building line, albeit with increases in height, and will maintain a streets width of approximately 20m from the residential windows on the opposite side of Wilton Road. It is not therefore considered that the proposal will result in any significant overlooking/loss of privacy to surrounding buildings.

Plant

Plant is proposed at basement, ground, first, second and main roof level within the roof structure. Conditions are recommended to secure full details and a supplementary acoustic report when plant has been selected, location and hours finalised, and the attenuation measures are available to confirm compliance with the Council's standard noise condition.

An amending condition is recommended requiring full height kitchen extraction ductwork for the restaurant uses up to main roof level to ensure the effective dispersal of cooking smells.

The application is therefore considered acceptable in amenity terms in accordance with policies C29, C32, of the City Plan and ENV13, ENV6 and ENV7 of the UDP.

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.

The existing building contains 42 car parking spaces at basement level for the offices which are to be removed. Two disabled parking spaces are proposed which are welcomed. 40 cycle parking spaces are proposed at basement level which is in line with London Plan policy.

Policy S42 of the City Plan and TRANS20 of the UDP require adequate off-street servicing. All servicing, deliveries and refuse collection will take place on-site within a dedicated servicing area at the base of the access ramp from Vauxhall Bridge Road. A turning area is proposed at ground floor level, which will enable vehicles to leave the site in forward gear. The applicant has stated that all service vehicular manoeuvring will be overseen by a banksman. It is recommended that a delivery and servicing management plan be secured by condition.

The applicant has submitted a Coach and Taxi Management Plan which sets out their procedures for dealing with coach bookings to ensure they are managed effectively and drivers are aware of the process. All coach related enquiries will be directed to a

specialist team who deals with their booking and ensures that there is a maximum of one coach party booking on any given day. There are three coach drop off points within 150m of the site and coach parking facilities at Greenline Bus Station on Bullied Way, approximately 350m for the site and Victoria Coach Station (with prior arrangement). It is recommended that the coach and taxi management plan be secured by condition.

8.5 Economic Considerations

The economic benefits of the development are welcomed.

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. All public entrances into the building for the hotels, restaurant and retail uses 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.

8.7 Other UDP/Westminster Policy Considerations

Sustainability

The applicant has submitted an Energy Strategy and Pre BREEAM assessment in support of their application. The building will achieve a 37.4% improvement in carbon emissions based on the current Building Regulations (2013) through the use of energy efficiency measures, air source heat pumps for space heating and cooling and combined heat and power for the generation of hot water. A BREEAM excellent rating is targeted.

Refuse /Recycling

The waste store is located at basement level. The Cleansing Manager is satisfied with the refuse and recycling storage arrangements proposed.

Other

A Flood Risk Assessment and Drainage Strategy has been submitted in support of the application. The flood risk assessment sets out appropriate flood resilience and flood evacuation procedures and measures including an internal stair from basement to upper floors to allow evacuation and refuge to upper floors.

A blue roof is proposed on the roof of the extended part of the building to reduce surface water runoff and discharge rates.

8.8 London Plan

The application is referable to the Mayor. The Stage 1 report is included as a background paper.

8.9 National Policy/Guidance Considerations

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

8.10 Planning Obligations

The draft 'Heads' of agreement are proposed to cover the following issues:

- Employment and Training Strategy for the construction phase and operational phase of the development;
- Financial contribution of £18,000 towards Legible London wayfinding signage, £200,000 towards Cycle Hire station and £230,000 towards Subway Decommissioning as requested by TFL.
- Crossrail payment
- Monitoring costs.

The estimated CIL payment is £2,340,436.22 (£1,795,072.32 Westminster CIL and £545,363.90 Mayor's CIL).

8.11 Environmental Impact Assessment

An Environmental Impact Assessment is not required. Sustainability issues are covered in section 8.7 above.

8.12 Other Issues

A condition is recommended to ensure that the development complies with the City Council's Code of Construction Practice (COCP) which will require the developer to provide a Site Environmental Management Plan (SEMP) 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.

The key issues to address in the COCP are; liaison with the public; general requirements; SEMPs; construction management plans; employment and skills; traffic and highways; noise and vibration; dust and air quality; waste management; waste pollution and flood control and any other issues.

9. BACKGROUND PAPERS

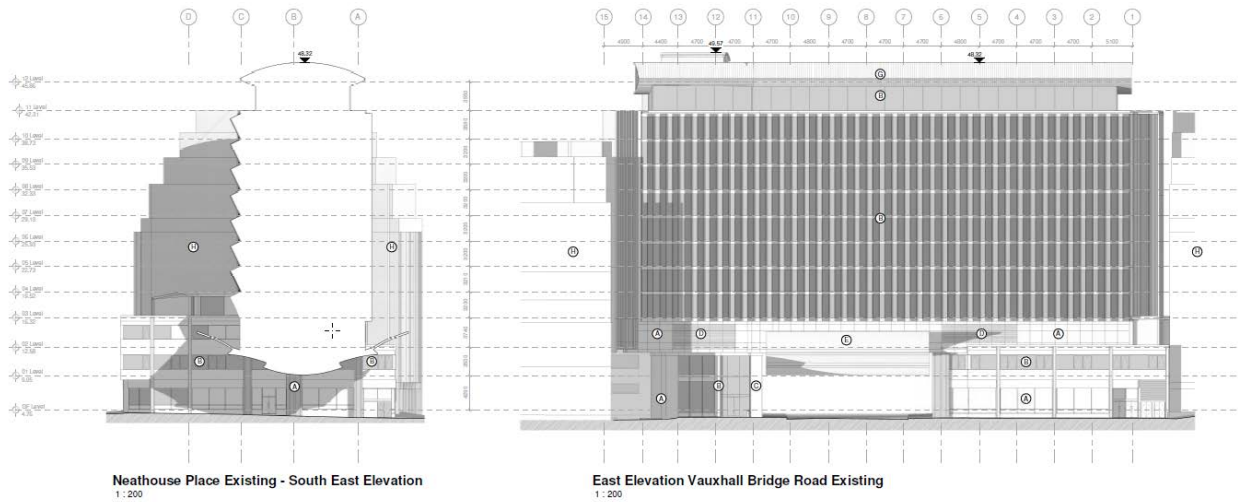
1. Application form.
2. Response from Greater London Authority, dated 19 March 2018.
3. Response from Transport for London, dated 17 January and 19 March 2018.
4. Memorandum from Highways Planning Manager dated 3 April 2018.

5. Memorandum from Cleansing dated 5 January 2018 and 12 April 2018.
6. Letter from Victoria Neighbourhood Forum dated 24 January 2018 and 20 February 2018
7. Letter from occupier of 28 Cathedral Mansions, London, dated 10 January 2018.
8. Letter from occupier of 63 Barrington Court, 124 Wilton Road, dated 22 December 2017.
9. Letter from occupier, 103a Ashley Gardens, Thirleby Road, dated 28 March 2018.

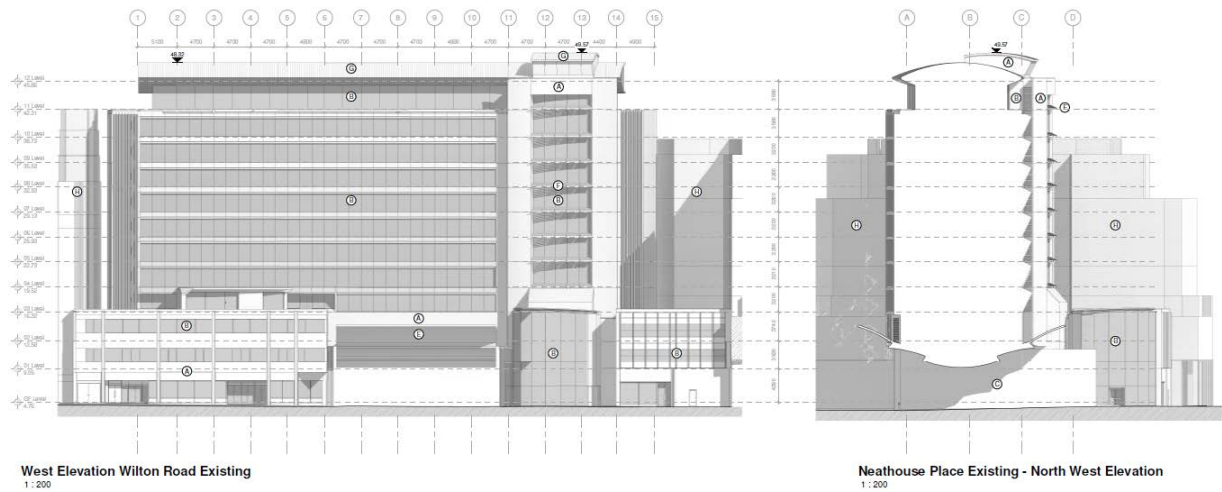
(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

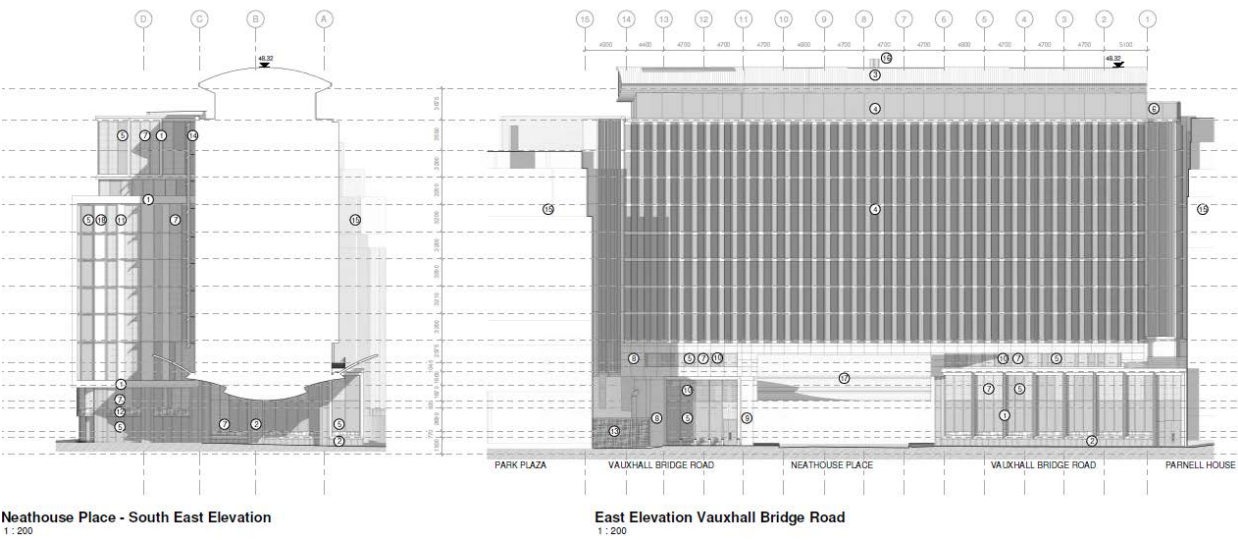
IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: **DAVID DORWARD** BY EMAIL AT ddorward@westminster.gov.uk.

10. KEY DRAWINGS

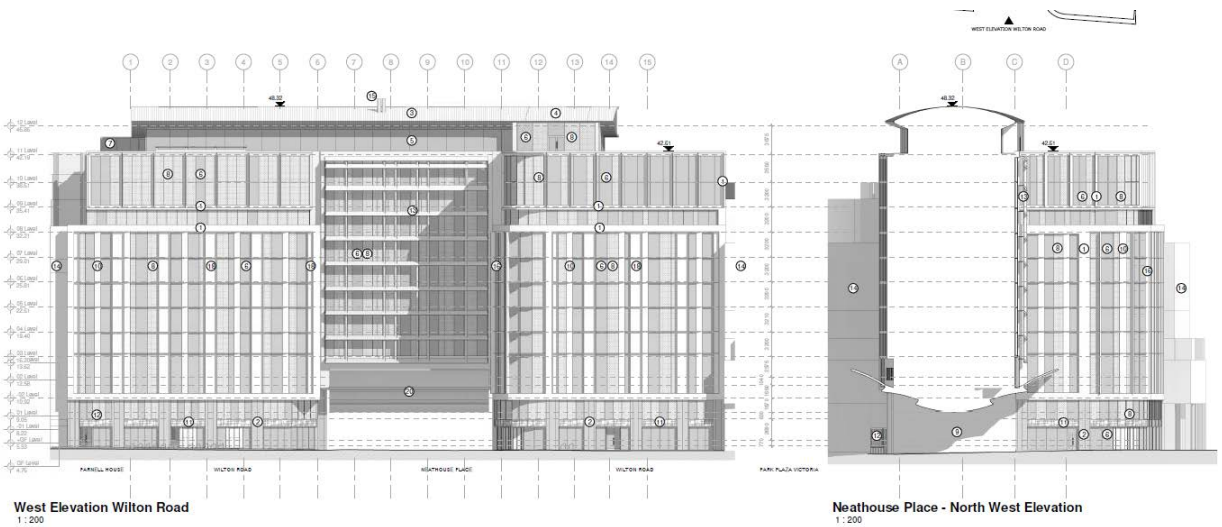


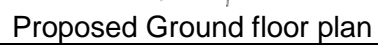
Existing elevations

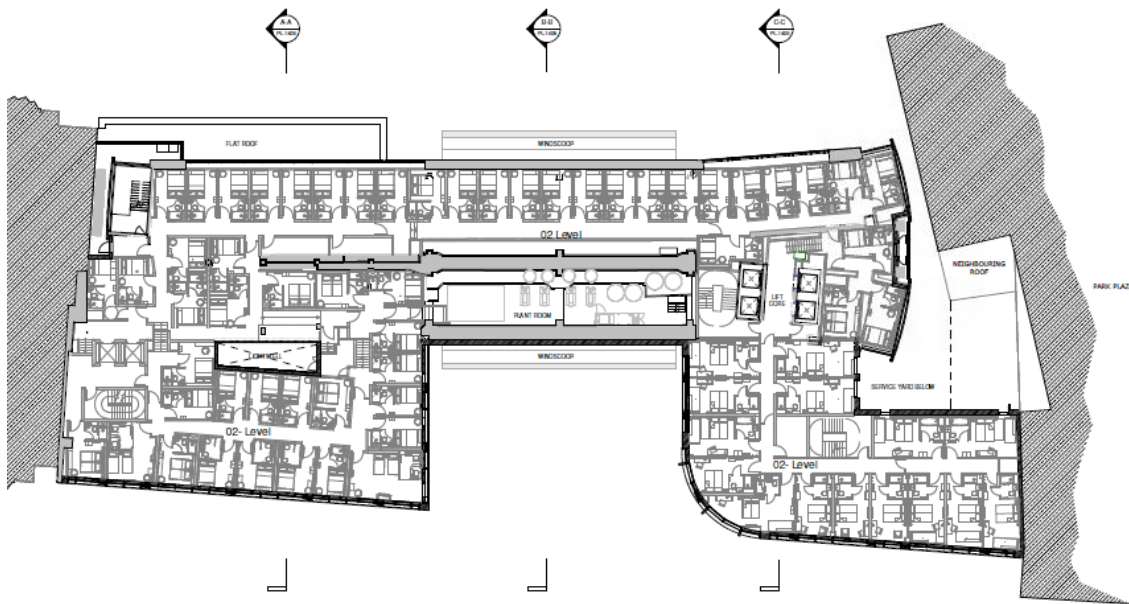




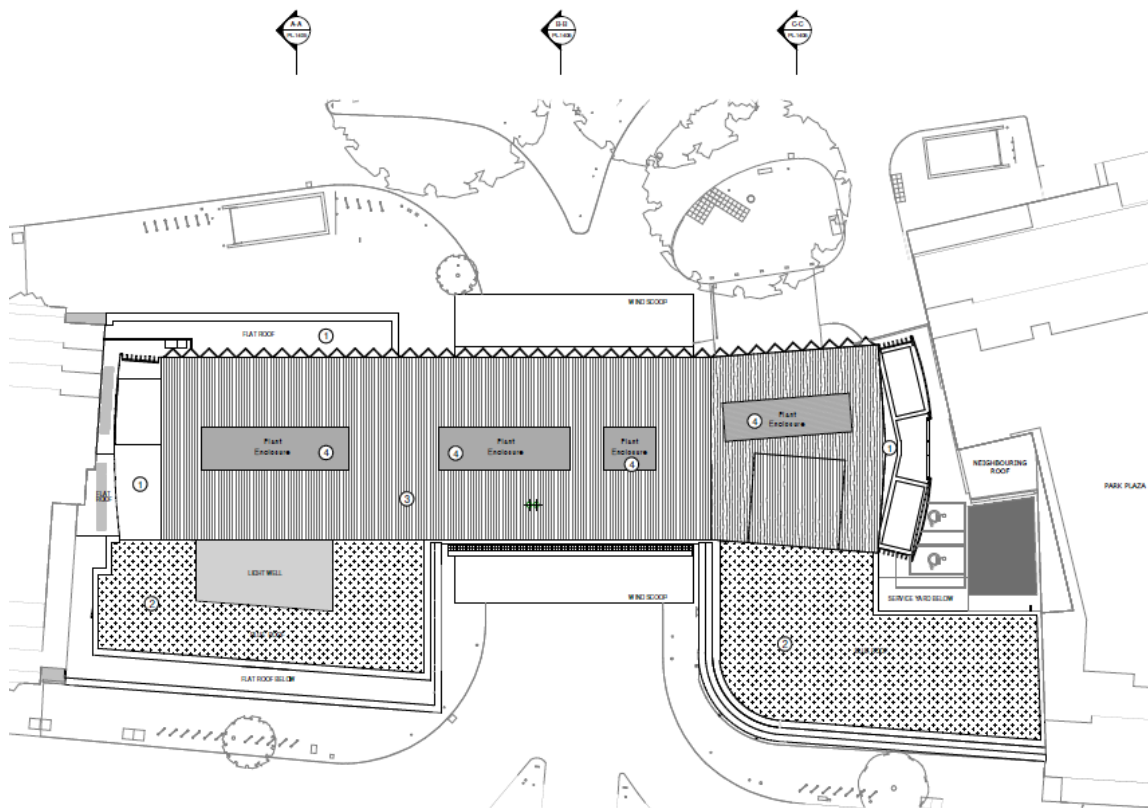
Proposed elevations







Typical proposed floorplan (second floor)



Proposed roofplan



Wilton Road elevation.





Vauhall Bridge Road

DRAFT DECISION LETTER

Address: 1 Neathouse Place, London, SW1V 1LH,

Proposal: Demolition and reconstruction of Nos. 27-31 and 39-40 Wilton Road to form an extended Building at 1 Neathouse Place for use as two hotels (Class C1), restaurant with ancillary bar (class A3) and coffee shop (Class A1); external alterations to Wilton Road and Vauxhall Bridge Road elevations; creation of rooftop plant well and installation of new and replacement plant.

Reference: 17/10921/FULL

Plan Nos: 16.597.PL.1200, 1201, 1202, 1205/A, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1350/A, 1351/A, 1352/A, 1353/A, 1354/A, 1355/A, 1356/A, 1357/A, 1358/A, 1359/A, 1360/A, 1361/A, 1362/A, 1363/A, 1364/A, 1365/A, 1400, 1405, 1500, 1501, 1502, 1505/A, 1506, 1507/A; 4329-135/A; 2016/3368/010 dated April 2018; Planning Statement dated November 2017; Design and Access Statement (inc. Townscape, Visual Impact & Heritage Assessment, and Sustainability Statement) dated 30 November 2017; Transport Statement dated November 2017; Transport Statement Addendum dated February 2018; Travel Plan dated 23 February 2018; Delivery and Servicing Management Plan dated November 2017; Coach and Taxi Management Plan dated November 2017; Energy Strategy & BREEAM Pre-Assessment dated November 2017; Daylight and Sunlight Assessment dated November 2017; Noise Impact Assessment dated November 2017; Air Quality Assessment dated January 2018; Utilities Summary dated November 2017; Flood Risk Assessment & Drainage Strategy dated November 2017; Supplementary Statement on Flood Risk and Surface Water dated 5 April 2018; Draft Demolition & Construction Management Plan dated November 2017 (for information only); and Structural Methodology dated November 2017 (for information only).

Case Officer: Julia Asghar

Direct Tel. No. 020 7641 2518

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

- 3 You must apply to us for approval of samples 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 any work on these parts of the development until we have approved what you have sent us. You must then carry out the work using the approved materials. (C26BC)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of 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)

- 4 You must apply to us for approval of detailed drawings of the following parts of the development: i) shopfronts and ground floor elevations at 1:50 scale with x-sections at 1:10 scale, ii) low level decorative panel at 1:20 scale, iii) typical bay details to Wilton Road facade at 1:50 scale, 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 works according to these approved details.

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)

- 5 You must apply to us for approval of detailed drawings of the design, construction and insulation of the whole ventilation system and any associated equipment. You must not start on these parts of the work until we have approved what you have sent us. You must then carry out the work according to the approved drawings. You must not change it without our permission. (C13BB)

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)

- 6 Notwithstanding what is shown on the approved drawings, the ventilation system to get rid of cooking smells for the ancillary hotel restaurant and restaurant use (class A3) shall be full height, extracting at main roof level.

You must apply to us for approval of full 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 begin the uses allowed by this permission 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)

- 7 (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.

- 8 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.

- 9 You must apply to us for approval of details of a supplementary acoustic report demonstrating that the plant will comply with the Council's noise criteria as set out in Condition 7 and 8 of this permission. You must not start work on this part of the development until we have approved what you have sent us.

Reason:

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

- 10 (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.

- 11 No music shall be played in the hotel or restaurant uses 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 provide the waste store shown on drawing 4329-135/A and PL1350/A before anyone moves into the property. You must clearly mark it and make it available at all times to everyone using the building.. You must store waste inside the property and only put it outside just before it is going to be collected. You must not use the waste store for any other purpose. (C14DC)

Reason:

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

- 13 Waste collection and servicing must be made within the site demise in accordance with the swept path analysis drawing number 2016/3368/010 dated April 2018.

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)

- 14 No waste should be left or stored on the public highway.

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)

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

Reason:

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

- 16 You must use the parking, access, loading, unloading and manoeuvring areas shown on the approved plans only for those purposes. (C23AA)

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

Reason:

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

- 18 You must provide the two disabled car parking spaces shown on the approved drawings prior to occupation of the hotel uses. Thereafter the disabled car parking spaces must be retained and used for no other purpose without the prior written consent of the local planning authority.

Reason:

To provide disabled car parking for hotel visitors.

- 19 The hotel uses shall be carried out in accordance with the Coach and Taxi Management Plan dated November 2017 unless otherwise agreed in writing by us.

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)

- 20 You must apply to us for approval of a Servicing Management Plan for the hotel and restaurant uses. You must not commence the hotel and restaurant uses until we have approved what you have sent us. Thereafter the hotels and restaurant must be managed in accordance with the approved Servicing Management Plan, unless otherwise agreed in writing by the local planning authority.,

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)

- 21 You must apply to us for approval of an operational management plan to show how you will prevent customers who are leaving the building from causing nuisance for people in the area, including people who live in nearby buildings. You must not start the hotel or restaurant uses until we have approved what you have sent us. You must then carry out the measures included in the management plan at all times that the hotels and restaurant are in use. (C05JB)

Reason:

To make sure that the use will not cause nuisance for people in the area. This is as set out in S24, S29 and S32 of Westminster's City Plan (November 2016) and TACE 10 and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R05GB)

- 22 Customers shall not be permitted within the restaurant premises before 0630 or after 0000 (midnight) each day. (C12AD)

Reason:

To protect the environment of people in neighbouring properties as set out in S24, S29 and S32 of Westminster's City Plan (November 2016) and ENV 6, ENV 7 and TACE10 of our Unitary Development Plan that we adopted in January 2007. (R12AC)

- 23 You must provide the following environmental sustainability features (environmentally friendly features) before you start to use any part of the development, as set out in your application., , Air source heat pumps and combined heat and power system., , You must not remove any of these features, unless we have given you our permission in writing. (C44AA)

Reason:

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

- 24 Notwithstanding what is shown on the approved drawings, a minimum of 53 hotel bedrooms within the Premier Inn and 18 bedrooms within the Hub by Premier Inn hotel (10%) shall be fully wheelchair accessible.

Reason:

To make sure that there is sufficient choice for people who require an accessible bedroom as set out in policy E10 of the draft New London Plan 2017.

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

Reason:

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

Informative(s):

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in Westminster's City Plan (November 2016), Unitary Development Plan, Supplementary Planning documents, planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.
- 2 You may need to get separate permission under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 if you want to put up an advertisement at the property. (I03AA)
- 3 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)
- 4 Please contact our Environmental Health Service (020 7641 2000) to make sure you meet their requirements under the Control of Pollution Act 1974 and the Environmental Protection Act 1990. (I07AA)
- 5 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)

- 6 You will have to apply separately for a licence for any structure that overhangs the road or pavement. For more advice, please phone our Highways section on 020 7641 2642. (I10AA)
- 7 No digging should take place within 5 metres of a High Voltage Cable without contacting National Grid's Plant Protection Team <https://www.beforeyoudig.nationalgrid.com>
- 8 We recommend you speak to the Head of the District Surveyors' Services about the stability and condition of the walls to be preserved. He may ask you to carry out other works to secure the walls. Please phone 020 7641 7240 or 020 7641 7230. (I22AA)
- 9 You will need to re-apply for planning permission if another authority or council department asks you to make changes that will affect the outside appearance of the building or the purpose it is used for. (I23AA)
- 10 Under the Highways Act 1980 you must get a licence from us before you put skips or scaffolding on the road or pavement. It is an offence to break the conditions of that licence. You may also have to send us a programme of work so that we can tell your neighbours the likely timing of building activities. For more advice, please phone our Highways Licensing Team on 020 7641 2560. (I35AA)
- 11 You must apply for a licence from our Highways Licensing Team if you plan to block the road or pavement during structural work to support the building. Your application will need to show why you cannot support the building from private land. For more advice, please phone 020 7641 2560. (I36AA)
- 12 Please make sure that the lighting is designed so that it does not cause any nuisance for neighbours at night. If a neighbour considers that the lighting is causing them a nuisance, they can ask us to take action to stop the nuisance (under section 102 of the Clean Neighbourhoods and Environment Act 2005). (I39AA)
- 13 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)

- 14 Your proposals include demolition works. If the estimated cost of the whole project exceeds £300,000 (excluding VAT), the Site Waste Management Plan (SWMP) Regulations 2008 require you to prepare an SWMP before works begin, to keep the Plan at the site for inspection, and to retain the Plan for two years afterwards. One of the duties set out in the Regulations is that the developer or principal contractor "must ensure, so far as is reasonably practicable, that waste produced during construction is re-used, recycled or recovered" (para 4 of the Schedule to the Regulations). Failure to comply with this duty is an offence. Even if the estimated cost of the project is less than £300,000, the City Council strongly encourages you to re-use, recycle or recover as much as possible of the construction waste, to minimise the environmental damage caused by the works. The Regulations can be viewed at www.opsi.gov.uk.
- 15 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.
- 16 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.
- 17 With reference to condition 25 please refer to the Council's Code of Construction Practice at (<https://www.westminster.gov.uk/code-construction-practice>). You will be required to enter into the relevant Code appropriate to this scale of development and to pay the relevant fees prior to starting work. The Code does require the submission of a full Site Environmental Management Plan or Construction Management Plan as appropriate 40 days prior to commencement of

works (including demolition). These documents must be sent to environmentalsciences2@westminster.gov.uk. , , Appendix A or B must be signed and countersigned by Environmental Sciences prior to the submission of the approval of details of the above condition. , , You are urged to give this your early attention

- 18 This permission is governed by a legal agreement between the applicant and us under Section 106 of the Town and Country Planning Act 1990. The agreement relates to: , , Employment and Training Strategy for the construction phase and operational phase of the proposed development; , o Financial contribution of £18,000 towards Legible London wayfinding signage, £200,000 towards Cycle Hire station and £230,000 towards Subway Decommissioning as requested by TFL., o Crossrail payment, o Monitoring costs.
- 19 You may need separate licensing approval for the restaurant premises. Your approved licensing hours may differ from those given above but you must not have any customers on the premises outside the hours set out in this planning permission. (I61AB)
- 20 You must make sure that any other activities taking place in the class A3 (restaurant or café) premises, such as small amounts of takeaway sales or small bar areas, are so minor that they do not alter the main use as a restaurant or café. If the scale of one or more of these extra activities is more substantial than this, it is likely that a material (significant) change of use (from class A3 to a mix of uses) will have taken place, which will need a new planning permission. (I61BA)
- 21 Please contact a Metropolitan Police Crime Prevention Design Adviser about suitable security measures for your development. You should also check whether these features will need planning approval.
You should contact:
David Fisher on 020 8217 3813 or by email docomailbox.ne@met.police.uk
He is based at:
Lower Ground, Bow Road Police Station , 111-117 Bow Road , London E3 2AN
(I74AA)
- 22 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)
- 23 You should include features that improve biodiversity when designing the development and any open areas. For more advice, please speak to our Biodiversity Project Manager on 020 7641 1951. (I81AA)

- 24 The development for which planning permission has been granted has been identified as potentially liable for payment of both the Mayor of London and Westminster City Council's Community Infrastructure Levy (CIL). Further details on both Community Infrastructure Levies, including reliefs that may be available, can be found on the council's website at: , www.westminster.gov.uk/cil , Responsibility to pay the levy runs with the ownership of the land, unless another party has assumed liability. If you have not already you must submit an **Assumption of Liability Form immediately**. On receipt of this notice a CIL Liability Notice setting out the estimated CIL charges will be issued by the council as soon as practicable, to the landowner or the party that has assumed liability, with a copy to the planning applicant. You must also notify the Council before commencing development using a **Commencement Form** , CIL forms are available from the planning on the planning portal: , <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> , Forms can be submitted to CIL@Westminster.gov.uk , **Payment of the CIL charge is mandatory and there are strong enforcement powers and penalties for failure to pay, including Stop Notices, surcharges, late payment interest and prison terms.**

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